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TEN PAGES—ONE CENT

If You Are Interested in St. John Do Not Fail To Attend Tonight's Meeting in Nickel Theatre

MUST NOT APPROVE AGREEMENT UNTIL EXAMINED BY EXPERTS

Prominent Citizens go on Record as Requesting Government, by Resolution Tonight, to Stay Its Hand

The citizens of St. John realize that the fight in the matter of the mail ships is only begun, and that if they fail to press their claims at Ottawa or a square deal, the port will receive a blow of the most serious character. It is felt that the government must not approve of the Gutelius agreement until more is known about it by the people of St. John. The Times this morning submitted this question to leading citizens:

Do you favor the adoption, at tonight's mass meeting, of a resolution requesting that the government withhold its assent from the Gutelius-Bosworth agreement until it has been thoroughly examined by a traffic expert in the interests of St. John?

HAT THEY SAY

A. W. Adams:—"I certainly do."
R. H. Bruce:—"Why certainly; that goes without saying."
C. B. Allen:—"Yes, I would approve of that."
Ambrose Brothers:—"Yes, we would approve of such action."
W. H. Barnaby:—"I would prefer to wait until the meeting before saying that course I would approve."
H. C. Schofield:—"That would be the proper course; in fact it is the only way we can take."
A. McMillan:—"Yes, certainly; I would be in favor of that resolution."
Sevill Bros. & Co., Ltd.:—"Certainly, any reasonable man would approve that."
W. J. Mahoney:—"Yes, I surely do approve."
Thomas Gorman:—"Yes, certainly, I would be in favor of it."
C. H. Peters:—"That would be only fair and quite in order."
J. A. Barry:—"Certainly, I do; St. John should have a chance to submit the evidence to show the discrimination."
John Keefe:—"Yes, of course."
R. B. Emerson:—"I would prefer to wait until I hear what the delegates have to say this evening."
W. E. Foster:—"Certainly I favor it; unless we take some such step the matter will go into effect."
W. F. Burditt:—"I would approve of securing the delay until the details of the agreement could be studied."
T. Collins:—"Certainly I would."
W. M. Jarvis:—"I would prefer to hear the reports of the delegates before committing myself."
T. T. Lantulum:—"Yes, you may certainly say I do."
Dr. A. F. McAvenny:—"Yes, I certainly do."
R. W. W. Frink:—"Yes, certainly."
C. Cross:—"Yes, the government's consent should be withheld until St. John has time to prove its case."
W. F. Hatheway:—"Yes, I would favor such a resolution."
G. A. Horton:—"Yes, the matter is one that requires the work of traffic experts and it would be only fair to hear their report before allowing the rates to go into effect."
David Magee:—"No one could find any objection to that."
Edwin Peters:—"There is no doubt that there is discrimination against St. John and the agreement should be held up."
F. L. Potts:—"By all means."
James Pender:—"Yes, that is better than letting it drift. It would be five times better for the I. C. R. to carry the freight all the way from Montreal over their own lines at C. P. R. rates than to accept the rates mentioned in the agreement. I would suggest that Mr. Gutelius could serve the country better if he were placed in charge of the canal only, where there are no rates for him to per with."

Tonight's public meeting will be held in the Nickel Theatre, on street, at eight o'clock.

TRAVELERS HERE TODAY FROM WALES IN SEARCH OF THEIR MOTHER

Five and Eight Crossed over to Montreal and Then Here

When the Atlantic express pulled in the depot today at noon two young men, aged five and eight years, toddled under the care of Conductor Perry were handed over to the charge of R. Ross, terminal agent, who will endeavor to find their mother. The boys, Stanley and Henry Hewitt, bright Welsh youngsters, whose long journey from Enniscorthy, Wales, was now at an end and who eagerly asked where their home could be found.

WE WANT A SOP?

The Halifax Echo says a delegation should be sent from that city to Ottawa to enquire about this kind of sending the Royal Line steamers to St. John. It says the proposed change "is manifestly in the nature of a sop for the people of St. John."

ocean, apparently quite contented and oblivious of the fact that, through their being such youthful tourists, they were attracting unusual attention. Their bright sunny faces and cheerful smiles won them friends amongst their fellow passengers on the steamer Royal George on which they came across the ocean, and at Montreal they were given in care of Conductor Perry, who safeguarded them to St. John, to which city they were ticketed. They said their father was dead, but that their mother lived here, and they had come to join her.

HAS ACCEPTED
Rev. A. F. Newcombe has accepted the call to the Brunswick street Baptist church, Fredericton, and will take up his duties on December 1.

Phelix and Phelix and

THEY DO NOT LIKE JAMES J. O'NEILL IN THE TIMES

Issued by authority of the Department of Marine and Fisheries, H. F. Stupart, director of meteorological service.

