

## SHALL IT BE THE PEOPLE OR GRAND TRUNK RAILWAY?

Who Shall Control Canada's Trade for the Next Fifty Years? An Honest Question for Honest Voters to Answer.

A great question involved in the next general election will be that of ownership by the people of the new Transcontinental Railway. It is the great question, because the conservative leader has given notice in Parliament that if the electors return the conservatives to power the people shall own the railway that is to be paid for by the country.

It is not a question whether the government shall spend millions in constructing or acquiring railways. It is the question whether the government, being already committed to the expenditure of about a hundred and seventy millions of dollars of public money, in building a railway, shall own the line or give it away.

If the people of Canada pay for the Transcontinental Railway they should own it. The people, through their representatives, will then control the routing of traffic.

Control the passenger rates;

Control the freight rates;

No government would dare to route the traffic to American ports; but the liberal government gives the Grand Trunk Pacific the right to route as they please and to charge as they please.

The Grand Trunk people will route the traffic to suit their own interests. It is to their interest to route the traffic to Portland.

SHALL WE HAVE A GOVERNMENT-OWNED RAILWAY OR A RAILWAY-OWNED GOVERNMENT?

### Morning News in Brief.

Those interested in the free Kindergarten held their first annual meeting in the Y. M. C. A. hall Saturday evening. An address on primary work was delivered by Mrs. Bryner of Chicago. The first annual report presented by Mrs. H. H. Pickett showed that during the year, the children had developed considerably. Donations had amounted to \$337 and \$312 had been expended, leaving a balance of \$25. Mrs. Pickett said that it would be necessary to increase salaries during the coming year.

Owing to the absence of the convener, Mrs. A. A. Stockton no officers were elected, but the present committee were appointed with power to add to their number.

The congregation of the church Assumption attended mass and vespers yesterday in St. Patrick's Hall. Rev. J. J. O'Donovan celebrated mass. Speaking of the fire last week, Father O'Donovan expressed the sorrow of himself and the people, in the destruction of their church. He acknowledged several donations already received toward the building fund, including \$50 from Timothy Donovan, \$50 from the City Cornet Band, \$25 from John Ward, and \$20 from Wm. Keefe. A great number of people went to Carleton yesterday to view the ruins of the church. The new church will probably be of brick, on the same site, but not so close to the street line.

A meeting of the committee of the New Brunswick music festival association was held on Saturday afternoon at the home of Mrs. G. C. Coster, the president. It is understood that the society are desirous of placing the management of future concerts and festivals in the hands of F. G. Spencer. Mr. Spencer attended the meeting and put forward several suggestions, which the committee have now under consideration.

Mrs. Bryner spoke last evening in Portland street Methodist church on Sunday school work in Mexico.

### TRADE IN LIVE STOCK.

A Great Horse Fair in Calgary—Chances for Trade with Argentina.

Last year an attempt was made to organize an annual Territorial auction sale of horses along the lines of the purebred cattle sale held annually at Calgary, which has proven so successful. After consulting the majority of the larger breeders throughout the Territories, it was found that some objection existed to putting their horses up to public sale. The opinion seemed to prevail that while selling purebred cattle by public sale might be entirely feasible, owing to the fact that an inspection of the animal coupled with the reading of the pedigree in the published catalogue would generally convey all the information the average buyer would require, the case is entirely different with horses. The amount of labor that has been devoted to handling and educating a horse is an important item and can best be explained by the owner himself. Certainly an auctioneer could not within reasonably limited time do justice to the subject as convincingly as the owner himself could. Other objections exist against the auction sale system for horses on a large scale at the present time which it is not necessary to go fully into.

It is, however, conceded on all sides that the breeding of horses ought to be one of the leading industries of the Territories, and also that the difficulty in obtaining a satisfactory cash market, at least for the lighter classes of horses, is one of the most serious obstacles under which the industry is at present laboring. Under the circumstances the directors of the Territorial Horse Breeders' Association, at a meeting recently held, had another plan under consideration, which it is believed will fully meet the case. Arrangements have been completed for the holding at Calgary, in the third week of March, 1905, a three days' "Horse Fair" under the auspices of the association and the Dominion and Territorial Departments of Agriculture. The event will be thoroughly advertised in Eastern Canada, Manitoba, and the Territories, and not the slightest difficulty is anticipated in gathering buyers enough to absorb all the horses entered for the fair. Over one hundred horses are already in sight, and every effort will be made to have at least three hundred on the grounds.

