

THE ST. JOHN EVENING TIMES

ST. JOHN, N. B., OCTOBER 12, 1904.

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COL. TUCKER.

Col. Tucker was nominated by the liberals for St. John city and county in 1896, and again in 1900, and was elected on each occasion. The only defeat he has suffered was that in the convention on Monday evening. During the campaign of 1896 and 1900, the colonel was received with every demonstration of satisfaction at liberal meetings in the city and county, and, if his opponents at times suggested that he was not an orator, the reply was prompt that he was a good worker for his constituency, and that no man was heard with more attention by the heads of departments at Ottawa.

It is fair to say of Col. Tucker that he was always ready to take the first train for Ottawa when it was made clear to him that the interests of his constituency required prompt advocacy, and there is a tradition that the aforesaid heads of departments understood that there would be something doing when Col. Tucker, M. P., of St. John, loomed up on the horizon. It cannot be said that he is less efficient today than he was in 1900, for only last winter, when there was an outcry for dredges in St. John harbor, he hastened to Ottawa, and a dredge has been at work ever since. The sudden and decisive manner in which he has been dropped into political oblivion is one of the strange ironies of political fate. Whether the event of Nov. 3rd will justify his effacement or not, he will be kindly remembered, even by the opponents who so strenuously and vainly sought his defeat in two campaigns.

A HOT ELECTION.

The election of Harry Marks, chief owner of the Financial News, and a former New York newspaper man, to represent the Isle of Thanet in the British house of commons, has roused a storm of protest, and has led to an acrimonious controversy between Mr. Marks and the London Times. A London cable says that the Times broke away from party ties, and declared it was "better for the government to lose a seat than be associated in the cause of Unionism with a man who gives no public adequate refutation of such charges as have been publicly made against Marks." This action of the Times, it is stated, created a sensation, which was increased when Mr. Marks retorted with a bitter personal attack on the Times, and Mr. Walter, the proprietor, declaring that the aspersions on his honor were entirely due to alleged exposure by the Financial News of the "dishonest methods" employed in the sale of the Times edition of the Encyclopedia Britannica, which he classed as "an out-of-date encyclopedia," sold "at a price far above its value."

Both from the election platform and in his newspaper Mr. Marks challenged the Times to bring a libel suit against him for characterizing its encyclopedia methods as "dishonest." Throughout the campaign, a war of bitter personalities was carried on, but though the majority was reduced the ex-New Yorker was elected.

COLONIZING SOUTH AFRICA.

A London cable gives the following interesting account of the mission of that distinguished Canadian, Sir Gilbert Parker, to South Africa: Sir Gilbert goes as the chairman of the Imperial South African Association. He says that it has become evident to him that to ensure a peaceful and prosperous South Africa British agricultural settlers must be found to colonize the territory acquired as the outcome of the Boer war. Sir Gilbert's project has special reference to the Orange River Colony, but efforts will be made to extend it to the Transvaal and Rhodesia. The conditions under which land is taken up in South Africa are quite different from those in Canada, where the land belongs to the Government. In South Africa it has to be purchased, there are no free grants, as in the Dominion.

The proposal is to offer inducements to adopt the county system, settlers from one English county to settle in one section and those from another in another section. Horse-breeding is another thing which the scheme aims at furthering. Briefly, the advantages to the settler are (1) assisted passages; (2) a knowledge of colonial farming; (3) common ownership of stock; (4) experience before assuming financial responsibility; thus giving a margin against drought or any other misfortune incidental to a new venture.

A FINANCIAL FAILURE.

The World's Fair at St. Louis will not be a financial success. Indeed it is likely to be the very opposite. The fact is partially explained by a report issued by the management. It appears from this report that in the five months beginning May 4 and ending September 30, 12,389,193 have passed the fair gates. Of these, 7,705,686 paid, and 4,683,507 did not. Nearly two out of five were

admitted without charge. But there were other reasons for failure, and some of these are clearly set forth in a New York paper, which says:—"Total admissions of 12,398,193 in 138 days mean only 93,000 a day—not enough to carry a burden so gigantic. The truth is that the fair, on the scale it was projected, never had a chance of success, because St. Louis is not sufficiently a centre of population. Experience has demonstrated that the greater part of a fair's patronage comes from within two hundred miles. The 3,000,000 who live within this distance of the St. Louis fair grounds have done their duty, but are not numerous enough. The closing of the fair on Sundays, the lack of an advertising bureau of adequate energy, the free admission abuse, the fact that fairs are no longer a novelty, have contributed to the trouble, but the lack of population outweighs them all."

