

THE ST. JOHN EVENING TIMES

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WHAT MR. EMMERSON SAID LAST YEAR

"Do we want to help the Western people to get this grain to the Canadian Seaboard? Do we want to help them to get it over an All-Canadian Line? And do we want to make the help effective?"

"Then I say that the only way you can do that is by demanding and insisting upon the carrying out of the idea of the extension of a Government owned road across the Continent."—Hon. H. R. Emmerston, Minister of Railways, May, 1903.

SIR WILFRID'S LATEST.

In their despair the government party in St. John appealed a second time to Sir Wilfrid Laurier, and he has written another letter, which is printed with large headlines in the Liberal News today.

Weak as was Sir Wilfrid's first letter, the second is weaker still. He says over again that the government's intention is to have trade brought to maritime province ports, and that he personally will adhere to that policy.

This does not bind the company, which under its contract with Sir Wilfrid and his cabinet has power to route freight to Portland.

In his latest letter Sir Wilfrid says:—

"The first proposal of the Grand Trunk was for the building of a railway from North Bay westward, which would have taken all the trade to Portland. To this we absolutely demurred and forced the company to consent to build a railway passing north of North Bay, through Quebec and extending to Moncton."

According to this statement Sir Wilfrid and his colleagues were helpless. The great Grand Trunk had made up its mind to build a railway, and all they could do was to compromise with the company and induce it to build a little more railway—at the country's expense.

Is Canada really so helpless? Must the government come down with the cash whenever a corporation has a proposition to submit?

The people will tell Sir Wilfrid tomorrow that he pursued a very unwise course. His latest letter contains no guarantee and there is nothing in it to alter this section of the contract which he signed:—

(b) That all freight originating on the line of railway not specifically routed otherwise by the shipper shall be carried entirely on Canadian territory and to Canadian ocean ports.

This section speaks for itself. Only the freight that is not routed to Portland will come to St. John.

The opponents of the G. T. P. could ask no better campaign material than Sir Wilfrid's two letters. They say all that can be said in favor of the scheme, and offer no guarantee that the interests of maritime province ports will be protected. The only thing that could protect them would be a binding contract with the G. T. P. company. The contract does not bind the company to bring all its freight to Canadian ports. All the letters that Sir Wilfrid may write cannot change that fact. He only reveals over again the utter weakness of the government's case, and the strength of the grip the Grand Trunk has got upon the country. That grip must be broken tomorrow.

A FINAL WORD.

The political campaign, so far as the newspapers are concerned, closes today.

The readers of the Times, with perhaps a few exceptions, have made up their minds how they will vote tomorrow.

It is nevertheless worth while to call attention once more to the great issue in this campaign. It is the question whether the Dominion of Canada is to hand over for the next fifty years to a corporation largely foreign interests of the new west, or whether the people are to retain control of the development of a region which promises to be a most important part of the Canada of the future.

Sir Wilfrid Laurier and his colleagues appear to believe that the country is helpless unless it enters into a partnership with a corporation which has one foot in Chicago and the other in Portland, Maine.

If the people of Canada agree with this view of the case, the government will be sustained.

If on the other hand they believe that Canada can control her own affairs and direct her own development without the aid of a foreign corporation, they will prove their faith by defeating the government and giving a Canadian party an opportunity to shape the destinies of the country.

It is a choice between a party which despairs of Canada unless foreign aid is invoked and a party which believes that Canada can conduct her own affairs without the aid of foreign corporations.

As between the two the intelligent voter is not likely to make any mistake.

BORDEN WILL WIN.

The Times has endeavored to get from reliable sources an estimate of the probable result of tomorrow's election. As will be seen by reference to another page the estimate gives Mr. Borden a working majority in the next parliament. The government press has of course claimed everything in sight. That deceives nobody. Everybody expects the government press to make extravagant claims, and every sensible man is prepared to discount the promised result by anywhere from fifty to seventy-five per cent. The information gathered by the Times from sources which it believes to be reasonably reliable gives Mr. Borden a majority of twenty to thirty.

St. John cannot afford to be on the wrong side. Mr. Borden proposes to nationalize the ports of Montreal, Quebec, St. John and Halifax. He will do it in any case, but he will do it the more cheerfully if the various ports interested declare their unqualified approval of his policy.

St. John should go solid for a government led by Mr. R. L. Borden. It is a matter of self interest and self-advancement.

The Portland, Me., Express discussing the G. T. P. contract says: "Under the contract, which has been entered into between the government and the Grand Trunk, there is no binding agreement that all shipments from the Northwest shall not be made over the present route of the Grand Trunk to its terminus at Portland, the matter being left to the individual shipper." What have the electors of St. John to say to this?

FOOLING THE PEOPLE.

Certain letters and other appeals to the electors have been submitted by the Grand Trunk press of St. John on the theory that the electors are a stupid lot, who cannot reason for themselves. It is not necessary to attempt to refute the arguments and assertions set forth. The party or the company which assumes that the electors of St. John are a gullible lot makes a very serious mistake. The electors have read the section of the G. T. P. contract which authorizes the company to route freight to Portland, and they know perfectly well that all the assurances of Sir Wilfrid Laurier, and all the pledges of an irresponsible press and of men who will be defeated are utterly worthless. The only thing that could have safeguarded the interests of St. John was the contract with the Grand Trunk Pacific Company. That contract gives the company power to route freight to Portland, where they have millions invested. No man is foolish enough to believe that they will do otherwise than route all possible freight to their own winter port.

The G. T. P. press of St. John has certainly put up a good fight. It has earned its money. But the people know what it means and who is expected to pay the bill.

HALIFAX SECTIONALISM.