Synopsis—The general distribution of pressure has changed to a normal October type and changes are now likely to be rapid. Showers have been general in Ontario and Quebec, and heavy rain has fallen over the larger part of the maritime provinces.
Clearing, But Windy
Maritime—Rain in eastern districts, clearing in western, strong winds and moderate gales.

NO PARTISANSHIP IN THIS

There are no two opinions in St. John about the course that should be pursued at tonight's public meeting in Keith's Theatre. The government must be asked not to approve of the Gutelius-Bosworth agreement before it has been thoroughly examined by experts in behalf of this city.

The Standard this morning said:

"The agreement must be thoroughly analyzed by persons competent to judge. If it is found to be, as the St. John delegates believe, discriminatory toward St. John and unfair in its terms, then there must be the strongest possible protest against it, and this analysis and protest should be made before it goes to the Minister of Railways for his approval."

The Telegraph this morning said:

"Therefore, one thing now to be done is for the citizens of St. John to make a united demand that the Gutelius-Bosworth agreement be not confirmed by the department of railways, at least until a complete transcript of the text of the agreement has been furnished in order that it may be examined by traffic experts on behalf of the people of the city."

Political lines are thus obliterated. This is a fight for the rights of St. John.

THERE IS TIME FOR PROTEST

Ottawa Says Cochrane Will Not Be at Desk For Some Days and Nothing is to Happen Till He Returns

(Special to Times)

Ottawa, Oct. 13.—Hon. Frank Cochrane did not return to Ottawa today, though it was said to members of the St. John delegation that he would be back to take up the tentative agreement made by General Manager Gutelius with the C. P. R. for running rights over the Intercolonial.

It is said that Mr. Cochrane will not be seen in Ottawa until Wednesday or Thursday and possibly not until next week.

There will be no further action in relation to this agreement until he returns.

SAYS THERE MAY BE ANOTHER ARREST

Startling New Evidence in Sydney Alleged Murder Case Promised

Sydney, Oct. 13.—George A. Bryant, who has taken an active interest in the Haynes alleged murder case, has returned to the city after a search for more details bearing on the tragedy. Mr. Bryant said that he had secured some absolutely new evidence, he might say startling. He had discovered another doctor who saw the body of the late B. S. Atkinson at the scene of the tragedy, and who has a very decided opinion on the case.

Mr. Bryant said he has had practically to do his own work in trying to clear up the alleged mystery and has had to do his own financing in the past and expects to do it in the future in his search for further evidence.

Mr. Bryant says it is possible that another arrest will soon follow in the Haynes case and that entirely new developments are pending.

THE STREET CAR ACCIDENT
New names are being added to the list of those who were injured in the street car accident last week. It has been learned that the conductor of the car, Thomas Cosgrove, was laid up for several days from a lame back. Emanuel Connor, 59 Adelaide street is still confined to the house with an injured arm.

EXPLOSION ON THE VOLTURNO SENT FORTY MEN TO DEATH

First Survivors of Awful Marine Disaster Are Expected to Reach London Today—Bereaved Relatives Seeking News of Loved Ones

London, Oct. 13.—None of the steamers, which brought succor to the ill-fated Voltorno, when she was burning in mid-Atlantic, had arrived at its destination this morning, but a wireless report from the Cunard line steamer Carmania, which was the first to reach the scene of the disaster, told that she had passed Brownhead at 2:46 a.m. today and expected to reach Flagstaff at half-past one this afternoon.

All the other vessels which played such a heroic part in the rescue of the Voltorno's passengers, and which were coming toward Europe, are expected to reach port with survivors of the wreck on board today or tomorrow. The Minneapolis is due at Gravesend in the Thames at half-past one o'clock on Tuesday afternoon, the Devonian at Liverpool and the Cear at Rotterdam on the same evening, while La Touraine may arrive at Havre this evening.

The Uranium line has made arrangements to send those survivors who desire to proceed to their destinations to America on board other vessels as soon as possible.

The Amsterdam correspondent of the Times learns that all the Voltorno's cabin passengers were saved.

Montreal, Oct. 13.—Evidence that the explosion which started the fire upon the Uranium steamer Voltorno was of tremendous force is to be found in a statement received by wireless here via Cape Race, from one of the rescue vessels, the Grosser Kurfuerst, and which says that forty men were killed by it. This statement also contains the information that Capt. Inch of the Voltorno is wounded, though no details of his injury are given.

The message, which was despatched from the Grosser Kurfuerst on Sunday morning, reads as follows:

"Four Voltorno boats were smashed, two boats with 100 souls missing; forty men were killed by explosion, most of women and children on the Seydlitz."