It is gratifying to know that the recent exhibition closed with a balance on the right side. If yearly exhibitions were held, and heartily supported by the manufacturers and others, St. John might in the course of time do in a smaller way what is now done in Toronto. The Toronto exhibition receipts this year were \$172,838.06. Expenses were \$132,630.10, leaving a profit of over \$40,000. From the profits the board expects to hand over to the city, in addition to the money the association has expended upon new buildings, cash to the amount of about \$33,000.

Although Col. Tucker, the late member, was in the running, he did not get the vote which he might have expected on his merits as a member, for he was certainly quite attentive to all the interests of the constituency, and in that respect will not be excelled by anybody.—Globe.

With Mr. O'Brien holding these views it is the cause of some comment that those who so successfully secured his nomination were not able to secure more than 15 votes for Col. Tucker, among 127 delegates. Following the taking over of the Canada Eastern as part of the Intercolonial system, the liberals of St. John last night approved of the taking over of the "N. B. Southern." Whether the conservatives will meet this by a proposition to take over all the branch railways is an interesting question in the game of politics at election time.

The aldermen are still juggling with that \$50,000. Perhaps they will grow weary this afternoon and either decide to pay it back to the C. P. R. or change the subject. If it is desired, in view of a possible nationalization of ports to resume control of Berths 3 and 4, the \$50,000 must be paid back.

In 1885 the assessment of Toronto was \$69,957,706. In 1904 it was \$142,328,397. For 1905 it is \$174,448,155. This is a notable record of growth. The population of the city in 1884 was 105,211, and in 1904 it was 219,002. It is now estimated that in thirty years the population will be half a million.

The liberal ratification meeting adopted strong resolutions in favor of the ports of St. John, Halifax, Quebec and Montreal. This policy, favored by both political parties hereabouts, ought ere many years to be adopted and carried out by the government.

Apparently the political excitement in Ontario has not yet reached fever heat. A Toronto paper observed: "Ontario farmers get so much sleep at political meetings these days that they can go right home and work without going to bed at all."

The Toronto Telegram has a joke at the expense of the Hon. Mr. Foster. It observes:—"It will seem like leaving the old home for Hon. George E. Foster to take a seat and stop standing up on the back platform of public events."

The despatches today indicate that a battle is or has been in progress between the Russians and Japanese. We would know more about it if the Associated Press gave a better service.

The liberal ratification meeting last evening developed a good deal of enthusiasm, and the resolutions adopted should be entirely satisfactory to the administration.

That odour so much like burning leaves, says an exchange, is but another reminder that the campaign cigar is again in our midst.

The weather man predicts a cold wave from the west, but he does not say for which party.—Guelph Herald.

SURPLUS FROM THE EXHIBITION.

President Emerson's Report Shows Balance on Right Side of Sheet.

A meeting of the Exhibition Association directors was held yesterday afternoon and the following were present: R. B. Emerson, D. J. McLaughlin, J. W. Myers, G. B. Allan, E. L. Rising, J. H. McAvity, Alex. Macaulay, R. R. Patchell, L. S. Hall, H. Gallagher, Col. A. Markham, H. W. Hubbard, C. A. Everett, Jno. F. Gleeson, secretary.

President Emerson read a report on the exhibition just closed. It showed a total attendance of 70,290. That of 1902 was 78,965. The report among other things showed the receipts to be \$30,576.51, expenditures \$30,025.45 or a surplus of \$551.06. Reference was made to features of the exhibition, such as the stock and horse show which were decidedly larger than in previous years.

Mr. Hubbard said quite a number of payments were to come in and some payments to be paid out and it was hard to estimate the financial result of the fair within \$100 or \$200, but it would be about as last year.

He also reported that the executive had passed a recommendation for an exhibition next year to be opened on Saturday, Sept. 2. A larger meeting to deal with this matter, and after some discussion it was decided to postpone dealing with the question until a special meeting.

All present were favorable to a yearly exhibition.

THE SAND POINT WHARF QUESTION.

There was a meeting of the treasury board yesterday afternoon. The report of the committee appointed to look into the matter of the west side wharves and the C. P. R., was submitted and referred to the common council for consideration.

The recorder, referring to the Abel award, explained that the city would have to pay \$300 to William G. Abel, as that amount had been awarded to him by the arbitrators. He had already been paid \$1,000. These claims were for damage done to his land at Spruce Lake.

The chairman and recorder were appointed a committee to settle the matter.

Chairman Robinson read the following report of the committee appointed to take steps in connection with the C. P. R., and the west side berths. Your committee to whom was referred the consideration of the best means of raising revenue from the berths at Sand Point from winter port business, beg to report: That they recommended that a new agreement should be entered into with reference to berths Nos. 1, 2, 3 and 4 at Sand Point, by which the city will receive an annual revenue in addition to the tolls now collected from said berths and also that tolls be imposed equivalent to side wharfage on local lumber and timber shipped from Sand Point berths.

