

## THEY PAY LOW WAGES.

Grand Trunk Railway is Notorious for its Meanness.

C. P. R. MUCH HIGHER.

The Road that Would Operate the G. T. P. Has a Bad Record With Workingmen—Gives a Much Lower Schedule Than Other Canadian Railways.

Montreal, Oct. 26.—The report from Winnipeg that a banner is being shown in various liberal meetings, "Vote for the Grand Trunk and Good Wages," is regarded as rather a grim joke by those who are familiar with the facts in this city and the east generally.

To begin with, the recollection of Eastern Canada is still fresh with regard to the great strike of Grand Trunk trackmen, which occurred three years ago. The men at that time were receiving 93 cents a day, which was a living wage, but which the management of the company obstinately refused to increase. After a struggle lasting several weeks, during which many members of parliament felt obliged to advise Mr. Hays to be reasonable lest worse befall him, an advance was granted to \$1.10 per day. The wages on the C. P. R. at that time for the same service were \$1.25 and the disparity still continues.

### Higher on C. P. R.

The same story runs all through the wages paid by the two companies. In every case they are higher on the C. P. R. than on the Grand Trunk. On the C. P. R. the locomotive engineers receive \$3.50 to \$4 per day, while on the Grand Trunk the regular rate is \$3 per day. Machinists on the Grand Trunk do not receive more than \$2, except in a few cases, while the same class of employees on the C. P. R. receive not less than \$2 and from that up to \$3 per day. With the boiler-makers the story is the same. On the Grand Trunk they get \$2, while on the C. P. R. the wages run from \$2.40 to \$2.75, and so it goes through the whole list of the two companies.

### Grant no Increase.

A recent and glaring instance of the niggardly conduct of the Grand Trunk is in regard to the telegraphers. Men in this work on the C. P. R. receive on an average a wage of from \$50 to \$75 a month. On the Grand Trunk they have been receiving an average of about \$40 a month. The Grand Trunk telegraphers asked for an increase and a long series of negotiations took place, but no increase was granted. An appeal was then taken to a board of conciliation but no agreement could be reached by this body owing to the determined position taken by the representative of the Grand Trunk.

The next step was to resort to a board of arbitration. This board now has the matter before it and their decision will, without doubt, be in favor of raising the wages of the telegraphers. But as the board has no compulsory powers, the decision will be without effect unless public opinion forces the company to accept.

### The Workingmen Pay.

The history of the Grand Trunk under its present management is an attempt to secure its profits at the expense of the workingmen. All over the line the force has been reduced thus placing an unfair amount of labor on those who remain. This is especially true of the smaller stations, where one man is now made to do the work which was formerly done by two. A great many positions in the shops and elsewhere have been abolished, thus throwing the heads of families out of employment and causing great hardship.

It should be remembered further that the Grand Trunk has a system of insurance to which all employees are compelled to subscribe, a portion of their pay being kept back to meet the dues. They are compelled to sign an agreement that in case of injury or death no legal proceedings will be taken against the company. Unless they thus surrender their rights they cannot secure employment.

### Grasping System.

In return they receive a small compensation from the insurance fund in case of injury or death, but it never amounts to anything like what they would get were the matter to be dealt with by a jury. So iniquitous has this system become that a law to abolish it was passed at the last session of Parliament, but this law has presently been attacked on the ground that it is not constitutional and the system will continue in effect until this question is decided.

Taken altogether those who talk about the advent of the Grand Trunk improving the position of railway employees are either sadly deceived themselves or are deliberately trying to deceive others.

### Why Do Women Suffer

Such pain and endure the torture of nervous headache when a quarter bottle of Nervine will never fail to relieve. Just a few drops of Nervine in sweetened water cures nervous or sick headache, relieves heart palpitations and makes you feel better immediately. Nervine can't be beaten for quickly curing stomach and bowel troubles and should be kept in every home. It's good to rub on for external pain and excellent for internal use. Sold in large 25c bottles.

