

## THE ST. JOHN EVENING TIMES

ST. JOHN, N. B., OCTOBER 22, 1904.

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## THE PEOPLE WITH HIM.

All attempts to minimize the effect of Mr. Blair's resignation fail to have any effect. His action has aroused the whole country to a sense of the danger that threatens Canada. The scheme endorsed by the government is too vast, too reckless, and too far-reaching to be accepted in face of such a protest from the man who was minister of railways when it was first proposed, and who left the cabinet rather than become a party to such legislation as was forced through parliament in the face of his unanswerable arraignment. It was one thing to control a subversive commons and senate. It is quite another to force such a measure down the throats of the people, without so much as saying "by your leave." Mr. Blair's views are the views of the majority of the Canadian electors, and the government must suffer for its disregard of the opinions and wishes of the people.

## THE CITIZEN'S DUTY.

The period intervening before election day is now so brief that every man who desires to see the country freed from the yoke which the government, without consent of the people, has placed upon it should feel that he has a personal work to do, and that there should be no delay. Majorities should be decisive. The government should be taught the lesson that the people have rights which should be respected. It is no light matter when a government, against the protest of one of its ablest members, makes a bargain involving enormous expense to the country, and then forces the measure through parliament without consulting the people. The Grand Trunk Pacific scheme was not conceived by statesmen, but by interested parties who saw in it the prospect of gain, and who found a government weak enough to lend an attentive ear. The people now have an opportunity to pronounce judgment, and it should be so emphatic as to remain a warning and an example to all future administrations. Every elector can add to the force of the lesson, and it is a duty he owes to his country.

## COL. TUCKER.

One query the liberal candidate for the city and county has to answer, relates to the present whereabouts of Col. Tucker. The colonel was very much in evidence in the federal campaigns of 1896 and 1900, and was presented to listening audiences as an able and in every sense a desirable representative. Indeed, so impressively was it done, that the colonel was elected both times, and not until a carefully prepared slate had been made up without even consulting him did he learn that he had suddenly become an objectionable candidate. He had stated emphatically that he desired to be a candidate, once more, and he had the record of two victories and of valuable service to his party, as a recommendation. All this was ignored, because more insistent gentlemen, with greater ambition and the habit of canvassing delegates, got their fine work in at the convention. It is not, therefore, a matter of surprise, that the colonel's friends are somewhat lacking in enthusiasm for government candidates. They think that Col. Tucker was shabbily treated.

## MR. WAINWRIGHT.

In an interview with the Globe yesterday, Mr. Wainwright of the Grand Trunk completed his remarks by observing that now was Canada's great opportunity to show the world what her public spirit is, and if the policy of development is energetically pursued, and transportation facilities are increased, there is no doubt she will become one of the greatest countries on the face of the earth.

The first important step in the direction indicated by Mr. Wainwright will be to upset a bargain that gives control of a great transportation line to a corporation, which does not build it. Then the country will be in a position to pursue a sane and safe policy of development.

Despite Mr. Wainwright's suggestion, the future of Canada does not depend on making his company a partner on exceptionally favorable terms, for the next fifty years.

He is reported by the Globe to have asked this question:—"If the people of Canada are to sit back and say they will show no enterprise in opening up new territory, why should the same position not be taken twenty-five years hence?"

The enterprise in the case has not been shown by the people of Canada, who were not consulted; but by a group of capitalists, who thought they saw a good thing. They went after it, and the government, which should have represented the views of the people, failed utterly to do so.

It is kind of Mr. Wainwright to endeavor to arouse the people of Canada, to a sense of their duty to themselves and their country. It is cer-

tainly true, though he has not said so, that too much of Canada's trade has gone to build up American ports. This should be stopped.

