

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, 1890. M. J. DUNN, Editor.

## ST. JOHN OR PORTLAND.

Within three days the people of St. John must decide on the most important issue submitted to them for very many years.

They have spent their own money freely to provide terminal facilities to attract trade. They have invited a foreign port, through which poured Canadian trade that from a national standpoint should have come this way.

Step by step they have advanced until a large and growing winter port business has been established.

It was no easy task. Prejudices at home and abroad had to be overcome. Board of trade books and pamphlets were sent broadcast. Falsehoods about the fog of the Bay of Fundy and the safety of the harbor had to be met and refuted. Delegations were sent to Ottawa and Montreal over and over again.

But in the end the traffic came, the safety and adaptability of the port were proved beyond further question, and each winter saw an increase in through traffic.

All through those years of effort the great rival of St. John was Portland, Maine; which received and shipped Canadian freight over the Grand Trunk railway.

Today a new rivalry is threatened. The Grand Trunk railway seeks to enlarge its Canadian export and import trade. As a concession to Canadian prejudice it talks vaguely of bringing business to St. John and Halifax, but has not pledged itself to do so. Its terminus is at Portland. Is it any more worthy of confidence now than in the past?

The question is up this week to every voter in St. John—are you for Portland and the Grand Trunk, or for a government railway and the port of St. John?

## SIR WILFRED'S FAILURE.

The Liberal News this morning publishes with great headlines a letter from Sir Wilfred Laurier, in which the knight of the sunny ways assures the people of St. John that the freight of the transcontinental will come to St. John.

There is nothing in the letter that has not already been stated by the premier and his supporters. It says the trade will come to St. John, but gives no guarantee. Note these two paragraphs:—

"That the through rate on export traffic from the point of origin to the point of destination shall at no time be greater via Canadian ports than via United States ports, and that all such traffic not specifically routed otherwise by the shipper, shall be carried to Canadian ocean ports."

"The company further agrees that it shall not in any manner within its power, directly or indirectly advise or encourage the transportation of such freight by routes other than those above provided, but shall in all respects in good faith use its utmost endeavours to fulfil the conditions upon which public aid is granted, namely, the development of trade through Canadian channels and Canadian ocean ports."

The first paragraph quoted clearly admits that traffic will go by United States as well as Canadian ports. The only proviso is that the rate shall be the same. The statement in the second paragraph about not advising shippers to route freight to United States ports, is not worth the paper it is written on. It is no guarantee and cannot be enforced. Sir Wilfred is trifling with the intelligence of his readers when he says:—

"Nothing can be stronger than this enactment. The company is bound as closely as the English language can bind it, to take its freights to Canadian harbours."

The premier knows very well that the company could have been bound to bring its freights to Canadian harbours, but his government did not insist on such a provision in the contract.

The value of Sir Wilfred's opinions may be gauged by his statement that this constituency will elect Mr. McKeown and Mr. O'Brien. His letter must be a great disappointment to his friends here, and is in striking contrast to the emphatic statements and true Canadian policy of Mr. Borden.

## IN KENT COUNTY.

The Moncton Transcript says:—"The McNerney faction in Kent now realize that they made a mistake in nominating Hebert, vainly hoping thereby to deprive the Acadians of their representative at Ottawa. They find that Hebert is a load to carry and is splitting their own vote."

The LeBlanc faction will find when the votes are cast that Mr. LeBlanc will be left at home. The Kent county independent liberal vote will be cast in favor of Mr. Hebert, whose followers recognize that a vote for Mr. LeBlanc means the endorsement of the G. T. P. scheme, and that should the scheme be put into effect the northern division of the I. C. R. will be converted into a mere local road, bereft of traffic sufficient to maintain it. Consequently the road must un-

questionably in the course of time be transformed into a purely branch line, non-paying, and a burden on the country. This is a generally admitted fact, and consequently the electors along the north shore will declare their opposition at the polls.

