

THE ST. JOHN EVENING TIMES

ST. JOHN, N. B., OCTOBER 26, 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.

REASON IT OUT.

It would be amusing, if the case were not so serious, to note the frantic efforts of the liberal press to defend the iniquitous railway policy of the government, a policy which has already been roundly condemned by the man whom Sir Wilfrid Laurier himself was pleased to term the foremost railway authority in Canada.

In their zeal to bolster up a lost cause, these partisan prints resort to arguments that are of the most flimsy character, and statements impossible to prove.

The respected Globe, last evening, had the following in the course of a labored defence of the G. T. P.

"It is not in reason that a government which gave the preferential tariff to develop trade with England, the German surtax to shut out German competition and the anti-dumping clause to prevent Americans getting an undue advantage in Canadian markets, will allow the Grand Trunk or any other corporation to build up foreign ports at the expense of Canadians."

Why is it necessary for the Globe to resort to the government's tariff policy as a defence for its railway policy?

Why does it not prove its case by the contract which the government has made with the Grand Trunk Pacific?

Because there is not a single word in that contract to show that the government, although its intentions might be excellent, has any means of controlling its partner as to the disposition of the G. T. P. trade.

The contract provides that freight can be routed by the shipper to any port he chooses. What is to prevent Grand Trunk Pacific agents from canvassing freight in the west to be shipped from Portland, Me.?

No less an authority than a member of the transcontinental railway commission was asked this very question by the Times when he was in St. John, a few days ago, and his answer was:—"We have to leave something to the honor of the company."

Under the circumstances this extremely lucid reply of the member is interesting. It must not be forgotten that the Grand Trunk Railway has in Portland, Me., terminal and other property valued at millions of dollars. If Canada's winter port trade can be diverted from St. John to Portland, the Grand Trunk dollars invested in the Maine metropolis will earn larger dividends. If the trade follows its proper channel to St. John, where does the Grand Trunk profit?

Is it reasonable to suppose that the Grand Trunk Pacific (which is really the Grand Trunk), will seek to bring trade to St. John when it has nothing at stake here? For Mr. Wainwright has practically said it will provide no facilities here: True, there is "the honesty of the company" (to quote again), but how heavily will the honesty of a corporation weigh against the dollars in the other pan of the scale?

If the Laurier government is returned to power, and the Grand Trunk Pacific built, as at present proposed, St. John may get some of the milk from the G. T. P. Canadian-fed cow, but it will be skimmed milk. The cream will be delivered in Portland, Me., better have a government-owned road and then St. John will get cream and all.

ORGAN OF SECTIONALISM.

The Moncton Transcript extends a great welcome to the morning issue of the Globe, and assures the people that the Liberal News "is a live, progressive paper, and presents political issues from a standpoint that is welcomed by all liberals who have seen the misleading effusions of the Tory and Russell press gang in St. John haunted before the reading public."

Since the Transcript approves of the Liberal News, and since the latter presents issues from a standpoint approved by all liberals, the liberals of Nova Scotia will be expected to endorse very heartily the following, in large black type, in today's issue:—

"Is there any St. John man simple enough to believe that Mr. Borden, a Halifax man, will do as well for St. John as Sir Wilfrid Laurier? It was Halifax influence that took the Intercolonial Railway by the North Shore."

And then the editor goes on to assert in grandiloquent phrase:—

"The might and spirit of St. John liberalism lives on; the ideas for which it stands still move the minds of men; its claims upon the allegiance of our people never rang out with a more clarion note than at this moment. The thousands of men who are within its ranks give to it their devotion because they regard it as a fruitful instrument of Canadian progress. Above the struggle and the tumult of elections they perceive the great ends to which the country is being shaped under liberal rule."

And this great editor immediately sticks his knife into Halifax. The

might and spirit of St. John liberalism, in his view, demands that sectionalism must rule. Its ideas demand that St. John must fight Halifax. Its clarion call is a warning that the interests of Portland must not be sacrificed to those of Halifax. As a fruitful instrument of Canadian progress it must convince the people that Halifax men are enemies of St. John. The great ends to which it shapes the country cannot be accomplished while Halifax remains on the map.