## THREE WEEKS OLD.

The Times is three weeks old today. It is the healthiest youngster in the newspaper line that has ever made its appearance in these provinces. Today's issue is a fair sample of what can be done at short notice by intelligent effort backed by enterprise. The members of the staff of the Times are becoming accustomed to each other and to their respective work, which speaks for itself. The Times prints more telegraphic news than any other evening paper east of Montreal. Its commercial and shipping news is of great value, and the lover of sports is not forgotten. Naturally, at this stage, much space is devoted to political discussion, because that absorbs public attention to a marked degree. The Times has taken its stand against the Grand Trunk Pacific scheme, confident that is the right course in the interests of the people of St. John and of the whole country.

With regard to business patronage, this paper fares well, as today's issue proves. Its readers do not need to be reminded that the advertisements in a newspaper are not its least interesting feature. The circulation of the Times is not by any means confined to this city. It goes to all parts of the province, and subscriptions continue to come in by mail in numbers highly gratifying to its publishers.

## PERTINENT QUESTIONS.

Does anybody suppose that if the present government should be defeated there would be an immediate cessation of railway construction in Canada?

Does any reasoning man believe that Canada cannot construct a railway whenever it chooses to do so?

Do the gentlemen of the Grand Trunk and the Grand Trunk Pacific control the money markets of the world?

Is the credit of Canada sound only when the government is associated with a corporation?

If the country must pledge its credit to enable a corporation to build a road, why not make the pledge on its own account and own the road?

Let no man be deceived into a belief that the development of the transportation system of Canada is in any way dependent upon the attitude of a few capitalists who happen to be connected with a railway that has its Atlantic terminus at an American port.

The question before the people is not whether the country shall have a transcontinental railway, but whether that railway should be built and owned by the country, or built by the country and owned by a corporation.

## THE RESULT.

One result of the Grand Trunk Pacific scheme will be conservative gains in the province of New Brunswick. The campaign has now progressed far enough, taken in connection with the warning sounded by Hon. Mr. Blair, to make it clear that the liberals will not hold their own. He would be a poor enough prophet who would predict that the liberals would gain a seat anywhere in the province, while the conservatives will gain the city and county of St. John, and have excellent prospects in York and Kent.

The people of the province are thoroughly aroused, and alive to the vast importance of the issue. It is in vain that government speakers assert that the interests of the province will be guarded and the interests of the whole country advanced by this contract with the Grand Trunk Pacific company. The answer to all arguments is simple and conclusive, requiring neither long speeches nor elaborate statistics.

It is that if the country must pledge its credit to build a railway it should be able to insist that the trade of the line should go to Canadian ports. There is no knowledge as to the cost, and no guarantee regarding the ocean ports. Therefore the people will condemn the scheme as improvident and un-Canadian.

The liberal press is endeavoring to convince the public that the Grand Trunk Pacific company will utilize the ports of St. John and Halifax. If that were true, what possible objection could there be to having a clause inserted making it compulsory? There is no such clause. The Grand Trunk Pacific would never consent to it. Their interests lie in Portland Maine.

Hon. Mr. Emerson suffers so much by comparison with the former minister of railways that his campaign is devoid of interest for the electors.

## WILL SWAMP THE G. T. P. CONTRACT.

**Tide of Opposition to Gift Railway Deal, Stimulated by Mr. Blair's Resignation is Steadily Rising and Sweeping Over Canada with Irresistible Force.**

Montreal, Oct. 22.—Telegrams from all quarters show that there has been in Canada no such political ferment for many years as has followed the announcement of Mr. Blair's decision to fight the Grand Trunk Pacific scheme to a finish.

This news has swelled the rising tide of hostility to the railway deal throughout the Dominion, and friends of the Grand Trunk combination are shaking in their shoes as they consider the prospects.

All sorts of reports are afloat about disclosures to come, and it is realized on all sides that Mr. Blair's resignation was but the beginning. The impression is gaining ground in all directions that the railway project is doomed. The appearance of Mr. Blair in the arena lends new fire to the opposition in every province of Canada, for he exposed the injustice which the government's plan would inflict upon every section of the country.

There is panic in the ranks of the Grand Trunk gang. They were taken by surprise, and cannot hope now to stem the torrent of popular feeling against a plan which would rob Canadian taxpayers for the gain of a corporation whose interests centre largely in Portland, Maine.

