

St. John Evening Times.

ST. JOHN, N. B., OCTOBER 4th, 1904.

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THE WATER SUPPLY.

If all the other civic departments were in as healthy a financial condition as that relating to water supply the extension to Loch Lomond would appear a less serious proposition. Touching this matter, Mr. John A. Bowes, in the current number of the New Brunswick Magazine says:— "The best producer among the public utilities owned by the corporation is the water supply. Notwithstanding the large expenditures recently made on the west side and the constant extension in other directions, and in the face of a slightly lower assessment charge, the water supply maintenance account had a goodly surplus in 1903 of \$11,755.53 against \$3,526.05 in 1902.

After pointing out that in 1901 an accumulated water earnings surplus of over \$90,000 was diverted to the service of other departments, the same writer continues:— "The extension of the mains is continually adding to the debt and to the income. Since union \$413,000 has been expended in water extension—the new main from Spruce Lake having cost up to the end of 1903 about \$186,000. Yet without raising the rates, which are not excessive, the income from water assessment is constantly increasing. It is made up from two sources, real estate, stock in trade and supply. In 1903 the total assessment levied was \$92,986. For 1904 the total is \$95,606.10. As showing the increased consumption of water by users it may be mentioned that the assessment for supply in 1903 was \$56,774, and in 1904 it was \$58,731—an increase of \$2,557."

While the finances of the water department are thus in a comparatively healthy condition, it must be remembered in connection with the extension of the system to Loch Lomond that according to Engineer Barbour's figures the increased cost of insurance due to an inadequate water supply means a much larger tax on the citizens than the interest on the amount necessary to extend to Loch Lomond and secure a gravitation water supply, which would place St. John among the exceptionally good risks among the cities of the continent.

It now remains for the mayor and aldermen to rush the preliminary surveys, as recommended by the engineer, so that as much as possible may be done this fall. Mr. Barbour has stated that with prompt action this fall and an early resumption next spring, with supplies on hand for the work, the citizens should have Loch Lomond water in their homes by the end of 1905.

CIVIC OWNERSHIP.

The decision of the city council to purchase the Mispic pulp mill and property has been quickly followed by the announcement that the civic tender has been accepted. The mill proved an unprofitable venture for the company by which it was built, and will doubtless make those particular capitalists shy of further investment in this province.

There are rumors to the effect that the city will be able to lease the mill and that pulp-making may be continued. It would be very satisfactory if this could be done, with even a return to the city sufficient to cover interest and sinking fund, and the depreciation of the plant from year to year; but in any case the bargain made with the liquidators is doubtless to the advantage of the city, for the reason that prospective claims for damages for a large amount have been extinguished. And there will still be enough claims of this sort to add a speck of interest to the dull routine of aldermanic life.

The purchase by the city of the Carleton electric lighting plant is also to be commended, since it carries with it a franchise and certain powers which are of value, and restores to the city the control of a portion of the west side water front that was under lease to the company. There is much difference of opinion among aldermen regarding the value of the present plant, but men of practical knowledge in such matters have declared that it is in fairly good working order and does not call for a large initial expenditure. The city is able to produce light at the north end station cheaper than the price it pays the St. John Railway Co. for east side lighting, and the Carleton purchase carries with it power to produce light on the east as well as the west side.

Some day, St. John will no doubt find it in the public interest to take over the street railway system and operate the same for the benefit of the people. The west side experiment in municipal ownership will be a test of aldermanic ability to save money for the people, and will have

an important influence in shaping civic policy along that line in the future. Failure to make good the predictions made prior to this purchase would be a strong card in the hands of interested parties when next a question involving municipal ownership came up for a decision. Doubtless the members of the city council realize the fact and will very carefully consider every step to be taken as a result of this investment.

COMING RIGHT ALONG.

