

THE ST. JOHN EVENING TIMES

ST. JOHN, N. B., OCTOBER 17, 1904.

The St. John Evening Times is published at 19 and 21 Canterbury street every evening, (Sunday excepted), by the St. John Times Printing & Publishing Co., Ltd. A company incorporated under the Joint Stock Companies Act.

PROVINCIAL PREJUDICE.

Viewing the question from any standpoint, partisan or non-partisan, it is not a desirable condition that the province of Quebec should be allowed to be "solid for Laurier." If because of any measure or policy it should be solid for the government, the other provinces might have cause to offer criticism, but it would only be with reference to questions of policy and their relation to the whole country. But one hears with unfortunate, and it may be hoped unnecessary frequency, the remark that "Quebec will stand by Laurier." It is true that Quebec in the last two elections gave an overwhelming majority for the government. It may do so again, but surely not for the mere reason that Sir Wilfrid Laurier is the premier. It is most undesirable that there should appear to be the slightest antagonism or prejudice as between Quebec and the other provinces. The fact is as apparent to the French-Canadian people as to their fellow citizens of another race. But already there are signs that appeals to prejudice will be made, on both sides. This contest should be decided on questions of policy. If the policy of the government with respect to the transcontinental railway, and with regard to fiscal matters, and its record for administration, are to people's liking, let it be so decided. If these are not satisfactory, the gentlemen of the opposition are quite competent to inaugurate a change. And Quebec is quite able to take care of its own interests, under any government. At the present stage there is no reason to believe that Quebec will be solid either for or against Laurier. It will occasion no surprise if the province should divide more evenly than in the contest of 1900. Indeed it is desirable from the national standpoint that it should do so. It is well that both government and opposition have a fair representation from every province, since that is the best evidence of the absence of provincial prejudice, and the surest guarantee of a satisfactory administration.

THE SALVATION ARMY.

The Rev. G. Osborne Troop made a significant remark at the farewell meeting of commissioner Eva Booth a Montreal a few days ago. He said that the Salvation Army had come to the real day of trial. The statement is true. With organizations as with individuals the supreme test is the ability to triumph and endure. In the struggle for attainment, there are temptations and severe trials, but the time of triumph is the time of greatest danger. Many a man has endured continued hardship to attain wealth or position, only to lose in the attainment the sterling virtues of the days of struggle. From the time when Eva Booth was mocked and jeered at in the streets of London, to the day not long since when the King of England and peers of the realm paid tribute to the splendid work accomplished by the Salvation Army, the way was long and arduous. The day of worldly triumph has come. The once despised is now the recognized and honored. No one who has heard Commissioner Booth or her venerable father doubts for a moment that the religious fervor which has marked their lives will endure to the end. But the Army has become a vast organization, almost world-wide in its work. It has lived down prejudice and won favor with the churches as well as the people. It has arrived at the stage where difficulty, which has been said to be the condition of success, has been largely overcome, and the temptation to rest on past laurels presents itself to the mind. It cannot be said, however, that there is any evidence of weakness in the armor of the Salvationists at the present time. The people of this city do not need to be told that increasing opportunity has led to increasing activity in the ranks, and that the institutions maintained by the Army here, to which others are being added, from time to time, for example the proposed cheap lodging house and cottlemen's shelter, are valuable additions to the semi-benevolent agencies existing in St. John.

A NEW YORK INSTANCE.

Some St. John aldermen are apparently of opinion that the city should resume control of berths No. 3 and 4, at Sand Point, in order to secure a revenue from those berths and two others. The revenue question, however, must be kept subordinate to the larger interests of the port. If revenue may be derived without loss of trade, it is well; but the latter phase of the subject must not be overlooked. The vast amount of money expended at Sand Point was spent to provide facilities for business. To attract business and retain it must be the policy of the

council, also the expenditure would be worse than worthless.

An illustration of the effect of high charges in a case where the competition of rival ports is keen has been furnished by the port of New York. The story is told by the New York Commercial, and its remarks are in a sense applicable to the conditions at this port. It says:—

The refusal of the International Mercantile Marine Company to contract for lease for the use of several new piers on the North river in the Chelsea district, because it finds that it cannot afford to pay the proposed rentals, brings to the front once more one of the reasons why the commerce of this port is declining. Dock Commissioner Featherston, frankly confesses that these rentals are "quite high, and he declares that this policy is of the "penny-wise, pound-foolish" order, inasmuch as it tends to drive away foreign trade.