Mr. McNerney's prospects are most encouraging and his election is a foregone conclusion.

## REASON IT OUT.

The building of the prairie section of the G. T. P. west of Winnipeg will be easy. It will be easy to connect Winnipeg eastward with the great lakes, as most of the route has already been surveyed. Long before anything of importance could be done on the unknown and unsurveyed region in northern Ontario and Quebec, the traffic of the G. T. P. would be coming down from Winnipeg to the lakes and on to Portland, Maine. The great aim of the Grand Trunk would then be accomplished, and the evasion of further responsibility would not be difficult. A corporation possessing enormous wealth is generally able to have things largely its own way. There have been evidences of this already, in the history of the G. T. P. scheme. Nobody asked for it. It was not submitted to the people; indeed, a motion to that effect was voted down. It was forced through at one session of parliament and amended to the further advantage of the company at the next session. Who can say where and when the series of concessions and gifts will end?

The safe thing to do is to end the whole scheme on Nov. 3rd, and proceed in a rational way to construct a transcontinental railway to be owned and controlled by the people.

## THE HAY SCANDAL.

There may be some persons who have doubted the statement that the government has offered as a bribe to the counties of Antigonish and Pictou the free carriage of hay over the Intercolonial Railway from the province of Quebec.

The following, quoted verbatim from a liberal paper published in Pictou county explains the whole matter in detail.

No patron of the I. C. R. would object to reduced rates if the need were great, and reduced rates was all the people asked. But it was near election time, and the government abolished the rate altogether.

There could be no stronger argument in favor of Mr. Borden's policy of freeing the government railway from partisan political control. Here is the communication in full:—

## THE COUNTY TREASURER ON THE HAY QUESTION.

## A Full Explanation.

Editor Eastern Chronicle,

Dear Sir:—I cannot reply to your enquiry regarding the hay situation without going into the matter at some length. The situation has developed into its present condition by a series of events which would be hard to foresee.

After the failure of the hay crop was evident, it seemed necessary that some way would have to be devised whereby reduced freight rates might be obtained. In this County, the Farmers' Association took the matter up, and in Antigonish a special meeting of Municipal Council was called for the same purpose, and Mr. E. M. MacDonald in this County, with Mr. C. F. McIsaac for Antigonish, actively and strenuously advocated the matter with the Minister of Railways and with the Government, with the result that hay is now carried free to supply the needs of farmers whose crops have failed or partially failed to such extent that they cannot support their usual live stock through the coming winter by the product of their own farm.

The railway authorities have stipulated that the Municipalities must order the hay, and that it shall be Way Billed to the Municipality, and that the Warden and Treasurer shall give certificates in the case of each car ordered certifying that the regulations laid down by the railway authorities have been complied with. In the case of Pictou County this came as a matter of surprise to the County Officials, and in the best way they could devise, the Warden and Treasurer set about the duty imposed upon them. The information was given to the County Officials on Tuesday morning, the 27th day of September, and by the free use of the telegraph and other means, they were in a position to take orders for hay on the first day of October. An agreement was entered into with a hay dealer in Quebec to supply all the hay that would be required for this County, and prices were stipulated not to advance before the 31st day of October. This man whom the Warden and Treasurer personally interviewed assured them that he could load from 25 to 40 cars of hay per day, and that there would be no trouble about the quantity of hay, but on the 11th day of October he sent a telegram saying that he could fill no more orders, as he had enough now. This made it necessary to order from other dealers. Three other dealers said they had enough when about twenty cars were ordered, but now the County Officials are ordering from men who are not afraid of a few orders, but can supply hay in large quantities. The price of hay has not advanced except that the County had to change from

one dealer to another, each one not having the same prices as the other.

