

THE ST. JOHN EVENING TIMES

ST. JOHN, N. B., OCTOBER 24, 1904.

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MR. BLAIR APPRECIATED.

The announcement that Montreal business men will tender a banquet to the Hon. A. G. Blair in November, when the Grand Trunk Pacific scheme is defeated or not in the elections, is another evidence of the conviction in the minds of men of business training and experience that Mr. Blair is right and the government wrong in regard to the Grand Trunk Pacific scheme.

It shows further their great appreciation of Mr. Blair's determination to resign his membership in the railway commission, and protest once more against a course which, as minister of railways, he had declared to be utterly indefensible.

Thoughtful business men in Montreal like Mr. James F. Robertson, Mr. D. J. McLaughlin, Mr. James Pender, Mr. James Kennedy, and others in St. John, who feel that duty to the country is stronger than party ties, recognize that Mr. Blair has pursued the right course, and that he deserves the thanks of the Canadian people.

Every voter in New Brunswick can show like appreciation, and a like patriotic spirit, on November 3rd, by voting to defeat the Grand Trunk Pacific gift and graft.

MR. BLAIR'S ATTITUDE.

The advocates of the G. T. P. iniquity profess to believe that Mr. Blair's recent action will have no effect because he said what he had to say in the house of commons, and therefore everybody already knew his views.

Those who talk in this strain are merely doing it for effect, and are fondly hoping that Mr. Blair will not take the platform in opposition to a contract which is much worse now than when he denounced it in the house.

The significance of Mr. Blair's second resignation, and his re-affirmation of his opposition to the G. T. P. scheme is too great to be lightly regarded. The effect throughout the country is reflected in the press, which day by day discusses the question with more eagerness than it does the utterances of all the members of the government. Mr. Blair is showered with letters of congratulation, invitations to take the platform, offers of constituencies, and other evidences of the profound effect his action has produced throughout the country. Doubt has been replaced by conviction in so many minds that the government stands condemned.

SIGNIFICANT DEMONSTRATION.

The people of St. John have read that Mr. R. L. Borden, the leader of the opposition, was greeted with great enthusiasm in other cities and towns. Perhaps some were disposed to doubt the accuracy of the very glowing reports. But Mr. Borden came to St. John on Saturday, and there was a demonstration in the evening. It was one of the most enthusiastic and successful in the political history of St. John. True, the weather was beautiful, the bands were out, and it was Saturday evening; but these would not account for the thousands in the streets and massed on the north side of King square to see and hear the leader of the opposition. The character of the demonstration was significant of the popular feeling in opposition to the Grand Trunk Pacific scheme. It was not a mere conservative demonstration, but a general protest against the government's railway policy of gift and graft.

A government party can nearly always drum up a crowd. The crowd of Saturday evening was a crowd that means business.

Any who doubted the reports of enthusiastic receptions for Mr. Borden in other cities and towns, will doubt no longer. Distrust and opposition to the G. T. P., are not confined to St. John, and that is why Mr. Borden is everywhere greeted by cheering crowds. He represents in this campaign the policy that is best for the country.

APPRECIATED BY LIBERALS.

Probably never before in the history of St. John political campaigns was a conservative demonstration regarded with sympathetic interest by so many liberals as was that of Saturday evening.

As a rule, party lines are so sharply drawn that one party regards the demonstrations of the other with indifference, ridicule, or dislike. But on Saturday evening there were very many liberals who looked and listened with more of pleasure than dissatisfaction.

The principal reason for the change is the conviction steadily growing in the public mind that the Grand Trunk Pacific scheme would be very bad for Canada, and especially bad for the ports of the maritime provinces; and that today Mr. R. L. Borden rather than Sir Wilfrid Laurier represents the right policy to be pursued in the development of Canada's transportation system.

Mr. Borden stands for a transcontinental controlled by the people, and for the nationalization of the ports of St. John, Halifax, Quebec and Montreal. He stands for the policy of Canadian trade through Canadian ports.