In the stand that he thus takes Commissioner Featherston is unquestionably right. Competing ports, like Boston, Philadelphia and Baltimore, are offering dock privileges for practically "a song," and quite naturally foreign shipping companies will not submit to unreasonable—or, at least, unprofitable—terms for the use of New York piers. These companies would naturally prefer to use New York piers, but they cannot be expected to do so if such entails a loss to them. They will seek dock privileges elsewhere, and the commerce of this port will suffer in consequence.

It is quite proper that the city should seek to derive from these privileges all the revenue that is practicable, but the main thing to be kept in mind is that the construction and maintenance of adequate piers are chiefly for the purpose of attracting foreign commerce to New York City. The matter of local revenue is a secondary consideration, and if rentals for piers are kept at an impossible figure, all of the money that is spent on harbor improvements and the proposed barges, canal and any favorable change that may be made in differential freight rates are likely to go for naught. Foreign commerce both outgoing and incoming, will simply seek other Atlantic ports.

Whether the International Mercantile Marine Company tentatively agreed or not to lease the North River piers in question at a price that it now feels that it can not afford to pay is not a matter of great importance. No hard-and-fast agreement was apparently made, and the thing of real importance is the leasing of the piers mentioned at a figure that will not send the business of this company to our seaport rivals. The enforcement of a contrary policy would merely hasten the decline of commerce at this port.

The matter is now in the hands of the sinking-fund commission, and it is to be hoped that that body has enough local public spirit to act on the question in a manner that will encourage, rather than discourage, commerce at this port.

There is perhaps no better illustration of altered conditions with regard to the Salvation Army than is revealed by the fact that the Times on Saturday and again this morning sought in vain for a brief interview with Commissioner Eva Booth. A date had been fixed for all the newspaper representatives at four this afternoon, after this paper had gone to press. Nevertheless, at any time any member of the Army should desire to confer with the staff of this humble journal, the staff will be found at home, ready to convey a message to the public.

The political orators in the city this week will be up against polite vaudeville, nautical extravaganza and Shakespearean drama. The odds are heavy; but not hopeless. There are several gentlemen who can be quite as extravagant as an extravaganza in their statements, and some who can be as profound as a Shakespearean actor; while the number of vaudeville artists available is really very creditable, in proportion to population. On second thought it may be the Thespians who are "up against it."

It is interesting to learn that the government is hopelessly beaten. It is also of interest to note that the opposition is annihilated. The statements appear to be somewhat contradictory, but are readily reconcilable when it is remembered that an election campaign is in progress. Both sides are invariably overwhelmed until polling day.

That was a very interesting discussion in the Anglican provincial synod in Montreal last week on the higher criticism. Mr. Justice Hannington has lost none of the vigor with which he has stirred up synods and legislatures in this province in years past.

ROWED FOR LIFE.

Block Island, R. I., Oct. 16.—The entire crew of the little fishing schooner, Clara, of Manchester, Mass., were obliged to take hastily to their dories in Point Judith channel during the night, while their vessel, which had suddenly sprung a leak, sank as the last man was going over the side. They all reached here in safety this morning after a ten mile row.

FULLY PROTECTED.

(Special by Megaphone from City Hall, October 17.)

The most important civic event of last week was not chronicled in the press, although it had to do with the much debated question of fire protection at Sand Point, and proves that there is ample protection for all the property in that neighborhood.

There are three fire alarm boxes in the warehouses at Sand Point. They were put there regardless of expense, and with a fierce determination to protect property. They all sound the same number, so that an alarm from either of them would warn the fire department that it was wanted at the Sand Point warehouses.

On last week the bark Dome was loading dry lumber near one of the warehouses. Suddenly, and without a moment's warning, flames were seen bursting from her forecastle. It was a critical moment, and fear of a repetition of the fire that destroyed the old warehouses was working on a Carleton fireman who was on the vessel. He hurriedly leaped to the wharf and ran to one of the fire alarm boxes. The box was there, but no key was in sight. Racing along the shed he met a man and asked if he knew where the key was to be found. The man replied that it was none of his business. The fireman ran on and appealed to a customs officer. The latter did not know, but would telephone to the collector. The fireman next encountered a watchman. The watchman had never seen any keys, but would telephone to the director of public works. He did so. The director was out, but his clerk said he would notify the director of public safety.