At nine o'clock this morning cash orders had already been received at this office from newsboys for more than a thousand copies of this evening's Times. Orders have continued to pour in during the day, and there is always a rush as soon as the paper leaves the press. Yesterday's edition, though a little late, was in great demand throughout the city, and the sales were very large. Hereafter the Times will be able to go to press earlier than on the first two days, and everything is gradually falling into place for systematic work. Many mechanical improvements are still required, and will be made as rapidly as possible. As stated in former issues, the difficulties confronting the staff have been many and varied, but it is much better to begin at the bottom and work up than to do the opposite. The publishers have increasing cause for satisfaction in the hearty welcome extended to the Times by the people of the city and province.

The proposal to pay back to the C. P. R. that \$50,000 and resume control of borths No. 3 and 4 at Sand Point is once more on the front. The city council should deal with this question one way or the other and be done with it. To be eternally dragging in this proposition and holding it up for the inspection of the railway people, without taking any action, is not likely to increase the respect of the latter for the aldermen of St. John or lead to any other good results.

Having dealt with a number of matters of considerable local importance during the last week, the city council should break the silence of nearly nine months and tell the transportation commission what it is that St. John asks in connection with the development of national ports. There is no excuse for delay. The council of the board of trade will be found ready and willing to co-operate.

A SECRET SESSION.

(Special by Megaphone from City Hall, Oct. 4.)

Now that the city is about to own a pulp mill and an electric light plant there is an additional air of dignity in the bearing of the city fathers. This is the more apparent because the cold weather has come and the odors of the Aberdeen and other dumps will soon subside until the arrival of spring.

Naturally an alderman is now less likely to see anything so commonplace and insignificant as a hole in the street, or any little trifle of that sort. He is thinking about dynamos and digesters, volts and acids. He is looting around for more things to buy. He is looking forward with keen anticipation to the coming of the new ferry steamer, and the rest of the new ferry steamer. A St. John alderman of to-day must think great thoughts and nourish high ambitions. The citizen who worries him with small complaints is a disturber of the peace. He has no time to talk about vile fences on vacant lots, or about the need of street signs, or about sweeping the filth off the paved street between Duke Street and Indian-town once or twice a week. Of course the long winter days are coming, when snow will cover the streets and fences, and people will be more concerned about frozen water pipes than matters of civic adornment.

DECIDEDLY NEWSY.

(Moncton Times.)

The new evening paper, the St. John Times, made its appearance on Saturday, taking the place of the Gazette. The Times presents a good appearance and is decidedly newsy. With regard to politics, it says:— "The Times will pursue an independent course, and will not be the organ of any party. This does not mean that it will withhold either criticism or support from a man or a measure; but its policy will be guided by what is deemed to be in the public interest under conditions as they arise."

The Evening Times is edited by A. M. Belding, whose first active work as a journalist was done in Moncton on the Times. Mr. Belding is a clever writer and his friends here are glad to hear of his rise in his chosen profession. Special features of interest will be added to the Evening Times as the work of organization is further advanced.

COMMANDER SPAIN, THE HOST, NEWSPAPER MEN, THE GUESTS.

Inspection of New Government Cruiser Canada at Quebec was a Pleasant Function—A Splendid Boat and Well Equipped in Every Particular.