## BLAIR'S SPEECH REPUBLISHED.

Montreal Star Devotes Four Pages to it and Comments Upon His Resignation and Re-affirmation of the Views Expressed Over a Year Ago—G. T. P. Condemned—Bright Prospects for Opposition.

Montreal, Oct. 26.—The Star tonight devotes four pages to Hon. Mr. Blair's opposition to the Grand Trunk Pacific project and the Star republishes in full his speech made in the house of commons while he was a member of Sir Wilfrid Laurier's cabinet.

Commenting on the situation the Star has this to say: "Since Mr. Blair's resignation from the railway commission there has sprung up an enormous demand for copies of his speech. Evidently the electors want to refresh their memories as to what the Canadian railway authority said."

Never in the history of Canada has a public man spoken more strongly or more convincingly than did Hon. A. G. Blair in the house of commons on the day when he denounced the bargain made by the government with the Grand Trunk for the construction of a transcontinental railway.

"Mr. Blair had been a minister of the crown and he resigned his position as a matter of conscience because he could not agree with the railway policy of Sir Wilfrid Laurier, which policy he felt to be, in his own words, 'alarming and dangerous.'"

"Having stated clearly and strongly to the house and country the reasons which compelled him to leave the government, Mr. Blair retired from active participation in politics, though he retained his position as a member of the house of commons for some months longer. Presently he was appointed to the chairmanship of the railway commission, a place of dignity and importance which he filled with credit to himself and profit to the community for nearly a year."

"His resignation of this post will be severely felt as under his guidance a tribunal which had been viewed in many quarters with considerable misgiving was rapidly coming to be regarded as indispensable."

"By his resignation of the best paid government office in Canada he felt himself open to express his views and he again warns the people of the dominion against this scheme, which is calculated to build up American ports at the expense of Montreal, Quebec, St. John, Halifax and Canadian interests and, in his opinion, brings the country face to face with a grave financial peril."

"That Mr. Blair feels the danger threatening the nation to be sufficient to alarm all right thinking people is borne testimony to by close friends who say that notwithstanding the fact that he is about to improve his financial position by accepting an office in connection with a great financial concern and leaves his commission without bitterness or animosity, he is yet borne down with sadness at the thought of the awful plunge which the government is asking the people to endorse."

### Freight for Portland.

(Charlottetown Guardian, Independent). According to Mr. Wainwright the Grand Trunk Pacific must not be expected to expend a dollar on shipping facilities at St. John or Halifax.

Thus the way is prepared for the repudiation of Canadian ports by the Grand Trunk Pacific. It requires but half an eye to see why the Grand Trunk magnates, who seem to have shaped the agreement altogether to suit themselves did not want their own rails extended to either St. John or Halifax. They are now in position to say, as Mr. Wainwright has said, "If you want any share of our traffic at St. John or Halifax you must provide shipping facilities. Till you do we must carry the stuff to Portland, where we have ample terminal facilities." Thus even in advance of the election notice is served of the repudiation of Canadian ports.

If the people refuse to see these conditions and prospects, this determination to make Portland the port of shipment for the Grand Trunk Pacific, it is because they are party blind or party mad. They are audacious and insolently warned in advance by a high official of the Grand Trunk Pacific that St. John and Halifax will get no business from that road except on new and hard conditions dictated by the company. And there is the ever ready and unanswerable logic of facts behind the company's position—"Why should we be expected to provide terminal facilities? Our rails do not extend to Halifax or to St. John. They do extend to Portland where we have spent millions to provide suitable shipping advantages." The freight will go to Portland.

### Mr. Hawke's Convert.

The Chatham Advance has gone over to the liberals," is the latest huge joke published and given editorial prominence by the Moncton Transcript. The Advance is a publication that is unknown outside of its local sphere, and those who know the editor to admit that they never yet knew where the Advance stood politically, because it has the chameleon faculty of turning its coat to whatever tune is played.