Sir Wilfrid Laurier stands for the policy of Mr. Hays of the Grand Trunk, who, as Sir Charles Tupper aptly phrased it the other day, stands with one foot in Chicago and the other in Portland, Maine.

There is the more reason for liberal sympathy, also, because Mr. Borden says and does nothing to arouse bitterness. His political record is that of an able and honorable man, who is respected by his opponents, and possesses to a marked degree the confidence and esteem of his supporters. He has grown and broadened and developed, in a national sense, with the experiences and responsibilities of leadership in his party. He is regarded as a safe man; and, at a time when vital interests of the country are threatened by men in power, the people appreciate all the more the qualities which political friend and foe alike have recognized in the leader of the opposition.

PERTINENT QUESTIONS.

It may be that Mr. Emmerson has his speech for this evening prepared in advance, but if he has a little spare time he might explain how the government proposes to prevent the Grand Trunk Pacific from diverting its traffic by way of Winnipeg and the lakes to the American connections of the Grand Trunk, and what Mr. Hays meant when he said to the Grand Trunk directors that the new scheme would tie up the trade of the west to the Grand Trunk system, whose terminus is at Portland.

Mr. Emmerson might also read, if he can find it, any guarantee in the contract compelling the Grand Trunk Pacific to bring its traffic to Canadian ports. He might also give the reasons which caused him to change his own views on the question of extending the government railway system farther west than Montreal.

As a railway expert, he might also be able to say something about the significance of the purchase of the Canada Atlantic by the Grand Trunk.

A FOOL ARGUMENT.

The most extraordinary of the arguments advanced in favor of the G. T. P. scheme is that put forward by the Halifax Chronicle, to the effect that a vote against the government's policy is a vote to give Canadian trade to Portland, Maine. The Chronicle must regard its readers as a very credulous people. If the government were defeated the new premier would be a Halifax man, whose ability and patriotism are alike unquestioned, and who stands for the nationalization of the ports of St. John and Halifax, and a transcontinental railway that would have its winter termini at these ports instead of Portland. Mr. Borden, like Mr. Blair, believes in Canada first and last and all the time. Mr. Borden and Mr. Blair are much safer counsellors and advocates than Sir Wilfrid Laurier and Manager Hays of the Grand Trunk.

MAKE IT A ROUT.

Government workers in this constituency claim that their prospects are improving. Some of them even talk of the possibility of victory. They would of course be expected to talk in this strain, but there is all the more reason for active ward and committee work by the opponents of the G. T. P. It is not enough to say that Mr. O'Brien cannot be elected, or that Mr. McKeown is certain of defeat. The ways of politicians who are backed by the resources of governments are worth looking into, no matter how general the popular discontent. Every man who wants to see the G. T. P. scheme overwhelmingly defeated must do more than carry a torch or boast of success. The government committees, though they are in despair, never worked harder than they are working now. They must be met with a better organization as well as a better cause. The majorities must be decisive.

MR. ROBERTSON ANSWERED.

In Carleton on Friday night Mr. George Robertson is reported by the Globe to have said:— There had been criticism that the Grand Trunk Pacific was not bound to bring business to maritime ports, but he contended they were bound as hard as it is possible to bind trade. Mr. Robertson showed that it would have been impossible to put a clause in the contract that every pound of freight carried by the road must be shipped through Canadian ports. The new railroad would be a truly national one, it would develop trade through Canadian channels. The government had bound it to that and

had machinery to enforce its provisions, while the company was ready and willing to do its share, and that would make St. John a greater shipping port than they had ever dreamed of.

In reply to Mr. Robertson we may quote the Hon. Mr. Fielding, who said in a speech in Halifax:—

"A good friend speaking to me today said, 'Mr. Fielding, can you guarantee that the grain traffic of the West will be brought to Halifax by this transcontinental railway?' I replied: 'No one can guarantee anything of the kind. All that can be done in any such case is to provide the best possible facilities and then look for the trade.'"