(Continued on page 7; seventh column)

Call For Meeting Tonight

ST. JOHN, OCTOBER 11.
A MEETING OF ALL CITIZENS INTERESTED IN THE WELFARE OF ST. JOHN IS CALLED FOR MONDAY EVENING, 13TH INSTANT, AT EIGHT O'CLOCK, IN KEITH'S THEATRE, CARLETON STREET, WHEN THE DELEGATION SENT TO OTTAWA REGARDING THE MAIL STEAMERS WILL MAKE ITS REPORT.

(SIGNED) J. M. ROBINSON, PRESIDENT, BOARD OF TRADE

GOVERNOR-IN-COUNCIL MUST GIVE ASSENT TO CHANGE IN RATES

Mr. Gutelius, Under Railway Act, Has No Authority--It Is Up To Mr. Borden --Here Is The Law

With regard to the statement that the agreement made for hauling traffic of the Canadian Pacific between St. John and Halifax was made by Mr. Gutelius, it is perhaps worth while to consider the following section from the revised statutes of Canada entitled, "An Act Respecting Government Railways." Section 46 of Chapter 96 says:—

"The governor in council may impose and authorize the collection of tolls and dues upon any railway vested in His Majesty, or under the control or management of the minister; and from time to time in like manner may alter or change such tolls or dues and may declare the exemptions therefrom."

How, then, could Mr. Gutelius do it?

In this connection, also, it is worth while to quote Section 77 of Chapter 97, dealing with the subject of discrimination. It says:—

"Whenever it is shown that any company charges one person, company or class of persons, or the persons in any district, lower tolls for the same or similar goods, or lower tolls for the same or similar services, than it charges to other persons, companies or classes of persons, or to a person in another district, or makes any difference in treatment of such companies or persons, the burden of proving that such lower toll, or difference of treatment, does not amount to any undue preference or unjust discrimination, shall lie on the company."

Shall the government which does not permit discrimination on the part of a company be itself responsible for rank discrimination against the port of St. John?

FIND GREAT ISLAND OR A CONTINENT IN FAR NORTH

Russian Polar Expedition Made Discovery in August—Splendid Spectacle in Phenomenon of Green Sun

(Canadian Press)

St. Michael, Alaska, Oct. 13.—Further reports on the Russian Polar expedition, which has just reached St. Michael bringing news of the discovery of a large island or a continent north of Siberia, was given out today by Lieut. Commander Wilitski. He said he succeeded to the command of the expedition after General Sergieff was stricken with apoplexy in Behring Bay in the Russian cruiser Argon.

The ships brought back a remarkable collection of polar marine animal life, marine plants found about the new land and a large geological collection. Nicholas Second Land, as the new tract was named was discovered August 21, and possession taken on August 22, Russian calendar. The Russian colors now are flying in latitude eighty, longitude one hundred east.

The ships witnessed a splendid concurrence, rare in the Arctic, the phenomenon of a green sun, lasting ninety seconds each time at sunset, on July 30 and Sept. 14. The spectacle was sketched in colors by Lieut. Posen, chief engineer.

The vessels have a karyograph record of the Behring Sea storm and photographs showing the extreme inclination of the vessels during the storm with mountainous seas apparently about to overwhelm them.

The Russian officers are very courteous but reticent regarding scientific data and results obtained.

Washington, Oct. 13.—Members of the National Geographic Society said here that the reported Russian discovery of a continent 500 miles north of Asia, if true, would be the last great discovery of land. They pronounced it the most important discovery within the Arctic circle in the last century.

St. Petersburg, Oct. 13.—Confirmation of the discovery of new land in the Arctic ocean was received by the Russian admiralty today in a brief official wireless report from Commander Wilitski. The newly found land extends in a narrow strip from about sixty miles north of Cape Tchelyuskin, also known as Northeast Cape, to the northern termination of the Asiatic continent, to 81 degrees north.

Commander Wilitski is a son of a famous hydrographer, who died last year. He wanted to go west to the river Yenisei to winter, but met with solid ice and on this account proceeded in a northerly direction, where he discovered land extending for 200 nautical miles. The expedition was then compelled by the ice to return toward the east, passing Bennett Island in Latitude 76.40, north, longitude 145.30 east, they found the diaries and documents of the ill-starred expedition under Baron Toll, which was lost in 1900.

They also discovered a new island. The expeditions, under Baron Nordfalkjold, Fridtjof, Nansen and Baron Toll, passed between Cape Tchelyuskin and the newly discovered land, without noticing its presence. The discovery of the new land is regarded as having the most important bearing on ice conditions in the Kara Sea.

Who'll Be Elected?

This is the season when the candidates send forth their promises to the listening ear of the voter.

But aside from those seeking office, there are other candidates whose pleas are just as important to your personal interests.

These are the merchants and business men who speak to you daily through the columns of live newspapers like The Telegraph and Times.

They want your trade by deserving it—and they present their claims to the General Court of Public Opinion through the advertising.

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