Now about the expenses, and the twenty-five cents per ton that is charged to give a full and detailed account of the costs and charges incurred at the present time. Mention might be made of a few things. Dealers are so far from Pictou County that telegrams are necessary to do the work with any degree of expedition. A letter takes nearly two days to reach the dealer, and the reply equally long to come back, so that four days would be about as short a time as a letter could be depended upon to make. That makes it necessary to use the telegraph to a large extent. The volume of correspondence increases as the days go by. The booking, checking and correspondence has made it necessary for the Treasurer to employ two clerks to assist him. The Warden has to leave his duties at home for one, two or three days at a time, and attend to the details of the business, and the real work is only beginning, as the cars commenced to arrive only last week. The expenses incurred have to be met in some way, and by the advice of some good business men who know something of the labor and expense in connection with work of this kind, the moderate charge of 25c per ton was made, not to make money, but to defray the expenses, but to cover the actual costs. There is no hole and corner business about it, and any person interested is quite welcome to come to the Treasurer's Office and investigate the whole transaction, and we venture to say that any one who does so, will be satisfied that no one is being led, but that everything is being done fair and square and above board.

Every one has been treated alike, and the Warden and Treasurer are the only parties whom the public have to deal with in this matter. I say this knowing that reports have been circulated that others were financially interested in the purchase of the hay.

A. McDUGALL,  
Municipal Treasurer.

## THEY IGNORE THE FACTS.

Government prophecies of a great victory on Thursday are based on hopes, and not on evidence. The people of the maritime provinces do not need to be told that there has been a notable movement of former supporters of the government to the ranks of the opposition,—driven to that step by the government's indefensible railway policy, which is the great issue of the campaign. The majority of the people cannot longer trust a government that is in league with a corporation whose good faith they have ample reason to doubt.

These provinces owe nothing to the Grand Trunk. It has been carrying Canadian freight past their doors for years, and is still doing so; and has lately purchased the Canada Atlantic for the purpose of preventing if possible the extension of the Intercolonial west of Montreal, and of gaining more Canadian business for its own Portland connections.

The aim of the Grand Trunk is confessedly to increase its eastern business by getting a grip on the new west. The government, with an amazing and unexplained generosity, and disregard of the true interests of the country, has come to the aid of the corporation.

Why has the latter secured more property in Portland, Maine? Because it expects more business. From what source? From the Canadian west.

If the people of Canada now endorse the G. T. P. scheme they will be playing into the hands of the Grand Trunk, and giving to that corporation for fifty years a power and privileges which should not be granted on so gigantic a scale to any corporation.

It is a realization of this fact that has sent so many former government supporters into opposition. The issue is so great, and the effects so far-reaching, that other differences between the parties are of comparatively little importance. The plain duty of the people is to say to the Grand Trunk that Canada proposes to retain control of a transcontinental railway to which it must contribute on so vast a scale. To do so they must defeat the government that has gone over to the enemy.

The Liberal News, this morning prints a letter from William Thomson & Co., to the effect that G. T. P. traffic will come to St. John instead of to Portland, because the steamers will come to St. John. The general assumption is that steamers will go where the freight is to be found. What guarantee is there that a government which does so much for Portland will continue subsidies to steamers coming to St. John?

The Summerside Agriculturist tells of liberals in P. E. Island, who cannot endorse the government's railway policy. It says:—"Mr. Lefurgey's nomination papers were signed by over seven hundred and fifty prominent representative voters from all parts of the district, among whom are to be found many strong liberals."

The nature of the political campaign is shown by the fact that there is a contest in every constituency. There is no better indication of general dissatisfaction with the government's railway policy.

In the federal by-election in which Dr. Daniel was elected, Mr. McKeown and Mr. O'Brien were not as friendly as they at present profess

to be. Each professes now that he will support the other, and that his friends will do likewise. If this prove true it will be an interesting illustration of short memory.

Would the interests of maritime provinces ports be safer in the hands of a premier from the maritime provinces, with the country at his back, or in the hands of an upper province premier with a profit seeking corporation at his elbow?

A desperate effort is being made by some of Mr. McKeown's friends to secure his election, even at the sacrifice of Mr. O'Brien, whose case is admittedly hopeless.

