

THE ST. JOHN EVENING TIMES

ST. JOHN, N. B., OCTOBER 21, 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. A. M. BELDING, Editor.

WASTING PUBLIC MONEY.

"There is no necessity, there is no reason, there is no justification, there is no object, good, bad, or indifferent, to be obtained. * * * Yes; it is absolutely useless. It is a total waste of the public money. It is not only the destruction of the Intercolonial Railway, but it is a sheer, unjustifiable squandering of the public money."—From Hon. A. G. Blair's speech on the Grand Trunk Pacific contract.

NO GUARANTEE.

Sir Wilfrid Laurier had the opportunity to associate his name for all time with a great national work, of the very highest importance in connection with the development of the transportation system of Canada. It is much to be regretted that he and his government have been unable to rise to the height of their opportunity, but have instead allied themselves with a corporation in a project which may be great for the corporation, but is very bad for the country.

The newspapers supporting the Grand Trunk Pacific scheme profess to believe that a prudent course has been pursued. And yet they know that the credit of the country is to be pledged to an enormous extent for the benefit of a corporation, whose interests are largely foreign to Canada.

Who is prepared to assert that the Grand Trunk Railway Company will carry out its engagements? The government cannot say so, for it has a grievance now against the company, because of failure to carry out an agreement to hand over traffic to the Intercolonial.

The people of the lower provinces have no reason to regard with favor any project with which the Grand Trunk is connected. The interests of the Grand Trunk are at Portland, where it has provided terminals at the cost of millions of dollars. Does anybody believe the Grand Trunk gentlemen will be eager to reach St. John and Halifax, if they can go to Portland?

And there is nothing at all in the contract to compel them to come to St. John or Halifax.

Appeals are being made to the electors of central and western New Brunswick, to support the government because the new transcontinental railway will be sure to come their way, and enhance the value of property. Who knows anything about the route of the G. T. P., in this province? It has never been surveyed.

But, after all, the question of route is not the most important. There is really no guarantee that the eastern section of the line will be built and operated. The Grand Trunk does not want it. Portland connections are good enough for the Grand Trunk.

Nothing is easier than for the supporters of the government's policy to make assertions about the determination of the government and the good faith of the company, but St. John people know something about corporations and contracts, and the practical impossibility of enforcing the terms of agreements. The ingenuity of corporations and their counsel is very great—and the public are too frequently compelled to suffer because of inability to compel the observance of what they contend are the terms of an agreement. And when, as in the G. T. P. contract, there is no compelling clause, who is foolish enough to repose confidence in the mere promises of a corporation whose interests lie in another direction? Certainly the people of St. John are not so foolish, and they will serve notice to that effect on Nov. 3rd.

PROFOUND REASONING.

Between outbursts of fervid oratory to the electors of Queens, Westmorland and other counties, Editor Hawke of the Moncton Transcript, whose love for Mr. Blair is well known, sits calmly down in his office and editorially and in fine judicial language reviews the situation. Note these grave and weighty arguments in support of the Grand Trunk Pacific.

"Full down the blinds! Hoist the flag at half mast! Hang crepe on the door! Borrow the visage of a funeral mask! Toll the bell solemnly! Drone forth the solemn dirge! The country is doomed! The liberals are anathema! Blair pere and Blair fils have taken another job at increased pay! Ichahood! Ichahood!"

This makes it perfectly clear that the Grand Trunk Pacific will never take a pound of freight to Portland.

NOTHING TO COMMEND IT.

"Put this question how you will, turn it over, turn it back, examine it right and left, inside and outside, it fails to present to me—I do not know how it may appear to other hon. gentlemen in this House—a single redeeming feature in any phase of it from beginning to end. I have yet to hear of the first man in the province of New Brunswick asking that this road should be constructed."—Hon. A. G. Blair's speech on the Grand Trunk Pacific contract.

A FATAL ERROR.

Evidence accumulates that in forcing the Grand Trunk Pacific contract through parliament without an appeal to the people the government committed a fatal error. No amount of sophistry or special pleading can convince the people that the scheme is in the interests of Canada. Hard headed business men say that it is not good business. Many of them, because of party affiliations, and perhaps a certain degree of party prejudice, many hesitate to declare themselves; but they cannot rid themselves of the conviction that in the best interests of the country the scheme should be defeated. It is unfortunate for the government that it should have thus challenged its own supporters and told them in effect that they must swallow the dose. They had no quarrel with the general policy of the government apart from this scheme, but it is of such transcendent importance, and involves so much, that over against the question of loyalty to party is the higher duty of loyalty to the true interests of Canada. And the latter must triumph. This is the view of the case that has impressed itself upon the minds of many liberals throughout the country, and that has compelled the Hon. A. G. Blair to break silence and reiterate the warning with which he startled the country more than a year ago. The government have practically thrown down the gauntlet to the people, and there is no choice but to take it up, and fight such a battle as will warn all governments in future that their duty is to consult the people before they attempt to commit the country to a colossal expenditure, and endow a private corporation with powers so great as to enable it not only to profit at the expense of the public but to disregard the national aspirations of the people. The battle is now on.