Quebec Telegram, Oct. 1.—On invitation of Commander Spain of the Department of Marine and Fisheries, members of the local press visited the new Dominion Government Cruiser Canada yesterday afternoon. The Canada, which is modelled after the newest type of British third class cruisers, and said to be the first vessel of the kind constructed to form part of the Canadian navy that will be employed to protect the Canadian fisheries and perform other duties in the interest of the Government, was recently launched in England and arrived at this port on Thursday afternoon last. She is in command of Captain Knowlton, one of the oldest marine masters in the employ of the department of Marine and Fisheries, and will carry a crew of 70 men, who will all be regularly drilled and armed with the Ross rifle. When the newspaper men went on board the Canada they were received by Commander Spain, who presented them to Captain Knowlton, who showed the visitors over the vessel. The Canada was built at Barrow-in-Furness by the celebrated firm of Vickers, Sons & Maxim. Her dimensions are: Length, 200 feet; breadth of beam, 25 feet; displacement, 710 tons. She has twin screws, which are driven by two sets of triple expansion engines of 1,600 nominal horsepower, giving her a speed of 17 1/2 knots an hour. Besides the above, she is supplied with independent auxiliary machinery. The ship is lighted throughout with electricity, her searchlight being 20,000 candle power. To supply this light she has two dynamos, one of which is quite sufficient to give all the power needed. Mr. D. M. A. Mooney, the chief engineer, who by the way is no stranger to Quebec, having been formerly on the Allan line, is highly delighted with the ship and machinery, and well he may be, for the engine room is the beau ideal of neatness and compactness. Not one inch of space is allowed to go to waste. From this room is manipulated the engines, electric lighting, pumps, etc., like everything else on board the ship, all connected with the engines are of the latest pattern and every known device connected with marine engines is supplied. The three cylinders to each engine are 15, 23 1/2 and 35 inches respectively in diameter

and 22 inch stroke. Steam is generated by two boilers, 11.9 feet x 12.9 feet, each with two furnaces of the Dayton pattern. The boilers are tested to a steam pressure of 156 pounds to the square inch. Mr. F. C. Raby, the guarantee engineer, who represents the builders, has had considerable experience in the construction of warships, having had charge of and handed over to the Imperial Government some of the largest battleships in the British navy. The Canada is an exact counterpart in miniature of the battleship Dominion of 16,800 tons and 16,800 horse power, built by his firm and launched a short time ago in the presence of Lord and Lady Strathcona. Both he and Mr. Mooney, the latter superintended the building of the Canada, said that the builders left nothing undone to make the Canada a model vessel in her class. While the building and fitting out of the Canada has been carefully attended to, the comfort and accommodation of the captain, officers and crew have not been neglected. Everything requisite, such as dining and state rooms, baths, etc., being supplied. The cabins are all handsomely furnished while the officers' dining room is well supplied with china and glassware bearing the crest of the Dominion.

The armament of the Canada consists of four 13 pounder automatic quick-firing guns, two being placed forward and two aft, besides the most modern rifles, cutlasses and revolvers. When fully equipped she will carry a crew of seventy men. For fire purposes she has both steam and hand pumps and other appliances. She also carries a fine steam launch, which has a speed of 14 knots an hour. The Canada leaves this morning for Montreal, where she will remain a few days, subsequently returning to this port. The following is a list of her officers:— Captain—C. T. Knowlton. Chief Officer—W. J. Millan. Chief Engineer—D. M. A. Mooney. Second Engineer—Mr. Henderson. Third Engineer—Mr. Brown. Guarantee Engineer—F. C. Raby. It may be added that the keel of the Canada was laid on the 29th of January last, and she was launched on the 14th of June.

CANADA'S TRADE IS INCREASING.

Natal took More Goods in First Six Months This Year than last Year.

Ottawa, Oct. 4.—(Special).—Trade returns from Natal show that during the six months ended June 30th, 1904, the imports from Canada amounted to \$419,735, an increase of \$35,240 over the corresponding six months of 1903. Canada's trade with the island of St. Lucia shows a decline of \$10,000 in exports to that country in 1903, as compared with 1902, when the exports amounted to \$50,000. The imports from St. Lucia which for 1902 amounted to \$42,312, fell off to almost nothing last year.

HOLY GHOSTS TO SEEK SHILOH.

Leader Sandford Orders His Followers to Pack and Come At Once.

Durham, Me., Oct. 4.—The Rev. Frank W. Sandford has sent notices to his followers all over the world telling them that God has chosen Shiloh as the place in the wilderness spoken of in Revelations, chapter 12, as a refuge for the true followers of Christ during the persecution of the great red dragon. In his message the leader of the Holy Ghost and Us orders his followers to pack up their earthly goods and come at once to Shiloh, where, in order to take care of the large numbers that are expected to respond to his latest command a great many small houses are being built around Hillsboro. These houses are scattered around on the farms that Mr. Sandford has bought and even on Hilltop itself. Some of these houses are being finished and plastered, while others are more cheaply built. There is a strong tendency among Stanford's followers to comply with his command, as he has announced that any who do not come to him will probably be lost.