This is interesting and instructive. How many New Brunswick liberals endorse the view that they should stand up for Portland and denounce Halifax? How many of them believe that the highest aim of citizenship is to arouse the spirit of sectionalism throughout the country? All who hold such views will welcome the Liberal News. One of them lives in Moncton. There are none in St. John—outside of the office of the journal in question.

MR. BORDEN'S MANIFESTO.

A transcontinental railway owned by the people.

A government railway system freed from partisan political control.

A safe fiscal policy.

Reciprocal trade within the empire.

An honest administration of public affairs, and an honest ballot.

Such in substance is the platform on which Mr. R. L. Borden appeals to the people. There is not a plank in it that any liberal is able consistently to oppose. Not a single proposition threatens danger to the trade or the industries or the progress of this country.

On the other hand, this policy promises to save the country from two great evils. One of these is the Grand Trunk Pacific iniquity, and the other is partisan political control of government railways.

The attention of every liberal is respectively directed to Mr. Borden's manifesto, printed in today's Times. It is a plain, business-like and statesman-like utterance. Since Mr. Borden pledges himself to save the country from the evils of the Grand Trunk Pacific policy of gift and graft, and does not make a single proposition concerning general policy to which the most ardent liberal can object, there should be no hesitation in giving him full and hearty support. The one great issue in this campaign is the Grand Trunk Pacific scheme. Mr. Borden is right on that point, without being wrong on any other. He deserves the support of the people.

ALWAYS MORE, MORE.

Too little stress has been laid by speakers and writers upon one feature of the Grand Trunk Pacific affair, Mr. Blair saw the danger clearly enough, and called attention to it in the commons. It is the practical certainty that when the company wants more concessions, and more favors, it will get them from a government which has already given so much.

What guarantee is there that the company will not be relieved of more of its obligations and granted further concessions? It was able to spring this scheme upon the country and force the measure through parliament, backed as it was by the full force of the government. It came back to the next parliament and got a further concession. Who will be bold enough to assert that it will not be back at the next session, if Sir Wilfrid Laurier is returned to power, and ask for and secure another gift at the people's expense? And year after year, whenever it wants another concession, it will have a sympathetic government to plead its case. The country cannot afford to take any such chances.

THE ONLY SAFE WAY.

The most that government press and speakers can say about the G. T. P. contract, in its relation to the ports of St. John and Halifax, is that no company could be bound to bring its freight to these ports. If that be the case the proper thing to do is to take the job out of their hands. A transcontinental railway built and owned by the people could be trusted to do exactly what the people wished, and would not contribute to the up-building of a competing foreign port.

Of course the friends of the G. T. P. assert that the company will bring its business here, but there is absolutely no guarantee. The people know something about the Grand Trunk railway, "with one foot in Chicago and the other in Portland, Maine." They do not trust that corporation. They do not want to pay out millions upon millions of dollars for its benefit. If they must pay for a railway they want to control its business and get the benefit.

Business must be a little dull at the government printing bureau at

Ottawa. It could afford to spare some linotype operators to come to St. John and set in type arguments and assertions in support of the Grand Trunk Pacific scheme of gift and graft. This is certainly very convenient. If an opposition paper wanted men, it might find more difficulty in securing them from that establishment.

The Winnipeg Telegram puts the case thus:—"If a private corporation asked to be given the city water-works and a large bonus, in return for guaranteeing one-tenth of the bonds, would any sane man approve? That is what the government proposes to do with the new transcontinental railway after it has been built with the proceeds of bonds guaranteed by the dominion."

ORANGEMEN AT DINNER.

Havelock Lodge Members Hold a Pleasant Function at the Residence of C. N. Skinner.

At the dinner of Havelock Lodge, No. 27, L. O. A., at the residence of Hon. C. N. Skinner, on Tuesday evening, several guests from different parts of the province as well as a number from the city, who were not members of the order, were present. Hon. Wm. Pugsley presided. The tables were tastefully decorated.