THE INTERCOLONIAL.

The attention of the Hon. Mr. Emmerson, minister of railways, is respectfully directed to the following extract from a speech delivered at Virden, Manitoba, last Friday night, by the Hon. Clifford Sifton:—"I don't want any man to vote for me if he thinks I will support extension of the principle of government operation of railways. I want to record myself here and now. We have had an experience with the Intercolonial which has cost us millions in recent years. If the country adopts government operation of the transcontinental line, a train of ruin and financial disaster will follow."

These ministers should get together and arrive at an understanding. The present divergence of opinion on so important a subject is apt to bewilder the electors. But there can be no doubt that if the Grand Trunk Pacific scheme were carried out as proposed, the Intercolonial would experience a lasting period of financial distress. The interests of the country demand that the Intercolonial be strengthened—not weakened. This view will not impress itself upon the Grand Trunk people, for they failed to carry out their agreement to give business to the Intercolonial. But the people are thinking a good deal more about the interests of their own railway just now than they are about the feelings of the directors of the Grand Trunk.

TO THE YOUNG MEN.

A large number of young men will cast their ballot in the coming election for the first time. Both parties have had names added, assuming that each would reap a benefit.

These young men will be urged to vote for certain candidates and ally themselves with a party. The wiser course for them to pursue would be to consider measures rather than men, and the one overshadowing issue in this fight is the Grand Trunk Pacific scheme. They may fairly ask themselves whether their first vote should be cast to endorse an enormous expenditure of public money, on a railway to be handed over to a private corporation, or whether they will vote to retain under the control

of the people the great transportation system which is to be of such vast importance in the development of the country. That is the great issue in this campaign. The young men of St. John may also ask themselves if the interests of their native city will be as well served by going into partnership with the Grand Trunk, whose terminals are at Portland, as by retaining absolute control of the system and ensuring the carriage of Canadian trade through Canadian ports. There should be little difficulty in arriving at a patriotic decision.

Mr. Wainwright of the Grand Trunk is in town, with his private car. He has been up in Kings county, along the line of the Central railway. The transcontinental railway commissioners have also been here and there, and surveying parties are picnicking in the interior of the province. All this is part of the government's plan to impress the people on the eve of an election. It does not change in the smallest particular, the relations between the Grand Trunk and Portland, Maine.

The Halifax Recorder is able to rise to a great occasion. It can rear its head and peer across the mountains and see the horrid preparations that are in progress in St. John to close up forever the harbor of Halifax. Hence it says:—

"Certain Blair organs in St. John are against any railway that would mean any benefit to the port of Halifax. These organs are for St. John first, last and always, and against the just claims of any other Canadian port."

Premier Haultain of the Northwest Territories in a recent speech said:—

"The construction of railways in the hands of corporations makes many millionaires. Government-owned railways lighten the burdens of the people. We would have a repetition of the hold-ups of municipalities, made by the Grand Trunk in Ontario. Already Mr. Hays had western towns by the throat."

Mr. Willison, of the Toronto News, formerly editor of the Toronto Globe, in a recent issue of the News says of the Grand Trunk Pacific contract:—

"The contract, as revised at the last session of Parliament, has very objectionable features. It means the destruction of the Intercolonial, and the creation of a vast property for private capitalists."

It is a question of tremendous and far reaching significance the electors of Canada will have to decide in less than two weeks. On the one side is the country, on the other a corporation. Party lines are broken by the supreme importance of the issue.

The Globe professes to believe that the campaign in St. John is progressing satisfactorily for the supporters of the Grand Trunk Pacific scheme. Mr. McKeown was defeated by Dr. Daniel, on that issue. Is Mr. O'Brien a stronger candidate than Mr. McKeown?

It is observed that Mr. Blair's arraignment of the G. T. P. scheme has not yet been answered. He stripped it bare, and all the eloquence of the government orators cannot clothe it again.

It is said that the editors of the Globe, in their public addresses, this evening, may explain why they threw Mr. McKeown down at the last federal by-election.

The Times today received the first Associated Press despatch of the day at five minutes to one o'clock. The Associated Press is fast becoming an expensive joke.