Two hours afterwards the director of public safety got the message and at once called up Sand Point. He said if the fire was not serious he would try to get the keys. The fire department during the day, and inquires about those keys, but if the fire was a threatening one he would send a man over as soon as possible. At this stage the Carleton fireman took to the woods. In the evening the director of public safety met the chief of the fire department, and asked him where the keys of the boxes in the Sand Point warehouses were kept. The chief replied with some heat, as became the chief of a fire department. He said that he had enough to do to look after the work of his own department without being either the parvevor or custodian of keys, which were clearly within the province of the director of public safety. The air in their vicinity became so warm in a few minutes that a citizen who overheard the dialogue took occasion to repeat it to an insurance agent. The agent hurried to his office to see if his company had any risks at Sand Point. The enquiry showed that there were none.

At the Union Club that evening the agent met an alderman, and told him the story, with the remark that he thought the council should take some action. The alderman replied that it was his duty to see that now to get a council meeting called to deal with anything but water extension or the issue of bonds, but he would make the effort. The next day the aldermen got five other aldermen to sign the requisition to the mayor, asking that a council meeting be held. The mayor replied that owing to pressure of business in connection with the water department a meeting could not be called for at least two days.

After two days the council met. The mayor delivered an address, in which he pointed out that three quarters of a million dollars worth of property at Sand Point was without adequate fire protection. If a fire occurred the loss would be enormous, and water pipes and hydrants would be paralyzed for a whole season. It was most important that action should be taken. He had been informed that a fire had actually been in progress for some days, and that the keys of the fire alarm boxes could not be found. It was of the greatest importance that they should be discovered. He had called the council together at the earliest possible moment to deal with the matter.

One of the aldermen arose to endorse the remarks of the mayor. It took him three hours to do it, but he was equal to the task. Nine other aldermen made fifteen minute speeches, and Ald. Christie made fourteen objections and raised nine points of order. At length one alderman hove out the suggestion that they enquire if the fire were still burning, or if the warehouses were actually in existence at that moment. He moved that this question be referred to a committee to report at another special meeting of the council.

A Carleton alderman seconded this motion. He said that he had not observed any conflagration at Sand Point, and that the repairs on the engine house were progressing to his satisfaction.

After a long and animated discussion the motion passed, and the committee was appointed, with instructions to go over to Carleton this week and learn whether the fire had been put out, or the warehouses destroyed. No action was taken with reference to the keys.

After the meeting an enquiring reporter telephoned to Carleton and learned that the fire on the Dome had been extinguished the morning it started, by the use of the ship's pumps. There can be no question that the fact that there are three fire alarm boxes without any keys in the warehouses discouraged the flames and made the work of the pumps less difficult. So long as a fire alarm box is put up and the key thrown away there is no ground for an increase in the rates of insurance.

During the discussion in the council the director of public works said there could be no fire over there, because he had put up notices prohibiting smoking. The statement made by an alderman that a donkey engine had been smoking all summer under the elevator conveyor, without any spark arrester, did not shake the director's faith.

There are no spark arresters in Carleton except Sergt. Ross, and his field does not embrace the sparks from a donkey engine.

RAILWAY COMMISSIONERS PLEASED WITH PROVINCE.

They Talk of New Brunswick's Glorious Future and the G. T. P. But Are Careful to be Non-Committal.

F. B. Wade, Annapolis; Mr. Bennet, Montreal; Robert Reid, London, (Ont.); and J. Young, Winnipeg, registered at the Royal on Saturday night.

Yesterday, they had a steady stream of callers, which is perhaps accounted for by the fact that Mr. Wade is chairman, and the others are members, of the transcontinental railway commission, appointed by the government, to supervise and superintend the building of the eastern or government section of the Grand Trunk Pacific Railway. Of course, the practical work, such as establishing gradients, location of a definite route, and other details common to railway construction, will be within the province of a corps of experts, headed by G. Stevens, of alien engineering inquiry fame, and Mr. Lumsden. Mr. Lumsden will represent the government on the section from Winnipeg to Moncton, while Mr. Stevens, at \$7,500 a year, stands for the Grand Trunk Pacific Railway Company, and will have charge of the work of line location in the west, notably through the Rockies, where many engineering difficulties are to be encountered; and on the western terminus at Port Simpson, Butte Inlet, or Kitimat.

Mr. Lumsden accompanies the commission on this tour, but he is not talking as to the location of the line, or as to the probability of gathering easy grades and curves from Edmonton to Moncton. His report to the government will contain all that information and much more, but at present he is not taking the public into his confidence. Mr. Wade, however, will talk on the beauties of New Brunswick, its glorious possibilities, etc.—but that is about all. He, also, is not committing himself to any great extent. Seen by a Times' representative, he said the commission would consider the report made by the G. T. P. survey parties and, after viewing the country themselves, following as far as possible the lines already suggested, they would decide whether to take one of these surveys or make an independent location.