The Halifax Chronicle attacks Mr. James F. Robertson, for his attitude on the G. T. P. scheme and says:—

"We have no desire or intention to raise any sectional cry. But we should be pardoned, we think, if we remind the people of Halifax, Nova Scotia, and Eastern and Central New Brunswick that Mr. Robertson, of whom the opposition approve so highly, in company with a purely St. John

BUFFALO BILL ON THE TRAIL.

Four Outlaws Robbed a Bank, Shot the Cashier and Fled to the Mountains—Half a Dozen Posses are After Them and Will Hunt Them Down.

Cody, Wyo., Nov. 1.—Four heavily armed outlaws from the Hole in the Wall County, held up and robbed the First National Bank of this place today, and, after shooting and killing cashier Frank Middaugh, had a running fight with cowboys and hunters and escaped into the Rattlesnake mountains, where they are tonight being pursued by half a dozen different posses. A battle is imminent. The Hole in the Wall gang are noted as the most desperate outlaws in the west, and the Cody posses are determined to wipe the bandits out of existence.

"Buffalo Bill" himself is en route from Omaha in a special car, having with him a party of titled Englishmen and two of his Sioux Indian scouts, and has telegraphed orders for horses to be waiting his party at the depot. He will take the trail in person immediately on his arrival.

Just before the close of the bank this afternoon a party of four roughly dressed men, rode up to the First National Bank in the heart of the town and immediately across the street from the

Imma (Buffalo Bill's) hotel. Three men dismounted and entered the building, the fourth remaining outside to guard the horses.

As soon as the outlaws entered the bank one of them covered cashier Middaugh with a revolver and made a game fight for life and money, firing several shots, even before the outlaw leader could fire at the bank, but Middaugh was excited, and his bullets went wild, while the single shot sent from the outlaw's gun, passed through the banker's brain and he died instantly.

The shooting attracted the attention of a party of hunters who reached the Imma, from the opposite side of the building, and these rushed around the corner of the hotel and took in the whole situation, and opened fire on the outlaws. But the outlaws in the building rushed out and under cover of each other's fire, mounted their horses, and rode down the street, firing in all directions and escaping into the prairies and from thence into the mountains, seemingly without a scratch.

The feeling between the McKeown and O'Brien factions is growing in bitterness. Each is ready to sacrifice the other.

A SIMPLE CHOICE.

The people of St. John should not permit themselves to be misled by any last minute arguments presented by the partisans of the government.

The issue is perfectly clear and plain.

It is St. John or Portland.

Summed up, the whole question resolves itself into this form.

Sir Wilfrid Laurier stands for a company which has its railway terminus at Portland, Maine.

Mr. Borden stands for a policy which will cut out Portland and give Canadian trade to Canadian ports.

The choice should not be a very difficult one for any intelligent voter.

The Liberal News today publishes Mr. Blair's letter to Mr. Thomas McAvity written at the time he retired from political life. The most important feature of that letter is the declaration that the government's railway policy forced him to retire. He has since reaffirmed his opposition to the scheme. His condemnation of it has never been answered.

Mr. Blair as minister of railways, could not coax nor compel the Grand Trunk to hand business over to the I. C. R. The government can do no better with the G. T. P. The latter can route freight to Portland, and will do so, because it has large financial interests at the Maine port.

It only remains now for every friend of St. John to rally to the polls tomorrow and defeat the G. T. P. scheme of gift and graft, which would sacrifice the interests of St. John in favor of Portland Maine.

New Brunswick will be in line tomorrow with the rest of Canada in favor of a truly Canadian transportation system—that does not look to a foreign port.

Mr. Blair, who was in the cabinet as Minister of Railways and who knew all the secrets of the administration, said he could not steer the G. T. P. bill through Parliament unless he wore a mask and carried a dark lantern. No comment is required to strengthen this characterization of the government's bargain with the Grand Trunk.

What does the port of St. John owe to the Grand Trunk, which did not keep its agreement to hand freight over to the I. C. R.?

A vote for the government is a vote against the best interests of the city, the province and the dominion.

Stand up tomorrow for the principle of Canadian trade through Canadian ports.

Ask your neighbor to join you in upholding the rights of St. John tomorrow.

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 a serious problem with some of us as to how we are going to sell the stocks we have of other fairly good flours.

BAVARIAN HAS EXCITING TIME.

Struck a Tug in the Mersey on Her Last Trip From Montreal and One Man Was Drowned.

Montreal, Nov. 1.—The Allan line steamship Bavarian which vessel arrived in port on Saturday afternoon, had an exciting and unfortunate experience, which cost the life of one man and the sinking of a tug on her last trip from Montreal to Liverpool.

The accident, which took place in the Mersey, while the Bavarian was being assisted to her dock, was in no manner the fault of the officers or crew of the Allan liner, but was one of those fatalities which seem bound to occur occasionally.

On Saturday, October 15th, the Bavarian was making the landing stage at Liverpool, to disembark passengers and the tug South Cock was in attendance. The tide was running with considerable force, when the tug master decided to change his position in order to get a better pull at the bow of the big vessel. In order to accomplish this, the tug master attempted to send the little craft across the bows of the Allan liner. There was a miscalculation of either the strength of the tide, or the distance, for the tug was caught amidships on the great bow of the Bavarian. The impact was not heavy, but still it was sufficient to turn the tug bottom side up and send her to the bottom.

A sudden summons to "man the life-boat" was given by the officer in charge of the Bavarian, and the boat was in the water almost instantly. In the meantime, other small craft in the vicinity came forward and six out of the crew of seven were picked up. There was still missing, however, this being the engineer, who, no doubt, was caught at his post, and was unable to get out of the engine room of the South Cock, in time to save himself from being carried down with the tug.

The officers on board the Bavarian from Captain MacNee down, express their extreme regret at the accident.

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