We may also quote a better authority than either, the Hon. A. G. Blair, whose experience as minister of railways lends to his utterances an authority which cannot be questioned. Mr. Blair says:—

"Of course, this contract contains a very great many clauses for the purpose of securing this and assuring that. But, I have yet to learn that you can frame clauses which will meet the ingenuity of company officials, or prevent a company which may be operating the road from having very much of its own way in the matter. And when you consider that railway interest in this country has become so powerful, that even within a few weeks of the present session of Parliament, they can get a scheme sprung upon the country involving many millions, what reasonable ground have you for expecting that, in these minor things, which affect only individuals doing business with the road, you can enforce the clauses and provisions which you have incorporated in the contract in order to bind and hold them? I think we are building upon very slight foundations the hope which my hon. friend (Sir Wilfrid) has expressed."

The Halifax Chronicle has columns of despatches from all parts of Canada, predicting a sweep for the government from ocean to ocean. The value of these predictions may be gauged by the fact that the despatch from St. John claims the election of Mr. O'Brien and Mr. McKeown, and another New Brunswick despatch asserts that the prospects were never brighter for a clean sweep for the liberals throughout the province. This is prophecy gone mad. If the government loses ground in the other provinces as it will in New Brunswick the Chronicle will need a black border on the morning of Nov. 4th.

Halifax owes one to St. John. On the north side of King square on Saturday evening thousands of St. John people surrounded the carriage of a Halifax man, which was drawn there by sturdy young men instead of horses, and cheered him to the echo. To his credit be it said that he was not at all self-conscious, but a grave and dignified gentleman, worthy to be the exponent of a great principle, and a leader of the forces arrayed against what Mr. Blair has aptly described as "a sheer, unjustifiable squandering of the public money."

The liberal papers in each province are telling of a great host of conservatives in other provinces who are going over to the G. T. P. side of the house. The names of a few New Brunswick conservatives who support the scheme would add to the impressiveness of the story hereabouts. But the tide here as elsewhere is really the other way, and the names are well known. There is no use in telling palpable falsehoods.

The fortunes of political warfare have placed Mr. George Robertson in a position which ought to be very irksome to himself. In view of Mr. Robertson's past labors and utterances, one can imagine with what splendid energy he would be able to speak in defence of the rights of St. John, in opposition to a policy which makes for the upbuilding of Portland, Maine. Mr. Robertson is in the wrong camp in this campaign.

A despatch from Moncton is being published in the government press all over the country, with big headlines, declaring that "the Chatham Advance turned liberal in 1896, as soon as the conservatives were defeated. The fact that the Advance supports Mr. Loggie will have a tendency to increase Mr. Robinson's majority."

The Globe, realizing how vainly its readers have searched its dreary columns for an illuminating paragraph, has added to its staff a humorist. He says there is every reason to believe that the Liberals will carry ten out of the thirteen seats in this province, and this may even be exceeded. "It is to laugh."

Pascal Hebert announces that he has no intention of retiring from the political field. Thus the fight in Kent will be a three-cornered one—two Canadians and one English-speaking Canadian—Globe.

This means the election of Mr. George V. McInerney in Kent county.

Mr. O'Brien and Mr. McKeown continue to profess undying friendship. Yet, it was not always thus, and friends of each are prone to ask, in view of past events, why they should be expected to support the other. There's something in it.

Mr. George Robertson is quite right in saying that there are no personalities in this campaign. The issue is too important. It is a measure, not merely men, that the people are determined to defeat.

Hon. Mr. Emmerson must recognize Mr. O'Brien as a candidate, after all. But he also has Mr. McKeown. There has been a change since the federal by-election.

Those who oppose the Grand Trunk Pacific scheme do not oppose a transcontinental railway. They object to a national gift enterprise.

MANAGER DAILEY

Promises St. John Theatre Goers a Great Season's Pleasure.