After dinner there were a number of toasts and music. The chairman also acted as toast-master, and after the King had been duly honored, Hon. Mr. Pugsley proposed the health of Hon. Mr. Skinner, who was considered as one of the guests. He preceded the toast by many flattering references to Mr. Skinner, the whom no man was more honored not alone in the Orange Order, but throughout the province of New Brunswick. Mr. Skinner on rising to reply, was greeted with cheers and the singing of "He's a Jolly Good Fellow." His speech was an excellent one, bristling with many witticisms as well as with words of counsel.

The health of Hon. H. A. McKeown was also honored by the chairman, to which Mr. McKeown ably responded. To the toast of our guests, William Wyse, of Newcastle; H. G. Wadman, of Moncton, grand treasurer of the Grand Lodge of New Brunswick; H. I. Codner, Dr. James Christie responded. The other speakers were S. C. Alward, of Moncton; C. E. Bellevue, George Jenkins, Dr. M. McFarland, J. W. Currie, W. D. Wallace, Dr. S. Skinner, Francis Ken, Geo. N. Vincent and George F. Day. The singing of the national anthem, and cheers for Hon. C. N. Skinner brought a pleasant evening to a close.

HON. MR. BLAIR'S RESIGNATION.

How it is Regarded by an Independent Ontario Newspaper. (The Railway News, Toronto.)

The Hon. A. G. Blair has resigned his position as chairman of the Railway Commission. The Commission was a creation of Mr. Blair, and for the few months it has been in operation it has shown its usefulness, and in the future will, we believe, be so regarded. Mr. Blair's idea in regard to the G. T. P. Pacific scheme is well known to the public. He is a staunch believer in the public ownership of a road from the Atlantic to the Pacific, and is strongly opposed to any road which will operate against the interests of the Intercolonial. It was through Mr. Blair that the Intercolonial was extended to Montreal, and he intended to extend it to the Great Lakes at the earliest possible opportunity. We believe the Canada Atlantic would not have passed into the hands of the G. T. P. had he been able to prevent it. Mr. Blair was the most competent Minister of Railways Canada has had, and it will be a long time before we shall have any one who will do more for the Government railways or will look after the public interest better than he did. All political parties will agree that since the Railway Commission has been in existence the decisions arrived at by that body have been impartial to a degree, and have done as much to protect the railways as the public interests.

SUSSEX BOY GOING WEST.

Entertained at Supper by His Friends and Given Tangible Token of Their Good Wishes.

Sussex, Oct. 26.—About twenty young men sat down, at Vails, on Tuesday evening, to a very enjoyable supper given in honor of S. L. Slipp, M. A., who left on the Atlantic express for San Francisco via Vancouver, where he will join his brother. For some time his health has been poor and the trip is made with the expectation that he will find a more congenial climate. After the supper a toast list was duly honored and the guest of the evening was presented with a fine merchandise pipe and case. During the evening Mrs. D. A. Vail and J. D. McKenna added to the pleasure by a number of musical selections.

Mrs. M. P. Titus is visiting friends in St. John this week. Miss Vera McLean left today by the Ocean Limited for Truro.

Posters are out announcing a grand liberal rally in Oddfellows hall on Nov. 1st to be addressed by Hon. H. R. Emmerson, Hon. Wm. Pugsley and Hon. A. S. White.

Messrs. H. P. Robinson and H. E. Scovil are expected home from St. Louis tomorrow.

THUS ALWAYS.

With bold endeavor, and tender wiles, We seek to bind each bliss as flies; We stretch our arms with passionate cries— And lo! the god we worshipped dies! Sherwood Vane in Madame.

CANADA OWNERSHIP MEANS

Canadian engineers, contractors and employes. Low railway rates, ample car supply and quick delivery. Increased income for the settler, with resulting effect upon business, immigration, and the welfare of the people. Fair wages, fair hours, fair treatment of employes. A great victory over the enslaving influence of corporation politics.

