

THE ST. JOHN EVENING TIMES

ST. JOHN, N. B., OCTOBER 20, 1904.

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INTEREST GROWING.

The special despatches to the Times today show that interest all over Canada in the result of Hon. Mr. Blair's action is growing in intensity. It is evident that his resignation and declaration of continued opposition to the Grand Trunk Pacific scheme will have a very marked effect upon the elections. The significance of his action cannot easily be over-estimated, for it will have a powerful effect all over the country, which awaits his further utterance with far more interest than it does any statement by even the premier himself. Mr. Blair, in private life, overshadows the leaders of the party from whose counsels he has withdrawn himself, and fills today a larger place in the thoughts and in the confidence of the people.

SHOULD BE CONDEMNED.

It appears to be a simple and reasonable proposition that if Canada is to build the most of the new transcontinental railway, it should build the whole of it, and own it. The interests of the country demand that the government retain control of the great railway that is to be so great a factor in the future development of western Canada, and of the trade of the whole dominion.

The people of the maritime provinces have a special reason to object to the Grand Trunk Pacific contract, because it does not provide that the traffic developed by the line must pass through Canadian ports.

Just as soon as the Winnipeg section is built, the Grand Trunk Pacific will be able to hand over its traffic there to the Grand Trunk railway and its American connections. When the section from Winnipeg east to the lakes is constructed, the Grand Trunk will be ready with its long established connections, to take over the traffic of the new line and carry it to Portland, Maine. The relations between the Grand Trunk and the Grand Trunk Pacific are so intimate, and the former has so much money invested in Portland, that no unprejudiced man doubts for a moment that every effort will be made to carry trade to the Grand Trunk terminals at Portland. The government, under the contract, will be powerless to prevent such action.

For this reason especially, the people of this city and province should oppose the scheme, but it should also be condemned because it places far too great power in the hands of a corporation, and pledges the country to an enormous expenditure for the benefit of that corporation. The whole scheme was hasty, ill-considered and imprudent; but the people have still an opportunity to enforce their own views and right the wrong which threatens the country.

CONCERNING MR. BLAIR.

Already efforts are being made to minimize the effect of Hon. Mr. Blair's resignation and the announcement that he will speak in opposition to the Grand Trunk Pacific scheme.

The Globe seeks to convey the impression that he will enter the employ of the G. P. R. The Montreal Herald hints at financial inducements held out by the conservatives. The Halifax Recorder tries to excite prejudice by charging that as minister of railways Mr. Blair was not fair to Nova Scotia.

All these are but the evidences of a weak case. The government stands to lose more than it can possibly gain by tactics of this kind. The Times prints on another page today the comments of the independent press on Mr. Blair's action, and its significance. The opponents of Mr. Blair should not forget Sir Wilfrid Laurier's words:—

"I could recall the eulogy which was passed upon Mr. Blair last session from the ranks of the Opposition. I could quote from honorable gentlemen opposite as to the high qualities, the great talents, and the marked ability of Mr. Blair. I share in everything they said of Mr. Blair."

MR. BORDEN'S POLICY.

Replying to an enquiry made by Sir Charles Hibbert Tupper, the leader of the opposition recently wrote this statement of what his party would do with regard to the transcontinental railway if they were returned to power:—

Toronto, Ont., Oct. 10, 1904.
"Hon. Sir Charles Hibbert Tupper, K. C.,
"President Conservative Association, Vancouver, B. C.

"In reply to your enquiry, permit me to outline the salient features of our transportation policy. We will immediately undertake the construction of a transcontinental railway to the Pacific as a government work. To this end we shall utilize all the powers of government and the financial strength of the Dominion. For obvious reasons the utmost expedition will be employed; in the first place,

to satisfy without delay the need of our Great West, in the second place to curtail cost in the important matter of interest upon outlay during construction. To ensure early completion, every section of the railway will be undertaken as rapidly as, with all the resources of government, surveys can be made and contracts entered into. Whenever it may be to the public interest we shall not hesitate to exercise for the acquisition of existing railways the same powers of compulsory purchase which are possessed and exercised by railway corporations for acquiring the property of individuals. We shall supplement our railway policy by such improvement of our canals and waterways, and of our harbors as will bring all up to the highest standard of the day and to the full needs of the country.—R. L. Borden.