In New Brunswick two surveys are being made between Grand Falls and Moncton. One comes down the valley of the St. John to the Nashwaak and the other in a more direct line, across the country, to Boistown, by way of Plaster Rock. Exhaustive study will be made of both routes and a decision as to which is the better, is expected in about two months. New Brunswick survey parties are making good progress, and the commission is well pleased with the work of the district engineers. Today an additional party was put on charge of Gilmour Brown, Esq., and they will survey between Woodstock and Grand Falls.

As to the practical benefit to be derived by the port of St. John from the G. T. P., the commissioner is of the opinion that the volume of trade via this port will be greatly increased by the new road. Heavy package freight and grain, will probably be shipped from here, while the lighter freight and mails will go from Halifax. The commissioners also stoutly aver that the statements made, to the effect that the Grand Trunk would endeavour to handle as much of the G. T. P.'s freight as possible through Portland Me., (where they have their own terminals), is not correct. "It would be a direct violation of the contract," said one of them, in discussing this phase of the question with the Times. "Does not the contract provide that shippers can route their freight where they please?" queried the Times man. "Yes," replied the commissioner. "Then, what is to prevent the agents of the Grand Trunk from canvassing freight in the west to be routed via Portland, providing of course that they were so provided. Then, the commissioner paused a second, and with an enigmatical smile which might mean anything, replied:—

"Will we have to leave something to their honesty, but I don't think they would do that. If they do use any influence with shippers as to the routing of freight they are supposed to give our own ports the preference."

Continuing the commissioner said that good progress is being made with the Quebec survey, and it is the expectation that construction contracts will be given out in the spring for work from Moncton, west, from Quebec east and from Winnipeg east. "There are many things to be considered in connection with the advent of the G. T. P. into New Brunswick," said the commissioner. "In the first place it will have a great bearing upon the future prosperity of Chipman, which is bound to become an important railway centre. Then, if, as some say, the road will strike the I. C. R. near Norton, it will be necessary to double track the I. C. R. from Norton to St. John and from Moncton to Halifax, as the traffic over that road will be more than doubled. As to the possible construction of a branch line from Chipman to St. John, the commissioner refused to talk, saying that the commission had no jurisdiction over the branches. The commission left Ottawa Thursday and came down through Quebec province to River du Loup, then to Edmundston and visited Grand Falls, Connor, Andover, Woodstock and Fredericton, and arrived here Saturday night.

They left this morning for Chipman and Miramichi, going from there to Moncton and Halifax, then back to Ottawa. On Oct. 28, they leave for Winnipeg and will not go any further west. Mr. Wade is accompanied by Mrs. Wade and Mr. Brunet's wife and daughter, are with him. The party travel in a private car.

OBITUARY.

Miss Amy Gordon.

Miss Amy Gordon, died at her home at Pictou, early yesterday morning. She was ill a few days, and water pox due to blood poisoning, from an ulcerated tooth. She was a very bright and charming girl and a leader in social and musical circles, in Pictou. She leaves a mother and sister. The deceased was a niece of Principal Gordon of Queen's university. The funeral will take place tomorrow afternoon at four o'clock.

William Peters.

The death, occurred, at Winnipeg last Friday, of William Peters, father of station master, W. T. Peters of Rothsay. Mr. Peters has lived in Winnipeg for the last seventeen years with his son. He was eighty-seven years of age, and leaves five sons and three daughters. The sons are, Col. Peters of London, Ont., Rev. George L. P. Peters, of Sydney, N. Y., W. T. Peters, of Rothsay; T. Leo Peters, and S. W. Peters of Winnipeg. The daughters are, Mrs. Chas. Morse, Mrs. Frank Fletcher, of Nelson, and Mrs. Henry Harrington, of Grand Forks, B. C.

William Stevens.

The death of William Stevens of Fairville, took place Saturday night at his residence. He had been in failing health for three years. Mr. Stevens was 79 years of age and leaves a widow and family.

Mrs. Sophia Hall.

Mrs. Sophia Hall, wife of William Seymour Hall, of the railway mail service, died Saturday, at her home at Albert. Mrs. Hall formerly lived in St. John, having removed to Albert in April. She is survived by her husband and three sons, Percy G. acting manager of the Royal Bank of Canada, here; Harry E., of Winnipeg, and George M., of Amherst. She also leaves three daughters, Winnifred, who is nursing in New York, Avis G., of Boston, and Muriel, at home. The funeral will be held Tuesday in Albert.