The question of paying back to the C. P. R., the \$50,000 was discussed at some length and it was decided to let the matter go before the council, for disposal.

WEDDINGS.

Jones—Ellison.

Herbert L. Jones, of Kars, Kings Co., and Elwilda Ellison, of Springfield, were married yesterday, at 148 Waterloo Street, by Rev. A. J. Prosser. The newly married couple left for Kars, on the steamer Springfield, immediately after the ceremony.

Mitchell—MacFarlane.

Miss Sadie W. MacFarlane, daughter of the late Dr. Foster MacFarlane, of this city, was married in Toronto, last week, to George Harold Mitchell, artist, and illustrator of New York. The many friends of the bride in St. John, will extend their best wishes.

Crawford—Burford.

Miss Hilda Grace Burford, daughter of Joseph Burford, of the customs department, Halifax, was married yesterday to David S. Crawford of Sussex, N. B. The ceremony took place in the J. Wesley Smith memorial church, Charles St., Halifax. A large number of friends from New Brunswick, went to Halifax to attend the wedding.

Chandler—Henneberry.

At 9.30 o'clock this morning in the Roman Catholic cathedral an interesting event took place when John J. Chandler, cashier in the C. P. R. telegraph office, was wedded to Miss Alice Henneberry, daughter of Patrick Henneberry, insurance agent. A very large number of relatives and friends attended the ceremony, which was performed by Rev. A. W. Meahan. The bride looked exceedingly well, in cream voile, with pearl sequin trimmings, and carried a bouquet of white roses. Miss Beatrice Henneberry, the bride's sister, acted as bridesmaid and was attired in blue voile. Frank O'Hara did the honors for the groom.

The popularity of the young couple was shown by the array of presents which the bride received. Among the number were a set of pearl handled dinner knives and silver forks from Hon. A. T. Dunn and from Mayor White a silver card receiver.

After the ceremony a wedding breakfast was served at the home of the bride's parents on Castle street, at which only the immediate relatives and friends were present.

Mr. and Mrs. Chandler leave on the six o'clock train tonight on a wedding trip, to the principal upper Canadian cities and are accompanied by the best wishes of their many friends in St. John.

Walter Beattie, James Robertson, J. Lister and James Ross of the west end returned on Monday night from a trip up river on the new yacht Mr. Ross has lately built. They had a pleasant hunting trip to Grand Lake, having shot 25 ducks. The new yacht proved a fine sailer.

AN HISTORIC SHIP BURNED.

Was the Storehouse of Many Rare and Priceless Relics.

ONCE USED BY U. S.

Steamer which Carried General Grant on South American Trip Now a Useless Hulk at Montreal—Built in 1864.

Montreal newspapers have just reported the total destruction by fire of the steamship Admiral. The Admiral was built by the United States Government at the Brooklyn Navy Yard, in 1864, to serve as a despatch boat. After the close of the civil war she carried General U. S. Grant on his trip to the Central and South American republics. Some of the china stored in her lockers on the day she was burned was specially prepared for this trip. The design on the cups and plates features the interlaced folds of the Spanish and American flags, this arrangement being intended as a special compliment to the countries to be visited. In view of later developments this circumstance is particularly interesting.

The steamer Admiral, which now lies at the bottom of the river opposite the lower portion of Montreal, was a vessel of rare historical interest, and was of particular interest to the thousands of Americans who have from time to time trod her stanchion decks.

The Admiral, which came into possession of her present owners, the North American Transportation Company, a Canadian corporation, some years ago, was built in 1864 at the Brooklyn Navy Yard, by the United States Government, the vessel being designed as a despatch boat, which might be useful in the great war which was then going on between the North and the South.

After the close of hostilities in 1865, the steamer, which was accounted one of the fastest vessels in the possession of the United States, as well as one of the staunchest, was chosen by General U. S. Grant for his tour of the Central and South American countries. Upon her distinguished soldier-president made his trip, the vessel being fitted out specially for the voyage.

The plate and chinaware were specially designed for this peaceful conquest of the South American countries, and many pieces of this material when she burned the Admiral it appears that when the steamer was sold all her fittings went with her, even to the big armchairs which always stood at the head of the table in the saloon, and in which General Grant sat during the memorable voyage.

Upon the return of General Grant and his party the steamer was placed on the Great Lakes, where she did duty as a government vessel. She was afterwards sold by the government, and for a time saw service between New York and the West Indies. In the early 80s the steamer was sold to Julien Chabot, and eventually came into the hands of the North American Transportation Company.

In 1880 the steamer was overhauled at Wilmington, Del., where her original machinery was built, and in 1885 she was again overhauled at Quebec.