A TRUE HUMORIST.

An election campaign in Newfoundland, is a joy to the journalist. The Times recently quoted some paragraphs from the St. John's Telegram, in which it appeared that confederation with Canada, or rather opposition to confederation, was being made an issue. Later copies of the Telegram show how this idea has developed, until the editor sees even in his dreams the horrid glitter of Canadian gold, and the dreadful spectre of French Canadian domination. The following items from one issue of the Telegram, are funny enough to print:—

Boys, vote for "Bond, Britain and a Free Country." "Keep both hands on the Union Jack," and rally to the defence of Responsible Government. Your House of Assembly and your connection with the Empire, your liberties as British subjects are in the balance. Morine means Laurier, and Laurier means Confederation and French Rule, and Direct Taxation, and Popular Discontent, and Wholesale Emigration, and the Week of the British Empire on this side of the Atlantic. Choose now between the Rule of French-Canadian Laurier and Bond, a British-Newfoundlander, Newfoundland Britons shall never be slaves. Watch till death for freedom's sake.

By the blessing of Providence and the wise administration of our public affairs, we have got over this awful condition of things. Will we mark a single ballot for any man, for any banknote or any Confederation intriguer who helped once already to plunge this colony into the vortex of ruin? No! Never!

We say that we cannot supinely rest while the enemy is in sight, and that our young men, in every district, must arise and show to the world that they love their honor, and their country, and that in their united strength, they are more than a match for the political intruders who are now, by scheming and blatant falsehoods, trying to get charge of the reins of Government with the whole object of selling the country into Confederation with Canada.

Voters, the very same ungenerous, unprincipled crowd of heterogeneous atoms, blackened by a record that entitles them to public execration and not to public favour, are before the country to-day, with others who have compromised every principle of honesty, and they are now rubbing their noses together in a deep laid plot to sell this country to Canada.

We must, however, keep the Old Liberal Flag of freedom flying at the masthead, and we to the Canadian intruder who dares to assault the flag while there is strength in the Liberal arm and courage in the Liberal heart for the great contest which means so much to the people and so much to the general good of our Island Home.

The repetition of Tory misrule, under which this Colony has been rent and torn, and wrecked and ruined in the past, would be about the most awful and deplorable repetition and misfortune that could be conceived of in the human mind.

"BOND, Britain and a Free Country."

NO French Canadian need apply. FRENCH not spoken here.

"VOTE for our own Bond not Laurier."

WILL the "Missionaries" address the voters in French or English? IS there a bag of Confederation dollars, also?

SHOW Canada that you can steer your own boat.

TELL Canada to mind her own business.

DOWN with Confederation and French Canadian aggression.

AFTER breaking the Frenchman's yoke in Newfoundland shall we let Morine put us under the French Canadian yoke at Ottawa?

NEVER! NEVER! NEVER!!

NEWFOUNDLAND Britons will never be slaves.

CANADIANS are smart, but Newfoundlanders are not to be caught with chaff.

OUR fathers and grandfathers fought against Confederation.

PAY back the Canadians for all their impudence.

NEWFOUNDLANDERS home from Sydney, you know what Confederation is.

IT was Confederation that sent the soldiers on you when you struck for just pay last year in Sydney.

PAY them back by voting for Bond and a free country.

"EXCESS OF PROSPERITY."

This is What Rudyard Kipling Says "Ruined England"—An Interesting Letter.

An interesting and characteristic letter from Rudyard Kipling has appeared in the Paris Figaro. It was originally sent to M. Robert d'Humieres, a French author, in acknowledgment of his book, "The Island and Empire of Great Britain." The following is the text of the letter, which we reproduce by the courtesy of the editor of the Figaro:—

"Dear M. d'Humieres,—I have read your book 'The Island and the Empire.' It has given me real pleasure, and I thank you very much for it. There are few things more interesting than to see one's own country from the outside, and with eyes as penetrating (and as indulgent) as yours, the liveliest pleasure is added to this interest.

"From the point of view of an inhabitant, I am specially delighted with the homage you pay to the energy of the race. Some of us today are troubled with doubts on this point. There exists—and I congratulate myself that you have not discovered it—an England which, ruined by excess of prosperity, sleeps, and because it snores loudly imagines it is thinking.