The Dailey Company, who are to appear here shortly for an extended stock season, will no doubt present the greatest selection of plays that our theatre patrons have had the pleasure of witnessing in years. The two opening bills "Heart and Sword" and "Facing the Music" are but a foretaste of the good things that are in store. The repertoire will embrace everything from farce comedy to tragedy, as it is Manager Dailey's intention to present some of the latter class of plays before the season is over. Plays which John Drew, Sothorn and Hartlett have produced here in New York city, will be produced here and will be mounted and dressed in an elaborate manner.

The stage management is in capable hands this season. Mr. Dailey having secured the services of Thos. F. O'Malley to direct his production. The proper handling of the stage is one of the necessary essentials to success, especially the detail work and in this respect Mr. O'Malley has but few equals.

Profiting by past experiences the management will endeavor during the coming season to get all of their productions out at a reasonable time, thereby enabling their suburban patrons to witness the performances in the evening. This announcement should be of special interest to the theatre goers of Carleton.

OBITUARY.

James E. Osborne.

The death of James E. Osborne, took place Saturday evening, at his home Milltown, after a lengthy illness. He underwent an operation last spring, and for a time appeared much improved. Four weeks ago he was again taken ill. Deceased at the time of his death, held the office of town treasurer and collector of town taxes for Milltown. He was also a school trustee, he was prominent among horsemen and was re-elected this year as secretary to the Maine Breeders association. He leaves a widow, four sons, and six daughters. His funeral will take place at nine o'clock on Tuesday morning, under the auspices of the A. O. H. society of which he was a member. Services will be held in the Roman Catholic church conducted by Rev. Father Doyle.

Mrs. Dennis Callahan.

Mrs. Dennis Callahan died yesterday at her home at Little River. She was seventy-six years of age and leaves a husband, and three sons, Dennis of this city, Timothy at home, and John of the I. C. R. The funeral will be held tomorrow afternoon.

Mrs. Margaret Myles.

Word reached the city yesterday, of the death of Mrs. Margaret Miles, widow of Capt. John Miles, at one time a prominent shipmaster of this port. Mrs. Miles attained the remarkable age of ninety years, and enjoyed fairly good health, up to a few days before her death. She died at her home in Wallasey, Cheshire, England, where she had been living for nearly forty years. She will be kindly remembered by the older generation of St. John. She was a prominent member of the Wesleyan congregation, now Queen Square church. Captain Miles sailed out of St. John in the Hilyard vessel, East Indies after the American war, retiring after some years and settling in England. He died thirty-four years ago. One child, Mrs. Lewis survives her parents.

AT THE YORK THEATRE.

The fifth week of vaudeville will be inaugurated tonight and it will likely be a banner one. The company for this week is high class, and the artists engaged, have played all the best vaudeville theatres in the country. The Rice family, three children of exceptional merit, from 7 to 11 years old will be sure to please. The Great Lynch, direct from New York, is a card. His act is of the highly sensational order, and embraces many seemingly impossible feats, upon the invisible wire. Miss Helen Austin, is the only lady tambourine spinner and juggler in the world. She uses 12 tambourines at one time. Conlon and Hastings, are artists of ability and present a gilt edged act, entitled, "A one sided flirtation." Chas. E. Edwards, the happy tramp, has been abroad for eight years, this being only his sixth week on this circuit. Marr and Evans, the lunatics are a pair of acrobats who do many funny stunts; Ed. Armstrong, comedian and singer will be found highly original. A childrens matinee is to be given Tuesday at 4 o'clock.

He Deserved It

His suffering from Sciatica was so great, but thanks to Nerviline he was cured. "I suffered for three years from sciatica," writes E. S. Jenkins of Portland, "and no man ever suffered more. I spent a small fortune on different remedies but the only one with real merit was Nerviline. I used a few bottles of Nerviline and was perfectly cured. I can recommend Nerviline as a sure cure for sciatica; it's excellent also for rheumatism and neuralgia." Try Nerviline, 25c. at all druggists.