Conservatives, independents and an army of Liberals, are united in their desire and determination to beat the G. T. Pacific deal. The closing days of the campaign, therefore, will see a fight such as Canada never before witnessed. The demand that Mr. Blair take the stump against the railway is increasing, and when he does so the confusion of the Grand Trunk forces will be complete.

## THE WOODSTOCK MEETING.

Sir Frederick Borden, and Hon. H. R. Emerson, spoke at Woodstock last night. They discussed the issues of the day and defended the government's railway policy. Sir Frederick touched on the opposition leaders' remarks on the purity of elections, and discussed Sir John Macdonald's tactics in Quebec country, in 1873. He also referred to Mr. Sifton's immigration policy, and the government's expenditure on public works.

Hon. Mr. Emerson spoke in defence of the transcontinental railway and described it as the paramount issue of the campaign.

## LOCAL MEETINGS.

Besides the minister of railways, W. T. Pipes, of Amherst, will be one of the speakers at the liberal meeting in the Opera House, Monday night. The candidates will also deliver addresses.

A meeting of the R. L. Borden Club was held in their rooms last night and final arrangements were made for tonight's meeting in Carleton.

On Monday a meeting will be held in Fairville. A special car will leave the corner of King street at 7.15. Meetings were arranged also for to be held at Musquash and Pisiquid. About sixty members were present. All who intend to participate in the Borden demonstration tonight are

## LETTERS FROM THE PEOPLE.

## THE G. T. P. SCHEME.

Every man's greatest thought should be brought in action in this contest. We possess the port of export in the east that will best accommodate our people in the west, and to vote for the Grand Trunk Scheme is to give over this vast traffic to an alien country. Men who advocate and support a proposition to rob us of our natural rights are self-seeking only, and do not care the slightest jot for the people.

We must try and contemplate the possibilities of this city in the future if wise counsel prevails. In the first place we must hold our own—this is Canada, and Canada must not be given over to the United States. The wedge now proposed by Laurier to enter that country through the Grand Trunk Pacific line from our territory, is the design for an amalgamation of the countries. I was once of that thought, and espoused the Globe when it thought the same. The Globe still thinks well of the idea, or it would never have sustained Laurier in his scheme. I have changed from the Globe's idea, as I feel thoroughly convinced we have superior laws in this country, and, incidentally British laws are the admiration of all other nations. Then why should we turn aside to cater to a country whose corruption internally is leading to autocratic and millionaire dominance at the expense of the mass of the people, many of whom are every day coming into Canada because of her freer and just institutions.

Let us develop our own country for the benefit of our own people and not for the benefit of a nation who has concentrated all the wealth of the States, in a very few people at the expense of the sweat, blood and toil of the masses. Get rid of this G.T.P. scheme. Let the people share its profits by building it themselves. Why even, if it was built by graft it is superior to the American plan, as the graft is for the many and the American for the few. They possess a wonderful city in their great New York. What is there to hinder St. John in the future becoming greater? Look at our

position, hundreds of miles nearer to Europe! With most of the traffic (heavy freight) coming into us from all Canada (bigger than the States) are we not at the very threshold of the preferred harbor of the whole continent of America. And Halifax for light freight and mail and passenger traffic will possess the greatest advantage of all being many more hundred miles nearer than New York, as a fast line to that greatest accommodating port in the world and short service from Europe would take the trade in those lines from the whole of America for everyone will acknowledge passengers will get away from the sea as quickly as land and heavens in sight, and Halifax would be the great fast line of success in the world, in short order if once a fast line is adopted. We now have surpluses, and it can be accomplished by continuing very closely to a moderate tariff. A high tariff makes millions of manufacturers as shown in the States by Carnegie, Morgan and Schwab experience. A moderate tariff allows the working man moderate prices for his supplies, and also allows goods to come into the custom house to raise a revenue for public works, while the high tariff stops the goods from entering the country and money has to be forwarded for public works. We have seen the present tariff (a combination of liberal and conservative methods) a fair success, and a near approach to present.

