

THE ST. JOHN EVENING TIMES

ST. JOHN, N. B., OCTOBER 19, 1904.

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HON. A. G. BLAIR.

I can tell my honorable friend, Mr. Borden, that we selected Mr. Blair because we believed there was not a man in Canada better qualified and more competent to discharge the duties of the office to which we called him. And, Sir, if I were as good a scrap-book man as the leader of the Opposition, 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. I recognize him as a man of great ability; as a man of great talent, and I have no hesitation in saying that you cannot find today in Canada anyone who is better endowed than Mr. Blair to be the chairman of the commission, and to administer the law of which he is the author.

Sir Wilfrid Laurier.

A NATIONAL CRISIS.

The announcement which the Times made in its second edition last evening, in advance of every other newspaper in Canada, was the most momentous from a political standpoint that has been made in this country for many years.

The resignation by the Hon. A. G. Blair of his position as a member and chairman of the railway commission, and the announcement that he will re-affirm his objections to the Grand Trunk Pacific scheme, are facts of profound and far-reaching significance.

It was no light matter when the Hon. Mr. Blair resigned his seat in the cabinet last year, because of his conviction that the Grand Trunk Pacific scheme was indefensible. His views must have been very strong and very well-grounded, to compel him to oppose the policy of his colleagues in regard to the most important measure introduced during Sir Wilfrid Laurier's whole tenure of office. Personal feelings, political associations and party affiliations would all appeal to him to be silent. If silence were at all consistent with a sense of public duty. But he was forced by a sense of duty to declare his views, and to resign office rather than even seem to give his assent to what his knowledge and his judgment condemned. His speech in parliament, in which he exposed and condemned the folly and madness of the Grand Trunk Pacific project, has never been answered.

But, though Mr. Blair went so far, he still did not feel that he could join the forces of the opposition, and he therefore accepted the position of chairman of the railway commission, which was largely his own creation, and which has a most important work to perform in safeguarding the interests of the public. For pursuing this course he was sharply criticized by opponents of the government, and many of his friends in this province would have been glad if he had remained in the political arena and continued to assail the G. T. P. contract, the unwisdom of which he had so clearly demonstrated.

But that is of the past. Mr. Blair has now taken a further step in the direction to which public duty points, and will oppose to the utmost of his power the railway scheme which he believes to be wholly without justification, a wanton waste of public money, and in every sense a most mischievous piece of legislation.

Being a New Brunswick man, and a former representative of this constituency, Mr. Blair very fully realizes the importance of protecting our own ports from the subsidized competition of Portland, Maine. As a practical man, with a wider knowledge of railway matters than any member of the government, he knows how utterly imprudent a bargain the government has made with the Grand Trunk Pacific Company. Believing thoroughly in the wisdom of extending the government railway system westward, he cannot endorse a bargain that practically makes the country build a railway at colossal cost, and hand over the control of it to a private corporation.

and transportation in the west. The news that was flashed over Canada last night created a remarkable sensation, which is the greatest possible evidence of public recognition of the weight that will attach to the utterances to Mr. Blair, and the influence his words and his example will exert in moulding public opinion.

G. T. P. FINANCING.

Referring to the financial aspect of the G. T. P. contract, the Toronto News, independent, says:— Sir Wilfrid Laurier has reiterated the standard liberal explanation of the clauses in the Grand Trunk Pacific bargain which open the way to manipulation of the common stock. The railway will need \$20,000,000 for rolling stock, he said, and he doubtless intended to add that it will also need a large working capital, say \$10,000,000. He points out that in order to get these sums, the sole resource of the railway will be the preferred stock, \$20,000,000, and the common stock, \$25,000,000. To get the money they need, the promoters must realize a fair price on both kinds of stock.

The Grand Trunk Pacific promoters have definite and entirely different plans. They intend to raise the \$20,000,000 for rolling stock, not by selling their preferred or common stock, but by establishing a subsidiary car-construction company or trust, lease it to the road, and issue short-term bonds for the rest. By this plan, which has been followed by the Canadian Pacific and the Canadian Northern, the cost of the rolling stock virtually comes out of earnings, not capital. Sir Charles Rivers-Wilson told the Grand Trunk shareholders that this method of financing is to be followed. He made this statement, it is to be observed, subsequent to the signing of the contract which Liberals assert forbids any such method of financing. If this plan is carried out, the Grand Trunk Pacific can raise its working capital by the sale of its preferred stock, and will not need to use the common stock to raise a dollar. We must place the fixed determination of an able, ingenious, resourceful and influential group of capitalists against the government's reading of a contract.

THE ISSUE IN TORONTO.

The Toronto Telegram, an independent paper, discussing Hon. Geo. E. Foster's candidature in Toronto, says:— It will be Hon. George E. Foster's own fault if he is beaten in North Toronto.