"Your remarks on the army strike me as perfectly just. You put your finger on the vital point of our system when you speak of soldiers who 'understand that they must not understand.' I believe you touch there the secret of many of our successes, and also many of our reverses. It is the first thing that we teach our boys.

"Your studies of India are a sheer delight for me, particularly those on Rajputana, where I wandered when I was young, through Chittoor, Jeypore and other places. I know little of the Southern India which has so fascinated you, although a great part of the poetry of dead India lies there.

"I wish you had seen something of new India—the India of factories and railways, where the imperturbable native of the East moves among modern machinery and workshops his gods in the shadow of engine sheds and boilers. This India is not pretty, but it is significant.

"Believe me, I am with you heart and soul in what you say of the value which should be attached to a good understanding between our two countries, not only because of its present utility, but for the sake of tomorrow. Our two people, it seems to me, are the complement of one another in temperament and destiny, logically and in reality.

"Even were this not the case, one must remember that there is not so much liberty left in Eastern Europe that the two standard-bearers of human freedom can afford to dispute between themselves. Both have to do with enslaved peoples, with the inability of blinded or throttled lands, where the word of the monarch is absolute law. If we were to quarrel, who would be the gainer? The Middle Ages furnished with modern weapons. Can anyone doubt this?

"If I could manage to see you I could discuss with more leisure the thousand interesting points of your book, notably what you say about the coldness of our national temperament. Believe me, our 'chastity' is not all cant.

"It is an administrative necessity imposed by the density of the population. Imagine a country with a population of 400 to the square mile, imbued with a sensuality at once refined and aggressive. It would be an orgy, and business would suffer from it.

"Besides, ours is a meat-fed people, six millions of whom (more than a seventh of the whole) live in a city which for five months of the year is enveloped in semi-darkness, alternating with profound obscurity. We realize that here is a cause of irritation for certain nervous centres, therefore we—this people—take exercise in order to counteract this abnormal stimulus.

"We understand that we must not understand. To understand everything is no doubt to pardon everything. But it also means to commit everything.

"I have only one grievance against you, but it is a serious one. You say that I adore Offenbach. Now even I who am no musician can claim some knowledge of sacred music, and I fear that you have misunderstood me. No, never Offenbach, unless in the barrel organ to bring back to my memory the songs of the music hall in my own, perhaps.

"Really, I would rather be the aggressive imperialist of the legend than a worshipper of Offenbach.

"Very sincerely yours,
RUDYARD KIPLING."

THE WOODMAN.

(Charles G. D. Roberts.)
When the grey lake-water rushes
Past the dripping alder bushes
And the bodiless autumn wind
In the fire-tree weeps and whines—
When the air is sharply damp
Round the solitary soldier
And the mossy bush in the thicket
Glimmers like a scarlet lamp—
When the birches twinkle yellow
And the cornel bunches mellow,
And the owl across the twilight
Trumpets to his chimney follow—
When the nut-dipped chipmunks romp
Through the brown maple's pomp
And the slim viburnum flushes
In the darkness of the swamp—
When the blueberries are dead,
When the rowan clusters red,
And the shy bear, summer sleekened,
In the bracken makes his bed—
On a day there comes once more
To the lonely woodman's door
Down the wood-road, striding silent,
One who has been here before.

Green spruce branches for his head,
Here he makes his simple bed,
Couching with the sun, and rising
When the dawn is frosty red.

All day long he wanders wide,
With the grey mist for his guide,
And his lonely ax-stroke startles
The expectant forest side.

Toward the quiet close of the day
Back to camp he takes his way,
And about his solitary steps,
Unfraid, the squirrels play.

On his roof the red leaf falls,
At his door the bluejay calls,
And he hears the wood-mice hurry,
Up and down his rough log walls.

Hears the laughter of the loon
Thrill the dying afternoon—
Hears the calling of the moose
Echo to the early moon.

And he hears the partridge drumming,
The belated hornet humming—
That faint, prophetic sound,
That foretells the winter's coming.

And the wind about his eaves
Through the chilly night-wind grieves
And the earth's surface tells him,
Fellow to the falling leaves.