Miss Edith I. Rupert.

Miss Edith Irene Rupert, died on Friday night at her home, north end, and was buried yesterday afternoon. She leaves a mother and several sisters, among whom are, Mrs. D. Chase of Boston; Mrs. S. M. Olive, of this city and the Misses Gertrude, Helen and Beatrice Rupert.

Charles Brown.

Sum. Oct. 17.—(Special)—Charles Brown age 56 years, died yesterday, afternoon at 1:15 o'clock, after a brief illness of pneumonia. He has been in the employ of the I. C. R. as section foreman for 36 years. He was also brother-in-law

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.

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.

The subscription price of THE TIMES is \$3.00 per year, payable in advance, but any one subscribing at the present time will get the paper until December 31st, 1905, for this amount.

If you desire to subscribe for THE TIMES, either by the year or by the month, kindly fill out either of the attached order forms and return with the required amount to the THE TIMES office, Canterbury Street, as soon as possible. The paper will then be delivered to your address each evening.

St. John Times Printing & Pub. Co., Ltd.

Enclosed please find \$3.00, for which send THE EVENING TIMES until Dec. 31, 1905, and thereafter until ordered discontinued by me, in writing, at regular annual rate, payable in advance.

NAME..... ADDRESS.....

St. John Times Printing & Pub. Co., Ltd.

Please send to my address for one year and thereafter until further notice the St. John EVENING TIMES, for which I agree to pay you the sum of 25 cents each month in advance.

NAME..... ADDRESS.....

of trackmaster, Geo. Seaman, Moncton. He was very highly respected by all. He leaves a widow and six children. The three daughters are Mrs. Geo. N. Palmer, Moncton, and two at home. The sons are Stanley in the employ of I. C. R. at Amherst, Harry, of Chatham and Professor G. Harold, Moncton. The funeral will take place at 2:30 at Kirk Hill Cemetery. The Revs. W. Camp and I. B. Gough will conduct the services.

Miss Alice Bolton.

Toronto, Oct. 17.—(Special)—The officers of the Woman's Missionary Society, of the Methodist church, have received word of the death of one of their missionaries in Japan, Miss Alice Bolton, of Almonte, Ont. Miss Bolton was on her second term of service, and was laboring in Kanazawa, having charge of orphanage and industrial work, and was very successful. Her death was due to intestinal trouble, which an operation failed to relieve.

Joseph Bond.

The death occurred, at Halifax, on Saturday evening, of Joseph Bond who was well known all over the province as a cancer specialist. He was 83 years of age.

The W. C. T. U. will meet at their rooms on Germain street tomorrow afternoon at 3 o'clock, when an account of the convention at Moncton will be given.

A Delicate Throat.

Cool nights and snappy mornings, may bring unpleasant reminders of your delicate throat. If you grow hoarse without any apparent reason, if an ugly little hack arises, take

Brown's Bronchial Balsam

It soothes and heals. It drives away that raspy soreness in the throat. Best of all it prevents those severe spasms of coughing which are so likely to produce soreness of the lungs. 25c a bottle.

PREPARED ONLY BY,

E. CLINTON BROWN, Cor. Union and Sydney Streets. Phone 1006.

Established 1889—Telephone 626. NORTH END FISH MARKET, 517 Main Street, St. John, N. B.

JAMES P. QUINN,

Dealer in all kinds of Fresh, Smoked, and Boneless FISH. Oysters and Clams. Phone 1227

JAMES V. RUSSELL, 8 1-2 Brussels Street. A LARGE ASSORTMENT Boots, Shoes and Rubbers AT LOWEST CASH PRICES. Men's Hand Made Kip Long Boots, \$3.00.

Extra Choice Gravenstein Apples and New Buckwheat. A full line of Family Groceries. A NEW STORE, with new goods, at new prices, needs new customers. Prompt delivery. Low Prices. M. E. GRASS. Cash Grocery Store, 16 Germain Street. Tel. 165.

VALLEY WOOD YARD, PARADISE ROW. JOHN JACKSON. Large Thick Codfish, No. 1 Pickled Herring, Lime, Shingles, Brick, etc. 15 and 16 South Wharf. JOS. A. MANN, Proprietor, Dealer in Soft Coal, Hard and Soft Wood and Kindling. Cracked Oats. Phone 1227