All that Mr. Foster needs is the courage to take up the principle of public ownership where Mayor Urquhart drops it. Mayor Urquhart was strong as a municipal candidate because he stood for public rights and fought the corporations. Mayor Urquhart is weak as a parliamentary candidate, because he stands for private interests and fights against public ownership. The Grand Trunk Pacific deal is the heaviest load Mayor Urquhart has to carry. He cannot excuse that inquiry without denying the faith. The result in North Toronto will never be in doubt if Hon. George E. Foster identifies himself with public ownership as thoroughly as the Grand Trunk Pacific deal identifies Mayor Urquhart with private ownership.

Mr. James F. Robertson and Mr. Blair hold similar views with regard to the Grand Trunk Pacific project. Many other liberals, east and west, are unable to endorse the government's railway policy, which it should have abandoned when Mr. Blair as minister of railways declared that it was very bad policy.

A procession of transcontinental railway commissioners; surveyors and the like through the province of New Brunswick on the eve of an election does not necessarily imply that the Grand Trunk Pacific will not hand its traffic over to the Grand Trunk, to be shipped via Portland, Maine.

The people will on Nov. 3rd have an opportunity of pronouncing judgment on the Grand Trunk Pacific contract. They should have been given the opportunity before the contract was made.

The political situation in St. John gains interest from a rumor that Mr. McKeown's friends are not as ardent in support of Mr. O'Brien's candidature as is thought desirable.

MR. O'BRIEN'S VIEWS.

(St. John Globe, May 25, 1903.) The hope may be ventured that in whatever way the Grand Trunk Pacific scheme may eventuate it will not be found necessary to construct another line of railway through New Brunswick from Quebec to the seaboard. We have now the Intercolonial, which connects Quebec with tide-water. In addition to this we have connection with Quebec via the Intercolonial to Temiscouata and the Canadian Pacific Railway. People who are interested in building railroads for the mere sake of spending money may want more roads, but for all ordinary and reasonable services those two lines ought to suffice. If more is needed by the creation of traffic there will be time enough in which to build, but it is not worth while to destroy capital by sinking it in unnecessary railroads in order to

satisfy roads or to heal spasms. There are funds now in New Brunswick which return very little to the people for the public money spent upon them. If more money is to be spent it ought to be expended in putting these roads into condition.

PUBLIC OWNERSHIP.

(Toronto paper.) Sir Wilfrid Laurier says that "Public ownership is a populist idea." Public ownership is not a populist idea, because the populists borrowed public ownership from Europe and Australia.

Sir Wilfrid Laurier is a student, a reader of history, and he knows that before populism was ever heard of in the United States public ownership of railroads was a principle operated by the autocracies in Europe and the democracies in Australia and South Africa. Public ownership of the money and credit which builds railroads is not populism, but "Laurierism" and "Tupperism."

THE ACTION DISMISSED But the Judge Said the Defendant Was a Rascal.

Toronto, Oct. 19.—(Special)—Mr. Justice Stott yesterday in the non-jury sittings of the high court, dismissed an action for breach of promise of marriage brought by Emma Pellard, a dressmaker of Toronto, against Matthew S. Kennedy, a veterinary surgeon of Wallaceburg. In doing so, however, his lordship stated that it was a very few facts compelled him to do so. "I think," declared the Judge, "that the defendant behaved in a most rascally manner. I am obliged to dismiss this action because I think the plaintiff misled him, but I certainly will not give defendant any costs. I hope he will realize how unbecomingly he acted."

DENIED FROM HEADQUARTERS.

London Officers of G. T. R. Say the Story That C. M. Hays Will Resign is Without Foundation. London, Oct. 19.—At the head offices of the Grand Trunk Railway the Associated Press is informed there is no truth in the report published in America that Charles M. Hays, second vice-president and general manager of the company has resigned.

AT THE YORK THEATRE.

York Theatre was comfortably filled last night, and those present were well repaid for their visit. Each artist seemed to put forth a special effort to please and their work was received with hearty approval. The act of Camillo and Fona, is artistic, and their stage setting is splendid; the act is a finished one, and demonstrates that practice will accomplish wonders. The ragtime solo musicians of exceptional merit; their instruments are unique and expensive and the electrical display in connection with their act very fine. Their music is not of the cheap order, but elevating, and the solo upon sleigh bells, was performed artistically. The Valdings, are young men of muscle with a number of very difficult tricks, which they perform with charming ease; the posing of one of the team is wonderful. Chas. E. Dickerson proved himself a clever entertainer, and added another song to his list. Billy Hines danced himself into the well wishes of his audience. Ferguson and Murphy, are a very clever team of Irish comedians and their work went with a dash. Perry and Alecia's act kept the audience in a happy mood. The whole performance went with a dash and everyone was pleased. Such performances are sure to make the York a very popular home of amusement. A mafine on today. A big bill is announced for next week, with the Great Lynch as the head liner.