MAKING READY FOR THE FRAY.

Ottawa Liberals Meet Tonight to Prepare for Nomination Convention on Friday.

Ottawa, Oct. 4.—(Special).—A meeting of the liberals will be held this evening to complete the arrangements for the holding of their nomination convention on Friday evening, when the two candidates for the house of commons will be chosen. The sitting member, Speaker Belcourt will be one of the candidates.

An African Rat Story.

There were a lot of rats in the storage room of my stable and we had great difficulty in getting at them. They were shy of all traps and did a tremendous lot of damage at night, lying quiet all day. At length I put in the room a square tin box, about two feet deep, and in it placed some burned cheese. The rats immediately got interested in the cheese, climbed up the outside of the box and, having got inside, could not ascend the slippery tin lining. In this way we killed a great many. One morning my children took a cat, who was a very good ratter, and placed it in the box, where there was already a good sized rat. The cat, instead of tackling the rat, appeared to make friends with it. They put their noses together and frisked round, but no harm was done and eventually the cat jumped out, refusing to tackle the rat. The children then put in a keen dachshund, who immediately snapped at the rat and missed it. The rat ran around the box two or three times, dodging cleverly, and eventually, by climbing on the dog's back, adroitly jumped out of the box and escaped.—Johnsburg letter in the Field.

NOVEL TO HIM.

St. Peter—Where are you from? Applicant—Detroit. St. Peter—Pass right in. I trust you will soon become accustomed to the fact that we never tear up the streets here.—Detroit Free Press.

EVENING CLASSES

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OUKHTOMSKY IS A PROMINENT FIGURE.

Russian Statesman who Wields Great Influence, Does Daring things and is Cordially Hated.

(From the Chicago Tribune.)

When Russia reckons with her statesmen, there is Oukhtomsky. Incidentally he is editor, scholar, traveller and polished prince of the realm. A head in the war party of the Russian press who came to the press parliament at St. Louis a few weeks ago. Closer to his emperor than is almost any other man in Russia it was his paper the St. Petersburg Vedomosti, that received its "second warning" from the ministry of War Plehve, just after the prince had landed in New York. Firm as an adherent to the czar's Government, he still preaches equity and humanity in its administration and opposes the corruption of the bureaucracy.

At the age of forty-three, Prince Esper Esperovitch Oukhtomsky is a large figure with the small group which stands at the top of Russian civilization. His prestige has come since the accession of Czar Nicholas. The day after the young Nicholas was crowned, Oukhtomsky, then minister of the interior, assigned Oukhtomsky from one of the minor positions in the department to one of the most lucrative and pleasing of posts. Up to the time of Nicholas's accession Duranov had failed to recognize Oukhtomsky's services. Thereafter, Oukhtomsky, in the sarcasm with which the czar, while signing the new Oukhtomsky commission, congratulated Duranov on his sudden discovery of concealed talent.

Oukhtomsky had accompanied Nicholas, when he was czar, making the memorable tour of Egypt, India, China, and Japan, thirteen years ago, and their friendship is such that Oukhtomsky alone of all the Russian publicists, ventured to the St. Louis gathering against the advice of Count Lamsdorff.

The Anti-tour was the beginning of Oukhtomsky's belief in the necessity of Russian influence in central Asia. No more than in the current issue of the North American Review he contributes an article showing Russia slow in allowing Great Britain to make advances in Tibet. It has been Oukhtomsky's view that an alliance between Russia and China should be desirable, and that Russia interests in Tibet were beyond those of Great Britain.

NEW DEVICE FOR RAILWAY SAFETY.