But for the Transcript, to adopt as its protegee the Advance, is the most amusing of all. Not many moons ago, the editor of the Advance was mixed up in a journalistic rough and

tumble fight with the editor of the Transcript. The compliments interchanged were not of a digestive character; still Mr. Hawke, with his well known magnanimity and philanthropic spirit swallows the past and now hails the advent of this vacillating journal into the liberal rank with glowing headlines.

"Time works wonders," said a Newcastle man to a Times representative. "When the lion and the lamb can lie down together in blissful ignorance of the past, surely the millennium is at hand." But watch the Advance in the event of a change and you will see a flop, so sudden, that even the limited number of its readers will be in a quandary."

Will support Crockett.

"York county appears to be the ground for considerable political speculation," remarked an old time liberal to a Times reporter today. "The county electors are taking a different view of the situation from that of times past. The Grand Trunk Pacific railway at the present time, speaking in slang phraseology, is 'cutting considerable ice,' and the feeling is, that, Crockett's chances are of the best. The liberal candidate, Alex. Gibson, Jr., is not backed up by the old time element. Young blood has been infused into the contest, and I must honestly admit that although I have deposited my ballot for Mr. Gibson, the political situation and complications will not warrant my doing so in this election."

"Gordon's recent appearance and his magnificent reception at Fredericton, his able enunciation of the conservative policy, in condemnation of the G. T. P. scheme, and the masterly manner in which he exposed the broken pledges of the government, had a marked effect."

"Crockett is one of York's ablest young men and he will receive a hearty support. His chances for election are excellent."

### Liberals Object.

A St. John man who recently returned from York Co., interviewed by the Times this morning said: "There is no doubt whatever that the fight in that constituency will be a hot one."

"Why you can find on a trip through York and I will state that I have found it myself personally, that there is a marked turn over among old liberals, who will vote for Crockett. I met one gentleman at Nashua, David Richards, an independent farmer, who has his money freely invested throughout the country and adjoining counties, who stated publicly—I have always been a liberal, but this time I will cast a conservative ballot. This grand Trunk Pacific scheme is one which cannot receive my support."

"There are many others," continued the St. John man, "who will oppose this project, which is considered to be one that will be, if put into effect, disastrous to the interests of our Dominion."

### The Truth About Northumberland.

The Globe last night, under the caption "Loggie and LeBlanc, sure winners," publishes correspondence under a Chatham date stating that Loggie's chances are good, that he is steadily gaining ground and that several gentlemen are addressing electors in different parts of the county, in support of the liberal nominee.

The correspondent points out and names different gentlemen whom it alleges are addressing the electors in support of Loggie, but one name does not receive publication and that is Morrissey. Why is his name omitted? He has not been heard as yet publicly espousing the cause of his personal political opponent. This balderdash of the Globe, will, no doubt, be taken with a grain of salt. The Globe's correspondent knows well the adverse circumstances which the Loggie aggregation is up against.

A Northumberland man who is in the city today, said to a Times reporter: "The liberal prospects in Northumberland are away below par, and Loggie will be defeated by one of the most decisive votes ever cast in the county of Northumberland. Morrissey is the admitted leader of the liberal forces, and his refraining from taking any active part in the contest is an ill-omen for the government's prospects. Morrissey's friends will not support Loggie, as they distinctly remember the manner in which Loggie and his followers knifed Morrissey, when he contested the county. Robinson's election is an assured fact."

### In Nova Scotia.

A gentleman from Halifax, who has always exercised an independent view politically, and who is on a business trip to St. John, asked by a Times reporter this morning as to the political outlook in Halifax city and county said:—

"Well, I must confess it will be a fight to a finish. The conservative candidates are Borden and O'Mullin, and their two liberal opponents Roche and Carney. Borden is assured of a big majority and O'Mullin is daily becoming more popular."

The Liberal News in St. John has taken a sectional stand which is not well calculated to advance the inter-

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ests of the liberal party throughout Nova Scotia, and this unseemly utterance in its initial issue will no doubt have a bad effect.