What has St. John to gain by encouraging the development of Canadian trade through an American port?

Will the next representatives of this constituency be the members for St. John—or Portland?

POISONED BY MISTAKE.

Gave the Infant Carbolio Acid Instead of Soothing Syrup.

New York, Oct. 20.—Alice Klingenberg, a girl of 14 years, poisoned her infant niece today in upper Montclair, N. J., by giving her a carbolio acid mixture. Alice lives with her sister, Mrs. William F. Poecker, who left her six weeks old baby in the girl's charge. When she returned she noticed a peculiar odor in the room and perceived that there was something wrong with the child and that there were blisters about its mouth. Alice persisted that the baby was merely asleep. A physician was sent for, but before he arrived the baby was dead.

At first the young girl denied that she had given the baby anything. Finally, however, she admitted having given it carbolio acid by mistake for soothing syrup. She was arrested and was paroled in the custody of her father.

HE ASTOUNDED THE DOMINION.

Hon. Mr. Blair's Resignation is Everywhere the Sensation of the Day—The Gift Railway Scheme Doomed Throughout all Canada

Montreal, Oct. 20.—The political excitement due to Hon. Mr. Blair's resignation from the Railway Commission, and his determination to take the public platform in strong opposition to the Grand Trunk Pacific deal, is greater than ever here, and from all quarters despatches come pouring in showing how the news has shaken the political world from seaboard to seaboard.

Wild rumors about Mr. Blair's intentions continue, and represent an attempt to offset the tremendous effect of his course.

These rumors can be met by a very simple announcement. It is this: Mr. Blair wants nothing from any party or any corporation. He is out to beat the Grand Trunk Pacific deal. That is his sole object. He was its original and most formidable opponent, and he steps from office to head the great movement against the G. T. P., which is now engaging attention throughout Canada.

From every source, except partisan Liberal newspapers, there is free and full acknowledgement that his action on the eve of a general election, and considering the widespread disfavor which the Grand Trunk Pacific has aroused, is shaking the government's hold upon the country as nothing else could do.

The opponents of the railway scheme in every part of Canada, are now confident that the deal will be beaten, and that Canada will be saved from the indefensible transportation policy of the government.

Effect Will be Great.

Anent Mr. Blair's resignation the Toronto News (Ind.-Lib.) says:

"As yet it is impossible to say how much significance attaches to Blair's resignation of the chairmanship of the Railway Commission. If his resignation means only that he is to enter the service of one of the railway corporations or to become identified with some other private enterprise, it is not of great political consequence. If it means he is to re-enter politics, even to lend his name for the purposes of this campaign, and to lend the weight of his name and authority to the agitation for state ownership of

the transcontinental railway, the effect will be great and far-reaching. Probably, no other public man in Canada has Mr. Blair's grasp of the railway question, and his practical experience of railway matters. Further, he is a fair platform speaker, in fact, better on the platform than in Parliament, and in his own Province of New Brunswick and in Western Canada, his word is influential. It was hinted many weeks ago in the News 'special correspondence from St. John that before the campaign was over, Mr. Blair might join Mr. Borden, and a few days now must determine whether or not there was sound basis for that prophecy. In any event, Mr. Blair's resignation of the chairmanship of the Railway Commission is to be regretted, and great public interest must attach to his immediate action and utterances.

A Significant Bet.

Montreal, Oct. 20.—On the Corn Exchange today Robert Meighen, President of the Lake of the Woods Milling Company, bet \$1,000 to \$500 that the conservatives would have a majority in the next parliament. The small end of the bet was taken by James Carruthers, a grain exporter.

The bet, whoever wins, will go to charity.

In case the conservatives win the Winnipeg general hospital will be the beneficiary, and in case the liberals win a Montreal institution will benefit.

Mr. Blair's Sacrifice.

Hamilton, Ont., Oct. 20.—The Spectator says: "So deeply did Mr. Blair feel that the Laurier plan was absurd and the Borden plan the thing for the country that he has now voluntarily thrown up his lucrative office as chairman, and having nothing else in view, not even a seat in parliament, that he might be free to express his opinion and to endeavor to save his country from the loss which Sir Wilfred would entail upon Canada. He made this sacrifice freely and of his own motion, that his country might have the benefit of his advice. All honor to Mr. Blair for his unselfish self-sacrifice for the good of his fellow countrymen."

LIBERAL

DISSENSION.

Trouble in the Camp in Northumberland and Kent.

OUTLOOK GLOOMY.

Hon. Mr. Emmerson Failed to Allay the Rising Feeling of Dissatisfaction—A Three Corned Fight in Kent—Trying to Call off Mr. Hebert.