Danger of Collisions Done Away With in New Zealand By the Way-Table System.

In view of the amazing number of railroad accidents that have occurred in the United States within the last few months, the report from the American consul, at Auckland, New Zealand, issued by the Department of Commerce and Labor, will be doubly interesting. The report says: "An interesting change has recently been made in the signalling system in New Zealand's railway, which, it is thought, will make collisions absolutely impossible. For a long time used to a recent date what is known as the block system has been generally used, but the way-table system has now been introduced. The essential point in the new system is that no engine driver is allowed to leave a station without a tablet in his possession, and the element of safety rests on the fact that the machines are so made that it is impossible for two tablets to be out at the same time. If a driver leaves Auckland for Newmarket with a tablet, that tablet has to be deposited in the machine at Newmarket before another tablet is issued, allowing a return train to leave that station for Auckland, and the electrical connection between the two stations makes it impossible to extract a tablet from the Auckland machine until the tablet has been put into the machine at Newmarket. It is claimed by railroad experts that the way-table system of two trains cannot be on the same section at once, so that the danger of collisions is strictly done away with."

NAPOLEON IN THE SADDLE.

Napoleon, though he had a rather ungainly and by no means a safe seat, was yet capable of doing splendid work in the saddle, and one of his best pieces him in a high notch. Las Casas says of it: "His most celebrated ride was that from Valladolid to Burgos—thirty-five Spanish leagues—in five hours and a half. The Emperor had left Valladolid with a numerous escort on account of the danger from guerrillas; at every town some one was found to have dropped behind, and Napoleon arrived almost alone."

Now, considering that 35 Spanish leagues are equivalent to 145 English miles, these figures are absurd, but that the ride was an extraordinary one is attested by many independent accounts.

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EASTPORTERS FAST BECOMING WEALTHY.

Good Herring Supplies Make Sardine Industry a Veritable Gold Mine—Plenty of Work and High Wages.

Eastport, Oct. 4.—Saturday was a busy day about the island city and plenty of money seemed to be in circulation, since about \$25,000 was reported to have been paid out at the many sardine factories that had been at work on steady time during the previous week. With herring unusually plentiful in the waters down the bay and big supplies arriving every day in the number of boats, there has been plenty of work at the factories for the several thousand employes both night and day and some of the help have managed to get in from 75 to 100 hours of work during the week, for which they were well paid. Some fat envelopes were carried home on Saturday afternoon by many of the residents, especially by the women, who have been working early and late during the past month in packing the fish in the cans. While there are yet eight weeks of the canning season left, it is not expected that the fish will continue to be as plentiful up to the close time, and not more than six weeks more of work is anticipated by the canners of this city. The city contains many strangers who have been here for a few weeks engaged at the sardine factories, many of them finding lodgings about the island while many of them keep house or camp out during the few months that they locate here and make good money in the different branches at the factories.

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JAMES P. QUINN, Dealer in all kinds of Fresh, Smoked, and Boneless FISH. Oysters and Clams.

LIBERAL WARD MEETINGS,

October 5.

MEETINGS OF THE LIBERAL ELECTORS in the various City Wards will be held on

Wednesday Eve'g, Oct. 5, at 8 o'clock,

to elect Delegates to a Convention for the purpose of Selecting Candidates for the City and County of Saint John at the forthcoming Dominion Election as follows:

KINGS, QUEENS, DUKES, Berryman's Hall.

PRINCE and WELLINGTON, Sutherland's Hall, Union St.

SYDNEY, Mariners & Mechanics' Hall, St. James St.

VICTORIA, Hall in Edgcombe's Factory, City Road.

LORNE, LANSLOWNE and STANLEY, at Union Hall.

DUFFERIN, Carpenter's Hall, Mill St.

GUVS, Oddfellows' Hall, Carleton.

BROOKS, City Hall, Carleton.

H. S. KEITH, Secretary.

THOS. McAVITY, Chairman of Executive.