"Wherein is our national life going to be destroyed because perchance we take the proper time in order to study what we are doing, and in order to reach a wise and just conclusion with regard to an enterprise which is vaster than any that has ever before engaged the consideration of this parliament?"—Hon. A. G. Blair.

The harder the friends of the opposition work for the next three days the greater will be the rejoicing on Thursday night.

The speeches which Col. Tucker and Col. McLean are making should be of some importance in the campaign in the city and county.

The time has come for the government to bait its trap for the doubtful voter.

Only three days more, gentlemen. Get busy.

## HUMORS OF THE EXPO.

## Some Funny People Seen at the World's Fair and Some of the Funny Things They Do.

St. Louis, Oct. 31.—Of course no one will undertake to prepare a census of the funny people who visit this Exposition. No one will even attempt to count the men who wear celluloid collars or those who get mad at the slot weighing machines for refusing to say more than three words for five cents. The placard on each of these machines says: "I speak your weight." Most people after dropping a nickel in the slot seem to expect "the voice on the inside" to engage in conversation. But it merely says, "one-hundred-fifty-five" and then lapses into silence. It won't talk about the weather, the fair, the Pike or anything else. Even John said he thought the machine "might give a little more talk for five cents."

Then there's the man with the ubiquitous umbrella. He brought it to the fair and of course he must carry it everywhere, rain or shine, and wherever he goes he uses it to point out objects of interest. Now it's all right to poke a big red, yellow and green poll-parrot in the Honduras building. All he can do is to squawk profanity and say "shut up!" But when it comes to poking at \$400 vases in the Japanese section or at the porcelain wares in the German section it is a different matter. One fellow with a 90-cent umbrella damaged a \$200 Rockwood lamp in the Varied Industries building the other day.

The woman who doesn't know how to step into a boat is also here. Most women have learned how to step off a trolley car without being thrown on their backs in the street, but they don't step into lagoon launches every day. A party of five were capsized and thrown into the lagoon one day this week because one of them stepped on the edge of the boat instead of in the bottom. The whole bunch was fished out of the lagoon by bystanders.

One of the interesting sights in the Varied Industries building is the procession that lines up to the altar of roses fountain in the Bulgarian section, each one with his handkerchief ready to hold under the drippings from the fount. Some days, however, when some individual who knows all about it walks up and saturates his handkerchief with the rose scented water. Then the crowd, like a flock of sheep, proceeds to perfume itself.

Making attar of roses is a great industry in Bulgaria, and this fount is intended to illustrate the bountiful richness of the country's product. The sculptural part of the fountain represents the struggle between Turkey and all races once under Turkish oppression. The roses from which the attar of roses is made grow in luxuriance in the valleys of the Balkans, the soil and climate being peculiarly adapted to the growing of roses that are rich in the oil that gives them their odor. One dealer in this country sells a million dollars worth of Bulgarian attar of roses every year.

Equally interesting are the men who line up to a hole in one of the booths from which air is escaping and which they will brush their hats clean. Each one holds his hat against it until it is thoroughly "brushed" and goes away happy in the satisfaction that there is no colored man near by to demand a "tip." It is only a feature of an exhibit which illustrates the dustless method of cleaning carpets, and furniture by sending compressed air through them by means of a hose attached to the pumping apparatus that stands out in the street. The old way was to "beat the life out of them" with a stick.

## 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.

## OBITUARY.

Mrs. J. S. Climo.

Mrs. Charles S. Climo, who was the youngest daughter of Dr. James Hannay, died quite unexpectedly at her home, Rockingham, near Halifax, on Saturday afternoon. Mrs. Climo was taken ill about three weeks ago and Mrs. Hannay, who had just returned from England, where she and Dr. Hannay had spent the summer, was sent for and went to Rockingham. From letters received here it was thought that Mrs. Climo was improving. The latest news was not so encouraging, but her relatives and friends were greatly shocked when news of her death came by telegraph on Saturday evening. Mrs. Climo was a young woman of exceptionally fine character and was greatly beloved by her friends. Prior to removing to Halifax to establish a photographic studio there Mr. Climo was in partnership with his father, J. S. Climo, in photographic business here. Mrs. J. S. Climo and Mrs. Harold Climo leave today for Halifax to be present at the funeral, which takes place from her late home, Rockingham, tomorrow afternoon. Mrs. Climo leaves one son, a lad about seven years of age.