SOUNDED THE DEATH KNELL.

W. M. Jarvis Believes Mr. Blair's Resignation Will Defeat Laurier—General Political Notes.

W. M. Jarvis in speaking of the resignation of Hon. A. G. Blair has this to say: "I believe it will have a large effect upon the elections throughout Canada. When in upper Canada I was told there has been a great change and that the government is in danger of overthrow. In Quebec the change is marked, and I believe the Laurier government is to be defeated.

Mr. Jarvis also said he believed Mr. Blair, in the course he has pursued, was actuated solely by his sense of duty to the country at large and the maritime provinces in particular. He put no faith in the Globe's Montreal despatch that Mr. Blair and his son were likely to accept lucrative positions with the C. P. R. Mr. Blair did not have to do so, he added, for he had but open law offices and retainers in plenty would come.

Mr. Jarvis said he had long been Mr. Blair's friend and he knew him as thoroughly sincere. Mr. Blair had done much for the maritime provinces, he was wholly in earnest in his opposition to the G. T. P. on principle because it was not the best thing in the country's interest. He felt the G. T. P. was not in the maritime province interests and he gave up his lucrative position wholly because he believed he should oppose a scheme which he held was not good.

COUNTY MEETINGS.

The following programme of meetings throughout the county has been arranged. The candidates for the city and county will speak at Musquash and St. Martin's meetings and the others will be addressed by other speakers. The programme is subject to change.

Friday, Oct. 21—Little River and Gardiner's Creek.

Saturday, Oct. 22—Musquash.

Monday, Oct. 24—Golden Grove and Fairville. The latter meeting will be held by the Borden Club.

Tuesday, Oct. 25—Red Head.

Wednesday, Oct. 26—Greer Settlement.

Friday, Oct. 28—Milford.

Saturday, Oct. 29—St. Martin's and Lorneville.

Monday, Oct. 31—Loch Lomond.

Other meetings will be announced later.

TRURO CONSERVATIVES.

Truro, N. S., Oct. 20—A large conservative meeting was held in Victoria hall last night, and addressed by Hon. Daniel McNeil and C. E. Tanner, M. P. P. The speakers made a strong argument against the G. T. P. and claimed that Mr. Blair taking the stump against the proposed railway scheme will be a prominent factor in the defeat of the government.

CAMPAIGN NOTES.

A public meeting in the interests of the Liberal party will be held in the city hall, west end, on Friday evening next at 8 o'clock. Addresses will be delivered by Senator J. V. Ellis, Richard O'Brien and Hon. H. Ellis. A liberal conservative mass meeting was held in Orange Hall, Fairville, last evening, and was largely attended. Speeches were made by Dr. J. W. Daniel, Dr. A. A. Stockton, and Myles E. Agar, Edward Nevins presided.

The first public meeting of the St. John R. L. Borden club was held in Temple Hall, last night. Harry C. Green presided and speeches were delivered by W. H. Harrison, H. O. McInerney, Beverley, R. Armstrong, N. P. McLeod, E. B. Ross. The meeting broke up with cheers for the king, the conservative leader and candidates and the R. L. Borden club.

F. M. Sproul, will be the principle speaker at a liberal conservative meeting to be held at Gondola Point on Saturday evening. J. D. Hazen, will speak in Gilbert's Hall, Rotherston, on Monday evening.

MARINE NOTES.

Furness steamship St. John City, arrived at Halifax yesterday from London. She will come to this port.

The steamer Manchester Trader, which sailed from Charlottetown on Monday, had a big cargo, included in which were 1750 sheep, 33 head of cattle, 500 cases of eggs, 400 cases of canned meats, and 400 cases of apples.

Key West, Fla., Oct. 19—The Norwegian bark Hamfaxe, from Camueche, for Europe, Captain Logwood, ran ashore yesterday on Marquesa reef, during the storm. The crew were released by the schooner Welcome, and landed on Marquesa beach safe. The tug Childs and wreckers gave assistance. The hurricane missed Key West.