COX-HAYS OWNERSHIP MEANS

Outside engineers, contractors and employes. Excessive railway rates, poor car supply, and slow delivery. Robbery of the settler, the business man and the working man, in order to give \$40,000,000 plunder to promoters and their pals. Starvation wages, long hours and unfair treatment of employes. Corrupt corporation politics enslaving our national life.

POLITICAL COMMENT.

Montreal, Oct. 25.—The announcement that Hon. A. G. Blair is to take a further stand against the Grand Trunk Pacific has awakened more interest in the big issue of the political campaign.

On Change today it was stated that Mr. Blair had in his possession some interesting revelations if he chose to make them public.

The news from St. John that he would take the stump was warmly received, for it is felt that the former minister can do more than any other man in the country to administer a death blow to one of the biggest jobs in the history of the country.

Pressure is being brought to bear on Mr. Blair to deliver his first speech in Montreal, where the railway matter is decidedly live issue just now.

Meanwhile the promoters of the Grand Trunk Pacific are having their troubles. Owing to the strenuous opposition of Canadians to the scheme the English capitalists on whom Charles M. Hays has been depending for support are hesitating.

The hurried visit of President Hays was made necessary by the changed feeling of Sir Charles Rivers-Wilson and other prominent G. T. men who had intimated that they are not too anxious to be regarded as endorsing with their capital a scheme which is meeting with so much opposition from the Canadian people.

It is regarded as significant that the premier in his two speeches here Monday did not utter a word in support of the Grand Trunk Pacific project.

FOWLER'S CHANCES GOOD.

There is not the least question but that Fowler will be elected in Kings—Albert remarked an old time Albert liberal who is in the city today. "I know Albert Co. like a book, have lived there all my life and know the feeling that exists against White; why, he is comparatively unknown in Albert. I have always voted liberal but, like many others cannot do so this time. The people of Albert feel that they have not been treated fairly of the liberal government in the amalgamation of Kings and Albert. The latter county has just as much right to individual representation as Kent or other counties and the electors of Albert will manifest their disapproval of the government's action on Nov. 3rd." "The transcontinental railway project is also receiving general condemnation. Sometime ago it was announced that the Albert railway was going to be run into Moncton. No step has as yet been taken and it is regarded by many as a purely election scheme.

Fowler is well known and popular throughout Albert and he is assured of a hearty support.

HALE IS SOLID.

Woodstock, N. B., Oct. 26.—A large and enthusiastic political meeting was held at Forester's hall, Hartland on Saturday last. The speakers of the evening was F. H. Hale, M. P.

Mr. Hale was given a tremendous ovation, and there seems to be very little doubt in the minds of Hartland people that he will be returned to parliament. He defined his position and met charges and objections in a manly, inoffensive manner. He strongly advocated Mr. Borden's policy and asked for the support of the constituency. The other speakers were, Col. Vince, J. T. A. Dibblee, B. N. Shaw, and J. K. Flemming. Throughout the meeting, the audience listened with profound attention.

LAURIER FEARS BLAIR.

Winnipeg Oct. 25.—The Hon Hugh Richardson, of Regina, late judge of the Supreme Court of the Territories, which position he relinquished about a year ago, after a long period of service, made a rather significant statement in reference to Mr. Blair's resignation.

"When in Ottawa, some two months ago," said he, "I heard through a private source that the Hon. A. G. Blair, ex-Minister of railways and Canals, who has recently resigned the position of chairman of the Railway commission, was having some trouble with the Laurier Government. Fearing that Mr. Blair might resign and take a stand against the G. T. P. policy, Sir Wilfrid Laurier at last, I understand, acquiesced to Mr. Blair's wishes."

"I believe that Blair is the last man in the Dominion that Sir Wilfrid Laurier would have opposed his railway policy."

BORDEN AT TRURO.

Truro, N. S., Oct. 26.—The largest and most enthusiastic political meeting ever held in Truro took place last night at the Metropolitan rink to hear Mr. Borden, leader of the opposition, on the Grand Trunk Pacific railway. More than 2,000 people were in attendance.