The object of the fair is to bring buyer and seller together, and all deals will be made privately in the

same manner as at all the large live stock centres in the United States. Outside buyers are generally deterred from purchasing in the West owing to a lack of knowledge of the country and the time, trouble and expense involved in visiting individual ranches to make up carloads. The annual horse fair will solve this difficulty effectively and is, therefore, with the support of the breeders, bound to be a success.

#### Trade with Argentina.

Some information regarding the possibility of developing a trade in live stock with Argentina, is given by W. S. Spark, the well-known English horseman, in a letter to F. W. Hodson, live stock commissioner. Soon after his arrival in that country, Mr. Spark wrote:—"I find all cattle landed here must, besides the certificate of breeding, have certificates (or rather the shipper must produce them) from the Minister of Agriculture, or his deputy, of the country from which they are sent, to declare that there has been no infectious disease in that country for six months previous to shipping. If the said document is not produced the cattle are not allowed to land. In any case, all cattle must be kept in quarantine for 40 days, after which they are tested and if they do not pass, are slaughtered and the owner has to bear the entire loss. Notwithstanding all this trouble, it will pay breeders to send really good purebred Shorthorn bulls and heifers here to sell. You can't sell grade cattle at any price."

In a later letter Mr. Spark says:—"The more I see of this country, the more convinced I am that the Canadians can do a very large trade here in live stock, and agricultural machinery, neither of which there is any duty on here. I enclose you an account of a sale of imported bulls which took place last week, which shows that the twelve animals offered brought \$79,900 or an average of nearly \$6,660 each. These prices are in Argentine dollars, equal to 44 cents Canadian money. I have attended eight similar sales and the average prices paid have been 1400 Canadian dollars each. The bulls sold, I am told, by good judges who have been to Toronto show, would not be good enough to win there. The only time to sell here is in September (the best month), October and November, so they would have to be shipped in June and July from Canada. You really should attend next year's exhibition at Buenos Ayres in September, which will be international. I hope Canada will make an exhibit, for if she did, all the stock at the exhibition at very remunerative prices."

Subscribe at once for the Evening Times, so that it will come to you regularly, in all weather.

## POLITICAL COMMENT.

### Questions For Voters.

Shall we have a government owned railway or a railway owned government?

Shall we have a government owned railway or an American owned government?

What is to prevent American capitalists purchasing the majority of the stock in the Grand Trunk Pacific railway and becoming the owners and managers of the system which is costing the country \$150,000,000 in cash expended and obligations assumed?

Which way will the freight be routed under the contract by American owners, to Canadian ports or Portland?

What is then to prevent the same American capitalists from acquiring control of all the Canadian transcontinental lines, in the same way as James J. Hill acquired three transcontinental lines in the United States under the name of the Northern Securities Company?

If we are now fighting the greatest electoral contest in the Dominion of Canada, to free ourselves from an ill-considered contract made with one railway company where would we be if a huge combination of all transcontinental lines in Canada, controlled by American capitalists, took a hand in the contest?

What would prevent a combination of all transcontinental lines in Canada?

An Intercolonial Railway from ocean to ocean, owned by the people, managed by the people for the benefit of the people.

A vote for the government means running the risk of foreign control. This is not a question of party; it is a question of country.

What Would They do?

(Moncton Times.) Do you ever hear of the United States government proposing to spend 150 million dollars for the purpose of building a railway for a company having its principal terminus and its principal interests in Canada?

What do you suppose would happen to a President's party that went to the people of the United States on such an issue? This is worth thinking about between now and the 3rd of November.

Repudiating Contracts.