Ever since she came under the Canadian flag the Admiral has been plying in the coast and river trade, and old and all as she was, could show a clean pair of heels to nearly any craft on the gulf or river.

Some years ago some small repairs were made to her in Quebec, when it was found that her hull, built of black oak, was as staunch and in as good condition as when she first came out of the Brooklyn Navy Yard in the early 60s, and in consequence the workmen employed had the hardest kind of a time in cutting through her timbers.

The chinaware on board, which had come down from General Grant's time, had the flags of the United States and Spain interlaced, this being in compliment to the Central and South American republics.

During the Admiral's career the officers on board had the greatest difficulty in keeping the crockery and silver, which American travelers considered almost priceless relics and which they persistently stowed away when no one was looking. The president of the company stated that he deeply regretted the loss of the old vessel as much from a sentimental as a financial point.

LOCH LOMOND FAIR. The parish of Simonds, and Loch Lomond, agricultural society held their 22nd, annual fair, on the fair grounds, at Loch Lomond, although the exhibits so numerous as on previous occasions, the fair was in every respect a success. The exhibits of stock and produce were far in advance of previous years. Among those who went out from the city were Hon. H. A. McKeown, Wm. E. Quinton, M. E. Agar, W. E. Skillen, W. G. Scovill, Chas. Jackson, Jas. Collins, R. T. Worden, W. Sands, W. Johnston, J. Nobles, Leb Thompson, and others. S. H. Barker of the Ben Lomond House, was the caterer. The executive committee desire to thank the judges for their services.

The Times Readers must make their purchases somewhere. Advertisements in The Evening Times show them where. Contract for space. 40,000 eyes cannot fail to see it.

MARINE NOTES.

Yarmouth Steamer La Tour, Captain McKinnon, sailed this morning, for Campobello, in place of the Aurora.

Steamship Consul Horn, Captain Thomas, arrived at Sydney, last Monday from this port with a deal cargo. She took bunker coal, and proceeded to Brow Head for orders.

Schooner Basertolana, at Halifax, will go to Savannah, to load pitch pine for Mulgrave, N. S.

The Furness Steamship London City, bound to this port, passed Cape Race, at 6 p. m. Monday last.

Steamship Florence, of the Furness line is due at Halifax, from London.

West India steamship Ocamo, Captain Fraser, is on the Halifax dry dock having her hull painted.

The schr. Annis M. Allen, Hillsboro for New York, has been placed on the blocks at Portland (Me.), to have leak stopped.

The schooner Francis, from Havana for Brunswick, before reported ashore near Mosquito Inlet, has been floated and towed to Jacksonville for repairs.

Digby, N. S., Oct. 11.—The tern schooner Omega, 199 tons, owned by Capt. R. Pratt, of Wolfville, and commanded by Capt. Delah, of Granville, arrived here at 11 o'clock this morning with headgear gone and badly damaged on the port side. The total cost of repairs will probably reach \$3,000.

Captain Delah reports that at 9 o'clock last night, while about eighteen miles north-northwest of Petite Passage, he was run into by the tern schooner Lavonia, 266 tons, loaded with piling, from Port Greville for New York. The Omega was by the wind on the starboard tack, and the Lavonia also by the wind on the port tack, and it should have been the Lavonia's keep off.

The wind was blowing a gale from the southeast at the time of the accident, and the vessels were chafing together an hour before they could be separated, and then only by cutting away their headgear.

The Lavonia lost her anchors off bow, foretopmast, and it is thought is as badly damaged as the Omega. She was not in sight after 3 o'clock this morning.

Captain Delah did not ascertain the captain's name on board the Lavonia, but thinks it was Tower. The Omega is loaded with piling from Cheverie for New York. Both vessels and cargoes are insured.

WEST END NOTES.

A sewer pipe is being laid on St. John street.

Patrick Murphy, of Queen street, has built an addition to his house.

A large number of men are still at work laying the water pipes on Lancaster street, city line.

Mr. Murray has the contract for plastering the new part of the C. P. R., office, on Union St.

A large scow of granite is lying at Rodney slip, waiting to be shipped on the New Brunswick Southern Railway.

G. S. Mayes has a few men working at the new wharf at the head of Rodney slip.

A large number of passengers went down on the New Brunswick Southern Railway, this morning.

The West Side ferry flats are being replanked and repaired.

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.

We work with, not against, doctors. We give doctors the formula for Ayer's Sarsaparilla. Then they can tell, when asked, just what it will do. Suppose you ask your doctor about this medicine in cases of impure blood, thin blood, debility, exhaustion, nervousness, anemia, J. C. Ayer & Co., Lowell, Mass.

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.

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