Sailor Injured.

Chatham, N. B. Oct. 24.—(Special)—While helping discharge coal from a schooner on Saturday a German sailor was struck by the tub and knocked from the gangway to the wharf and was seriously injured about the chest. He was taken to the hotel Dieu hospital.

THE WAVE OF PROSPERITY.

Politicians on the Government Side Have a Barrel of Promises.

(Toronto News.)

Mr. Eastwood has a new Bay front for Hamilton, and Mr. Aylesworth a canal for Port Hope. Max Guthrie has enlarged a post office in Guelph, and Mr. Donly is to get \$50,000 more on account for Simcoe. In Winnipeg a new branch post office and improvements at St. Andrew's Rapids dropped auspiciously from the full hands of the Government candidate. So in West Northumberland, just as the Liberal candidate was nominated a dredge made its welcome appearance in Cobourg harbor. Surveyors are out along the Georgian Bay Canal, and the Transcontinental Railway Commissioners have gone on circuit. All along the route there will be something doing, and at each stage the royal progress will be superintended by Government candidates. No constituency will be neglected, and no proper demand refused.

Even in remote Prince Edward Island, the omnipresent Government yearns over its devoted people and simultaneously with the appearance of its candidates they receive lower telegraphic rates and a night service. In the Welland Canal the faithful employees in face of a hard winter and a harder election have got an increase of wages, and at Ottawa like good fortune has come to the laborers at the Experimental Farm, and to the Dominion Constabulary. All this, however, is as nothing to the two hundred millions to be paid out to labor in the construction of the transcontinental railway, at standard rates, with no sweating, and with time allowed for Labor Day. There will be hard hard times, we are told, in Germany, South Africa, the United States, and Great Britain, but in the larger Canada a riot of plenty of money to burn. Roll up, tumble up, if you can't get up, send your name up. As yet, only a few counties have been heard from. Rush in your orders before all the choice lots are taken. Only two weeks remain of the great sacrifice sale of wharves, post offices, drill sheds, custom houses, canals and railways. Away with the surplus, down with the Auditor-General, and God save the King!

Soft coal \$3.25 per load delivered good coal Lump \$5.00 Soft coal which makes a good lasting fire and strong heat. Dry kindling \$1.25 and Dry hard wood \$2.00 per load delivered. Tel. 1116. GEO. DICK, (foot of Germain St. 46 Brittain St.)

A Delicate Throat.

Cool nights and snappy mornings, may bring unpleasant reminders of your delicate throat. If you grow hoarse without any apparent reason, if an ugly little hack arises, take

Brown's Bronchial Balsam at once. It soothes and heals. It drives away that raspy soreness in the throat. Best of all it prevents those severe spasms of coughing which are so likely to produce soreness of the lungs. 25c a bottle.

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Here's A Puzzle For Somebody

AND ALL ON ACCOUNT OF

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"The hold upon the people of Annapolis' county which this 'Royal Household' flour has secured of late is one of the most remarkable things I have seen in my eighteen years business experience," said an Annapolis county merchant who attended the Halifax Exhibition. I find that the majority of my customers absolutely refuse to take anything but "Royal Household" and I tell you it is almost a serious problem with some of us as to how we are going to sell the stocks we have of other fairly good flours.

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YOUR AD. HERE Would be read by thousands every evening

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GRAND POLITICAL MEETING.

A Public Meeting in the interests of the LIBERAL PARTY

will be held in the OPERA HOUSE On Monday Ev'g, Oct. 24th, to be addressed by

HON. H. R. EMMERSON, Minister of Railways and Canals. HON. W. T. PIPES, RICHARD O'BRIEN, and HON. H. A. McKEOWN.

The chair will be taken at 8 o'clock. All electors are cordially invited to be present. Seats will be reserved for Ladies. THOS. McAVITY, Chairman Liberal Executive Committee.