J. S. Climo.

**AT THE YORK THEATRE.**

Another good audience greeted the Vaudeville performers at the York Theatre last evening, and the various acts were as well received as when they made their appearance on Monday evening. Today concludes the engagement of the present company. Next week's bill will probably be the strongest that has yet been presented. It is headed by the famous Rice family, who are well known all over the American continent. Following is an extract from a letter recently received by Mr. Hyde, which speaks for itself:

"The Rice trio consists of two young girls and a boy. They are expert violinists and their performances are wonderful."

Mr. Hyde has been fortunate in securing Lynch, sensational up-side-down swinging wire artist, and ladder balancer. Helen Austin, the champion tamborine spinner will also prove a strong attraction. Miss

Austin is the only lady in the world who can keep twelve tamborines in motion at the same time. The remainder of the bill is as follows: Marr and Evans, comedy contortionists, equitlists, and flying ring artists, Charles Edwards, Tramp comedian who scored a tremendous hit in Europe from whence he has just returned; Conn and Hastings, in refined comedy, song and dance; and Ed Armstrong in comedy sketch, song and dance.

## MISS WAINWRIGHT IN TWELFTH NIGHT.

Shakespeare's Comedy Enjoyed by a Fair Audience at the Opera House.

Marie Wainwright appeared in the Opera House last night in a well staged and exceptionally well produced version of Shakespeare's comedy, Twelfth Night. Moreover, the version differed somewhat from that affected by other actresses, who at different times have added considerably to the time and fortune by their creations of the fair Viola, deemed by many Shakespearean students to be the immortal basis of the delectable and pleasing heroine. Miss Wainwright does not affect the same conception of Viola's character as that adopted by Edith Wynne-Matthews of Ben Greet's players, but it is not clear that she improves on it materially. She makes her Viola more refined, though less sprightly more sensitive, though less emotional. She is careful and consistent, though to an admirer of the Matheson style, it might be said, and with some measure of justice, that she lacks the full strength of the English actress characterization. However, the Matheson version by no means found general favor and for those who prefer the other school of Shakespearean rendition, Miss Wainwright is superb. In her scenes with Olivia in the latter acts, she displayed an emotional ability that was surprising, and satisfying and which won for her generous and well merited commendation. Her elocution is perfect, and her conception of the character while perhaps, lacking somewhat in robust verity, was tender, sympathetic and truly artistic. In the lighter passages (and most of Viola's work is in this strain), she brought out all the underlying wit and delicate humor. In fact, her whole production was so strikingly artistic, and so completely compelling force and in the opinion of many she set a new standard of quality for the character she portrayed. She has the advantage of being supported by an exceptionally capable company. J. K. Applebee, played Sir Toby Belch, with consummate skill, although it is not clearly evident how he can be compared with Robert Mantell. These actors, are products of worthy dramatic schools. Spotlighting of the part, however, he was funny and one could not but laugh with him, even if one did not always agree with him. William Webb, made a good Malvolio, while Edwin McKim as Orsino was manly and pleasing. E. M. Leonard gave an excellent production of the clown while Miss Meta Rogers displayed much ability as Olivia. The other roles were all well cast and from a standpoint of scenic interest, the production left nothing to be desired. In fact, it was in every way a production rather than a performance.

## 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

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## GRAND POLITICAL MEETING.

A Public Meeting in the interests of the  
**LIBERAL PARTY**

will be held in the  
**OPERA HOUSE**  
On Monday Ev'g, Oct. 24th,  
to be addressed by

**HON. H. R. EMMERSON,**  
Minister of Railways and Canals.  
**HON. W. T. PIPES,**  
**RICHARD O'BRIEN, and**  
**HON. H. A. McKEOWN.**

The chair will be taken at 8 o'clock. All electors are cordially invited to be present. Seats will be reserved for Ladies.

**THOS. McAVITY,**  
Chairman Liberal Executive Committee.