Allan Bray.

The death took place at Hopewell Hill on Tuesday, 25th of Allan Bray, an aged and highly respected resident. The deceased was eighty years of age. He leaves one son, Allan W. Bray, barrister, of Hopewell, and two daughters, Miss Martha E. Bray, of Burnt Lake, Alberta, and Miss Mary E. Bray, teacher of the primary department of the superior school, Hopewell Hill; also four brothers.

Mrs. Lydia Seymour.

Mrs. Lydia Seymour died at Fredricton, Saturday, of cancer of the stomach. She was seventy-one years of age, and leaves one son, William, and two daughters, Amelia and Jane.

John Hoben.

John Hoben, a well known farmer, died at his home, Lower Burton, on Friday. He was on his way to his house, when he took ill and expired almost instantly. He leaves an aged mother, two brothers, Enoch and Reuben, at home, and two sisters at home.

Miss Hilda Carr.

Miss Hilda Carr, died Friday at Greary, Sunbury county. She is survived by two brothers, Darius of Greary, and John of Montana; and five sisters, Mrs. John Phillips, Oklahama; Mrs. Geo. Smith, Greary; Mrs. Isaac Hagerman, Bear Island; Mrs. Alex. Blaney, Tusket, N. S., and Miss Salathiel Carr at home.

## Every Woman in Poor Health

Has an awful struggle. Lots to do, all kinds of worry, must contend with loss of sleep, poor appetite and tired nerves. Her only desire is for more strength and better health. This is exactly what comes from using Ferrozone, the greatest tonic sickly women can possibly use. Ferrozone makes the blood tinged and grow red the cheeks grow rosy, the eyes bright. Ferrozone invigorates the body, develops new strength and makes life worth living. Ferrozone is the sort of tonic that builds up, it gives one a reserve of nerve force and establishes such healthy conditions that sickness is unknown. Let every woman use Ferrozone. Price 50c.

"I think, Mr. Speaker, and I say it with all respect to my Hon. friend, that it would have been as correct if not so poetic for him to have said:—  
We cannot wait because Senator Cox cannot wait."  
Hon. A. G. Blair.

## What a Great Paper Says About Rubbers.

"Here's the first law of health—KEEP YOUR FEET DRY. We all know it. We all know that pneumonia and consumption always start with a cold, and that the shortest cut to a cold is a pair of wet feet. But it's so important a matter that we can't be reminded too often. Don't try to save on rubbers: it's the most expensive economy in the world."—The Christian Endeavor World.

Now, that's all true, every word of it. The only question is what rubbers to get. We sell the famous "Canadian" Rubbers, made by the largest and best known company in Canada. We sell them because they are the best we can buy.

The same thing is true about our leather shoes—we sell the best we can buy.

We always keep "sized up" so that we can fit any foot that comes in. A misfit shoe is a perpetual eyecore and a chronic misery, and we never let one leave our store.

Come in and see if we can't give you a kid-glove fit.

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LACE CURTAINS cleaned and done up EQUAL TO NEW  
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MACAULAY BROS. &amp; Co., City Agent

YOUR AD. HERE  
Would be read by thousands every evening

Sharks are causing no end of trouble these days for the fishermen along the New England coast. Several of the fishing boats have had their trawl lines chewed off by rapacious fish as they made for the bait. Hundreds of feet of good line have been lost this summer. Not only do they lose their lines and hooks, but there is the loss of the bait and the many fish which would have been taken had the lines not been chewed off.

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