Advices to the owners to Halifax say that the steamer Havana from Halifax, towing a barge to Hamilton inlet, Labrador, laden with 800 barrels of flour, 100 barrels of pork and other merchandise was struck by a gale in the Straits of Belle Isle on Saturday and the cable parted. The Havana sheltered at Chateau, but the barge became a total wreck breaking in two parts, which drifted ashore on Sunday at Powers cove. Everything was lost. The freight was for a lumber concern in Grand River, Hamilton inlet, and this was the second loss met with by them this year, the steamer Viking, with a full cargo, having been lost in August.

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 nasty soreness in the throat. Best of all it prevents those severe spasms of coughing which are so likely to produce soreness of the lungs. 25¢ a bottle.

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good time is promised tonight.

PURITY IN POLITICS

Is the Plea of Ministers in Annapolis—Apples For Hull.

Annapolis, N. S., Oct. 20.—(Special.)—Rev. R. A. Smith, who has been in charge of the Anglican church at Round-Hill for a length of time has accepted a call to Trenton, N. Y., and left last week for his new field of labor.

Rev. E. England of the Methodist church, Lawrencetown, delivers a special address on Sabbath evening on "The relation of the pulpit to politics." Rev. Mr. Hemeon of the Methodist church here, before leaving on a visit to Ottawa, discoursed on "The righteousness that exalteth a nation," in connection with civic, municipal and national elections. His plea was for purity of voting. He evidently thought it apropos of the present crisis in our history.

S. S. Dedogue is expected here next week to load apples for Hull, England.

The new tern schooner being built at Granville ferry for L. D. Shafner of Bridgetown is nearly completed and will be launched in a few days. She is a fine specimen of marine architecture.

CAN'T SAVE THE VIKING

Steamer Which Went Ashore at Rigolet is Not Worth Floating.

Sydney, Oct. 20.—(Special.)—The Dominion Coal Co.'s tug, Douglas M. Thomas, arrived last night from Rigolet, Labrador, where she has been engaged about the steamer Viking, which went ashore at Rigolet some time ago. Diver Bert Forbes examined the steamer below the water line, and found it was impossible to save her. The rocks were sticking through her bottom making it useless to try to float her. The steamer was stripped of her rigging, and engine, the latter being brought here by the Thomas.

GOVERNMENT OWNERSHIP.

Three Fourths of all the Railways Outside of Great Britain, Canada and United States Under Public Control.

Outside of Great Britain, the United States and Canada, three fourths of all the railways in the world are today under public ownership, and forty-two out of fifty-two nations have adopted this system in whole or in part. Railways are owned by the state in despotic Russia, and the referendum-government Republic of Switzerland.

Experience in Government ownership dates back to 1834, when Belgium introduced the system with the adoption of the railway system. In 1840 two countries owned 495 miles of line, in 1900 forty-two countries owned 167,813 miles. Austria and Russia began with state-owned roads sold to private owners, and then later on began buying back that which they had sold.

The Australian colonies bought first the roads that had been extended so far into unsettled territories that they were unable to pay running expenses, extended them further, built up a business, settled the country, and have already made them so valuable that United States Consul-General Marata says they would sell for more than the national debt.

France, also, in 1878, took the first five roads out of bankruptcy, and soon made them profitable. In Germany there are today 2,817 miles of line in private hands, and 26,085 miles in the hands of the public. In France the entire mileage—22,700—is in the hands of the people, and the same is true of Brazil with its 18,680 miles.

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Here's A Puzzle For Somebody

AND ALL ON ACCOUNT OF

"ROYAL HOUSEHOLD"

"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 as to how we are going to sell the stocks we have of other fairly good flours.

To the Public.

The Publishers of the St. John EVENING TIMES beg that you will give this paper a very careful perusal, and they have every reason to believe that you will concede it to be one of the best and brightest journals to be found anywhere.

It is their intention to improve THE TIMES day by day, and make it without exception the leading evening paper east of Montreal.

The subscription price of THE TIMES is \$3.00 per year, payable in advance, but any one subscribing at the present time will get the paper until December 31st, 1905, for this amount.

If you desire to subscribe for THE TIMES, either by the year or by the month, kindly fill out either of the attached order forms and return with the required amount to the THE TIMES office, Canterbury Street, as soon as possible. The paper will then be delivered to your address each evening.

St. John Times Printing & Pub. Co., Ltd.

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