"That utterance, which is, to say the least, contemptible, and which was fittingly dealt with editorially in last evening's issue of the Times, is worthy of reproduction, and as I have clipped and will preserve it is as follows:—

"Is there any St. John man simple enough to believe that Mr. Borden, a Halifax man, will do as well for St. John as Sir Wilfrid Laurier? It was Halifax influence that took the Intercolonial Railway by the North Shore."

"In St. John it seems to be a foregone conclusion that O'Brien, and McKeown will be defeated, and why their mushroom sheet should cast reflections on Halifax is hard to comprehend. However, the News in this spirit of desperation has apparently lost editorial good judgment and the Halifax people will manifest their condemnation of such tactics."

This is my opinion, and when the Jew and the hyde role of this news is known throughout Nova Scotia, it will receive the repudiation which it justly merits."

### Mr. Hawke Again.

Harcourt, Oct. 26.—Last night some sixty or seventy persons listened to political addresses by Jas. Barnes, M. P. P., and Messrs. Frank McCully and J. T. Hawke, of Moncton. The issues of today were discussed. Mr. Hawke expounded the G. T. P. project. He figured the total cost to the government at \$13,500,000. He attributed the last few years prosperity to liberal rule.

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26 Cor. Brindley and Charlotte Sts.

27 Cor. Pitt and St. James Sts.

28 Cor. Wentworth and Princess Sts.

29 Cor. Queen and Germain Sts.

30 Cor. Queen and Carmarthen Sts.

31 Cor. St. James and Sydney Sts.

32 Carmarthen St., between Orange and Duke.

41 Cor. St. James and Prince William Sts.

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45 Cor. Pitt and St. James Sts.

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48 City Road, near Skating Rink.

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53 Exmouth St.

61 City Hospital.

62 York Cotton Mill Courtney Bay.

NORTH END.

121 Bridge St. near Stetson's mill.

122 Cor. Main and Bridge Sts.

123 Street Railway car sheds.

124 Cor. Adelaide and Peel Sts.

125 Engine House, No. 5 Main St.

126 Douglas avenue, opp. Hon. James Holly's.

127 Douglas avenue near Bentley St.

128 Cor. Elgin and Victoria Sts.

129 Opp. Hamilton's mill Strait Shore.

130 Rolling Mills, Strait Shore.

131 Cor. Sheriff St. and Strait Shore Road.

142 Cor. Portland and Camden Sts.

143 Police Station, Main St.

144 Head Long Wharf, Main St.

154 Paradise Row, opp. Mission Chapel.

231 Engine House No. 4, City Road.

241 Cor. Stanley and Winter Sts.

253 Wright Street.

312 Head Millidge St. Fort Howe.

321 Cor. Barker and Somerset Streets.

421 Fort Howe.

421 Marsh Road.

WEST END.

112 Engine House, King St.

113 Ludlow and Water Sts.

114 King St. and Market Place.

115 Middle St. Old Port.

116 Winslow and Union Sts.

117 Sand Point Wharf.

118 Queen and Victoria Sts.

119 Lancaster and St. James Sts.

212 St. John and Watson Sts.

213 Watson and Winter Sts.

214 C. P. R. sheds, Sand Point.

## STEAMERS.

### Grand Lake and Salmon River ROUTE.

UNTIL FURTHER NOTICE Steamer May Queen will leave her wharf, North End, every Wednesday and Saturday mornings at 7 o'clock for Gagetown, Grand Lake and Salmon River. Returnings, will leave Chipman at 6 o'clock, touching at Gagetown wharf and intermediate stops. All up freight must be prepaid unless accompanied by owner. Excursion tickets issued every Saturday good to return following Monday at one fare. No return ticket less than 40 cents. This steamer can be chartered any Tuesday or Friday on reasonable terms.

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S. S. Beatrice E. Waring will leave St. John for Head of Belleisle and intermediate points