Mr. Gourley, the Colchester conservative candidate, spoke briefly at first, and claimed that if the Grand Trunk Pacific scheme is allowed to go through the Grand Trunk will finally get control of the I. C. R., and end the people's railway. Mr. Borden's explanation of the scheme was admitted by liberals to be the ablest and clearest address ever heard in Truro, and many leading supporters of the government decided on the spot to vote against their party on the railway question.

Politics and I. C. R.

"Did you see Borden's letter to the country?" queried a well-known local politician of a Times reporter today. "It is one of the ablest messages ever issued by a political leader. Among other things it says:—"In making appointments to pub-

lic offices we shall place personal character and capacity above considerations of party services and such additional safeguards will be provided as may be found necessary for the full protection of the public treasury."

"This is a departure that is necessary in all branches of business and is a principle that is generally adhered to by all successful business corporations."

"What do we find in the policy Mr. Emmerson in this respect? Why, take Moncton, where the head offices of the I. C. R. are located. I spend a great deal of time there and from what I can learn the various offices are overcrowded with clerks, who are simply put there through political influence, because some friend or relative had in some manner benefitted the party. It is a well known fact, which is recognized by liberals themselves, that many of these appointments lack both qualification and ability, and are simply placed there by political pull. They are chair-warmers."

"This is why the Brotherhood of railway clerks was organized and adopted along the I. C. R.. Its members recognized the unfairness to themselves of this contemptible policy. To the victors belong the spoils say some, but surely length of service and experience should count for something. It does not seem to, however, which the present minister of railways."

"All the appointments should be made with full consideration of the faithful service of the clerks already installed, and who have been in harness for years."

"Let any man consider the situation! Suppose you have been fifteen or twenty years in any one particular service. You understand your work thoroughly and have always given entire satisfaction. How would you like to have a man brought in and placed alongside you at an increased wage, and you supposed to teach him how to do his work? Such a policy is preposterous, but nevertheless there are many such instances along the I. C. R. "The railway clerks have a right to protect themselves and a man who will not do so is an idiot. Many of the head men in the B. of R. clerks have proven their fidelity to the liberal cause in times gone by, but when they joined the organization they were publicly branded as turncoats and as pandering to the Tory party."

ANOTHER OIL STRIKE.

Dr. Hugo Von Hazen, Dr. F. Keith, of Harcourt, and Isaac Purdy, of Purdy's, were in town yesterday, having just returned from New York. Dr. Van Hazen is president of the Beersville Railway Co., and Dr. Keith fills a similar position with the Kent oil company. They report having struck oil about seventy-five miles from Memramcook wells. Dr. Keith has been in New York securing additional capital. The money was forthcoming and boring will at once be started at several points near the latest strike. Dr. Keith, Dr. Von Hazen and Mr. Purdy left for Harcourt last night.

TO BE A LEADER.

(Railway News, Toronto.) The St. John, N. B., Evening Times, which has taken the place of the Gazette, is a well-edited newspaper. Its appearance is most creditable. It is well filled with foreign and local news, and is likely to take its place in the front ranks of daily journals, printed in the Maritime Provinces.

Every mother should know that McLean's Vegetable Worm Syrup is the original and only worm syrup.

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

at once. 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.

JOHN JACKSON:

Large Thick Codfish, No. 1 Pickled Herring, Lime, Shingles, Brick, etc. 15 and 16 South Wharf

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.

VALLEY WOOD YARD, PARADISE ROW.

JOS. A. MANN, Proprietor, Dealer in Soft Coal, Hard and Soft Wood and Kindling, Cracked Oats. PHONE 1227.

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.....

Bargains for Cash! Bargains on Credit! IN FURS TO KEEP THE LADIES WARM.

COON, MINK and MARTIN RUFFS and MUFFS, Beautiful Canadian RED FOX COLLARS, and other Fall and Winter Goods at P. CARTER'S, 655 Main Street.

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, Tel. 165. Cash Grocery Store, 16 Germain Street.