The political situation in Northumberland at the present time is not exactly what might be termed a bed of roses for the liberal candidate, Mr. Loggie. From what can be learned there is trouble in the camp which promises serious results on election day.

As in the county of Kent there are two factions, led respectively by Mr. Morrissey and Mr. Loggie and the latter when tendered the nomination by Hon. H. R. Emmerson accepted it, knowing at the time that Morrissey was being set aside by the New Brunswick leader.

A special communication to the Evening Times from Chatham says: "The political aspect from a liberal standpoint is not at all encouraging. The Morrissey-Loggie clans are at loggerheads, and Morrissey has good reason for feeling his position so keenly, as he has been ignored by Hon. H. R. Emmerson, who has made the same kind of mistake in this county as he did in St. John at the last federal by-election. Mr. Morrissey has on several occasions been the standard bearer for the liberals and is popular with all classes.

Sometime ago the minister of railways came to Chatham in his private car and summoned Morrissey, Loggie, Watt and other prominent men to a conference. Matters pertaining to the election in Northumberland were discussed, and it is stated that Hon. Mr. Emmerson, entirely ignoring Morrissey, tendered the nomination to Loggie.

Loggie Accepts.

The latter replied:—"I will accept providing I get the support of Mr. Morrissey and his friends."

Mr. Morrissey is said to have remarked:—"I will support you, but my friends are as independent as I am, and will do as they wish."

At all events the political atmosphere is very cool and the formal nomination of Loggie in face of the fact that Morrissey was the choice of the liberal electors stimulated the discontent.

It is said that Mr. Emmerson, recognizing that there was trouble brewing, sent for Mr. Morrissey, but the latter declined to go to Moncton, as he decided to leave himself in the hands of his friends.

Mr. Morrissey is more popular than Mr. Loggie and it is now reported that Loggie will withdraw in his favor. If something along this line is not done soon, there may be an open rupture in the liberal ranks. The dissatisfaction existing is being kept as secret as possible."

In Kent County.

Kent Co. liberals are also in a quandary and their situation is not being improved. The nomination of Mr. McInerney to contest the county in the conservative interests set them thinking. The liberals had no doubt whatever that Hon. O. J. LeBlanc would defeat Pascal Hebert. But the advent of Mr. McInerney into the field and Hebert's declaration that he is in the fight to a finish, puts a different complexion on matters. It is said that a delegation was sent up from Moncton this week to try and call Hebert off. But the latter, who has no love for LeBlanc will, it is asserted remain in the field.

The Vessel

WILL FIGHT THE UNIONS.

California Preparing For a Struggle to Re-establish the Open Shop.

San Francisco, Oct. 20.—Preparations are being made in San Francisco and other California cities to throttle the walking delegate and re-establish the open shop plan. Business men and employers of skilled and unskilled labor all over California are getting ready to enter the struggle. It is expected that the storm will break early in January in a general lockout, which will affect directly every establishment of any size in San Francisco.

When the labor agitators and walking delegates learn of the scope of the plans of the employers' organizations to crush them they may take time by the forelock and call a strike in the hope of catching the employer unprepared to fill their places. But such a move will have to come quickly if the labor leaders hope to catch the employers napping for already emissaries of the employers' organizations of San Francisco are scurrying through the country gathering men to take the places of the unionists who refuse to work under the open shop rule. Last Monday Herbert V. Ready, San Francisco's great strike-breaker, left California for the east on a two months' trip. His mission is to seek men of all crafts who are willing to go to San Francisco, to Los Angeles and other California cities to take the places of men who refuse to work under other than closed shop conditions.

An effort has been made to keep Ready's movements a secret for the present, at least. He is now on his way to Chicago, St. Louis, Parkersburg, W. Va., New York and Boston, where he hopes to get enough skilled labor to fill the places of 25,000 San Francisco men and many others.

"Which would you rather have, influence or affluence?" asked the earnest man.

"Influence," replied the practical politician. "Give me that, and the affluence will come easy."—(Cincinnati Commercial Tribune.)

Harry—Molly, you look good enough to eat.
Molly—"All you have to do is to ask me to dine. I'll do the eating, all right."

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.

Grand Political Meeting.

A Public Meeting in the interests of the

LIBERAL PARTY

will be held in the

OPERA HOUSE

On Monday Ev'ng, Oct. 24th,

to be addressed by

HON. H. R. EMMERSON,
Minister of Railways and Canals.
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.

JAMES V. RUSSELL, 8 1-2 Brussels Street.

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Dixwell—"Was it due to your honesty or only a case of shilliness?"

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