HOTEL ARRIVALS.

At the Dufferin—J. P. Wry, St. Stephen; J. Bomsted, Toronto; W. H. Newson, Toronto. At the Victoria—Ritchie Speer, Nova Scotia; A. B. Moore, Kings Co., P. D. Hemmon, Annapolis. At the Royal—H. H. Stevens, Port Elgin; C. Mackay, Glasgow; G. M. Smith, Montreal; A. C. Knight, Toronto; B. Regensburg, New York; A. C. Johnston and wife, Dartmouth; James Robertson, Montreal; Win. A. Coleman, Wolfville; Geo. P. Sleeper, Boston. At the Clifton—Mrs. Coleman and son, Moncton; S. Cockham, Amherst; W. Macdonald, Fredericton. At the New Victoria—W. S. Spain, Halifax; Geo. Gilbertson, Portland; Thos. Lamber, Yarmouth; J. H. McCullough, Amherst; Annie S. McCarthy, Boston; W. E. George, Philadelphia; Thos. P. Felton, Chelsea; William Bainbridge, Toronto; John Wainwright, Portland; Thos. Dearden, New York; Thos. Finimain, Chicago.

DESTINED TO LEAD.

Instead of our contemporary the St. John Gazette comes to us The St. John Evening Times. The title is appropriate in every way, and the new journal is destined to take a leading place. Everything in connection with the publication is practical and up-to-date and in addition to capital, has good brain power behind it. The paper is non-partisan in politics, which is another way of saying that it is fearless and unbiased and as such must needs enjoy a long and prosperous career, something we wish it in a large way.—(Canadian Trade Review.)

LADY CURZON'S PROGRESS.

Walmer Castle, Oct. 19.—Lady Curzon is progressing so favorably that heretofore bulletins will be given out daily.

THE FIGHT IN KENT CO.

Probability of a Three Corned Contest Arouses Interest There—In Restigouche and Other Fields.

"The political situation in Kent Co.," said a north shore man to the Times "is a rather complicated one. On the liberal side, at the present time, there are apparently two factions, Hon. O. J. LeBlanc is the liberal candidate and Pascal Hebert is out on his own hook having published his intention to contest the county in the liberal interests, in a notice to the electors through the columns of the Richibucto Review some weeks ago. It now turns out that Geo. V. McInerney has been offered the conservative nomination. Predictions are sometimes away off but there is one thing certain and that is that if LeBlanc and Hebert both run the liberal vote will be split, whereas the Tories will stand solidly by their candidate. The outcome in such an event can be readily conceived. The Tory party is by no means defunct in Kent Co. and even in a single handed fight it would be interesting, but it is thought the liberal chances would be good, a three cornered fight (two liberals and two conservatives) would in my opinion make the Tories' chances, very fair."

LANDRY IS POPULAR.

Bathurst, N. B., Oct. 19.—N. A. Landry, the conservative candidate, accompanied by the delegates and a number of Caraqueet friends, went to Tracadie, yesterday, where a large number of persons, met them. Mr. Landry was received with every manifestation of cordiality. The party after dinner again took the train, and at Bathurst were met by a large gathering of electors. Mr. Landry was carried from the train to his carriage, on the shoulders of cheering supporters, and three large bonfires were blazing in his honor.

MORE CANDIDATES.

London, Ont. Oct. 19.—Hon. Dr. Montague was tonight nominated by the city of London conservatives to oppose Hon. C. S. Hyman. Montreal, Oct. 19.—Gaspé conservatives today nominated P. T. Abern Vaudreuil conservatives nominated A. S. Bastien. Arthabaska conservatives nominated L. P. Decourvel. St. Maurice conservatives nominated L. L. Duplissis.

SIFTON ISSUES DEFI.

Winnipeg, Oct. 19.—Hon. Clifford Sifton, has invited R. L. Richardson to meet him in a joint debate. Sir Richard Cartwright, addressed a big meeting of Winnipeg citizens last night.

CAMPAIGN NOTES.

The liberals are to hold a meeting in Carleton public hall on Friday evening. John V. Ellis, Col. H. H. McLean and the party candidates are to be the speakers. A meeting of the electors in the liberal interests will be held in the city hall, west end, on Friday evening 21st inst. The chair will be taken promptly at 8 o'clock. The speakers will be Senator J. V. Ellis, Richard O'Brien, Hon. H. A. McKeown and others. A meeting tonight will be held in the orange hall, Fairville, where the conservative candidates and others will speak. Hon. H. A. McKeown addressed a large meeting in the public hall, Fairville, last evening on his return from an electioneering visit to Pisarino. W. F. Barnhill was chairman. A public meeting under the auspices of the R. L. Borden club, will be held in Temple of Honor hall, north end, tonight. Hon. A. S. White and the Minister of Railways held meetings at Elgin A. Co., last evening. After the meeting the minister drove to Peticodiac where he took his private car, for Moncton.

IN RESTIGOUCHE.

Charle, Oct. 19.—(Special)—The political situation in Restigouche county, is quiet. The liberals have a strong committee in each parish, with a good central committee, at Campbellton. James Reid, M. P., is making a house to house canvass, besides Mr. Reid and our local members. It is expected that Hon. Mr. Emmerson, Hon. Wm. Pugsley, O'Turgeon, M. P., and J. T. Hawke editor of the Transcript, will speak in the county. It is generally supposed that Mr. Murray will retire before nomination day. W. A. Mott, and Thos. Crockett, addressed a meeting, last evening at New Richmond Bonaventure county. Hon. Mr. Lablouis will address meetings next week in Bonaventure county in favor of Charles Marcell, the liberal candidate.

A Joint Meeting.

Chatham, N. B., Oct. 19.—(Special)—A largely attended liberal meeting held at Loggieville last night. Addresses were delivered by W. S. Loggie, W. B. Snowball, Robt. Murray, T. M. Gaynor, Geo. Watt, J. L. Stewart for the opposition, replied. James Robinson is down river on a canvassing tour and is being well received.

A FATAL FIRE.

Shelbyville, Ills., Oct. 19.—The Middlework Children's Home was destroyed by fire today, and although the flames were discovered while the children were asleep, all but two were rescued.

"Don't you think 'To Harlem in fifteen minutes' sounds good?" asked the Harlemit. "Well, I think if you say 'Away from Harlem in fifteen minutes,' it sounds a good deal better," replied the man who lived below. Forty-second street.—(Yonkers Statesman).

THE WORLD'S WHEAT CROP.

Outside of America it is Small And Away Below the Figures of 1903.

Reports received at the Department of Agriculture indicate that the foreign wheat crop will be small this year, and that the world's supply will be considerably below that of last year. Short crops are reported from Russia, Germany, Hungary, and, in fact, from most every continental country.

Both the crop of winter and spring wheat in Russia will be away below that of 1903, the shortage in the former being something like 30,000,000 bushels out of a total crop that averages about 225,000,000 bushels. The crop of spring wheat will be about 65,000,000 bushels less than last year. According to the advices of the Department of Agriculture the Russian wheat crop as a whole, though falling more than 102,000,000 bushels, or about 22 per cent., short of last year's heavy crop, slightly exceeded the quinquennial average for 1898-1902. The crop of winter wheat was not only far below the crop of 1903, but was nearly 15 per cent. below the quinquennial average. The deficiency as compared with that average was, however, rather more than made good by a spring wheat crop exceeding the same average by nearly 7.4 per cent., though less than last year's spring wheat crop.

The crop of winter rye, which in European Russia usually forms about 90 per cent. of the total rye crop, fell short of last year's yield by about 2.7 per cent. below the quinquennial average by about 3.9 per cent. The oats crop appears not only to have exceeded last year's crop, which was below the average, but also the average itself; while barley was a little below the average and nearly 95,000,000 bushels below last year's crop of that grain. According to a statement attributed to the Russian Ministry of Roads and Communications, the railroads of southern Russia are so greatly overtaxed that large quantities of wheat of the new crop are detained from market for want of transportation. Some 32,000 carloads are said to be in that situation.

In Germany the areas under winter wheat and winter rye are both larger, and the areas under all the spring grains are smaller than they were in 1903, in which year the losses of winter grain by damage from bad weather and other causes had caused larger areas to be replowed and put under spring crops. As winter wheat and winter rye form the bulk of the wheat and rye crops, the total areas for these cereals are larger than in 1903. The total area under wheat is also somewhat larger than in 1902, but the total for rye is smaller by about 143,000 acres than it then was. The wheat crop is spoken of as satisfactory in respect to both yield and quality, and the yield of oats is said to have been abundant.

The grain harvest in England has been finished under exceptionally favorable conditions, and in Scotland, too, fine harvest weather has prevailed and a considerable part of the crop was already secured by September 25, while backward grain which still remained uncut was making good progress. In England threshing is advancing favorably, but its results are said to show very unsatisfactory yields, and as the area under wheat was the smallest in record, that crop must be an exceedingly short one.

Weary of Life.

Tilsenburg, Ont. Oct. 19.—(Special)—Mrs. Wittet of South Middleton took her own life this morning by cutting her throat with a razor. No apparent cause can be given for the act.

Doctor—"Yes; the symptoms are very serious. You must go to bed at once, and I will call and see you twice a day." Patient—"In that case it's lucky I joined the club last week!" Doctor—"A club case? Good gracious! Why didn't you say so? Take a pennyworth of Epsom salts; you'll be all right to-morrow." (Glasgow Evening Times).

A Delicate Throat.

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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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