It is claimed in some quarters that, should a change of government follow the elections, the Grand Trunk Contract must stand. Those who hold this view must have forgotten the history of the contract. A contract was entered into in 1903. It was signed, and sealed on behalf of the company and signed and sealed on behalf of the government. When parliament met in 1904, the government brought down a new contract. The changes were important. Some of the clauses in the first contract which contained conditions that had been declared to be essential to protect the interests of the people of Canada, were struck out of the second contract. Mr. Fielding declared on the floors of parliament that changes had to be made because the company refused to abide by the first contract.

Nova Scotia All Right.

Halifax, N. S., Oct. 29.—The conservatives of Nova Scotia have not been in better fighting spirits since 1878 than they are today, and they never stood on the eve of an election more confident of victory. In this city every sign points to the election of Mr. R. L. Borden, by one of the largest majorities ever polled in Halifax and his colleague, Mr. J. C. O'Mullin, will certainly go with him. There is a strong undercurrent of feeling in favor of the conservative policy on the transcontinental railway. This sentiment has caused the secession of many prominent liberals, and there are hundreds whose names are not known to the public. Mr. W. B. Ross, a leader of the Nova Scotia Bar, formerly political director of the Halifax Chronicle, the Government organ, and a leader of the liberal party in Nova Scotia, has signed Mr. R. L. Borden's nomination papers. So have Mr. Edward Worner and Mr. S. R. Cassey, leading merchants, and Dr. Gordon Bennett, a lifelong liberal, who has taken the stump for the conservatives. In Lunenburg, it is conceded that Kaulback's majority will be larger than ever. In Cumberland the conservative organization is admittedly superior to anything in twenty years, and the return of T. S. Rogers is confidently looked for. F. W. Hargrave has been putting up a good fight in Hants, and has a first-class chance of winning, where the majority of B. Russell, the late liberal member, was only 16. In Pictou the liberals have been boasting that they would defeat A. C. Bell, but they have said this at every election in the county, and the conservatives have the chances in their favor. There is not a surer constituency in the province than Colchester, where S. E. Gourley, the man of the trenches, has a firm hold of the people's regard, and where his majority will likely run up into the hundreds. Winning these counties on the mainland would give the conservatives seven seats, and any doubtful county in the list, is fully offset by chances of capturing Annapolis or Digby, or other ridings. Cape Breton elects four representatives, and the conservatives may take the whole four. In Inverness two liberals are running, hating each other more than they do the conservative enemy, and Jamie-son should certainly secure the county for Borden. Good accounts come from Richmond and from the two Cape Bretons. Looking the situation over carefully, the fair minded observer is fully warranted in estimating that Mr. Borden will come out of this province with at least ten members at his back.

Emmerson's Mistake.

"No reconciliation between the Morrissey—Loggie faction in Northumberland Co., has as yet been effected,

but according to the aspect presented has been more intensified," remarked an active supporter of Morrissey, who is in the city today.

"The situation is rather a peculiar one and as the date of the election approaches is becoming more interesting. That Robinson will be elected by a decisive majority is accorded by Loggie's most staunch followers.

Morrissey's friends believe in adhering to the scriptural injunction that 'one good turn deserves another', in its generally admitted interpretation. When Morrissey contested the county against Robinson, Loggie's friends opposed him to the bitter end, and Morrissey's friends ascribed his defeat to the attitude assumed by them. No superfluous, however plausible, can wipe out the political animus which exists. The unfair and uncalculated manner in which Morrissey was ignored by the minister of railways, who deliberately tendered the nomination to Loggie in the face of the public choice of the liberals of the county, is receiving well merited condemnation. Emmerson made a great mistake and he recognized it too late to undo it.

Morrissey has in the past rendered signal service to the liberal party.

"Morrissey's friends will manifest their opinion of Emmerson's 'charismatic' action by voting for Robinson on Nov. 3rd."

A Hot Fight in Victoria.

Grand Falls, Oct. 28.—Over fifteen hundred electors attended the nomination proceedings here yesterday afternoon. Two special trains conveyed hundreds of electors from Edmundston, Plaster Rock and Andover. A platform was erected opposite the post-office, and owing to the great throng, the proceedings were held in the open air. No hall in the town was large enough to contain one half of the electors present. At two o'clock Sheriff Gaynor, the returning officer, announced that John Costigan, Ottawa, and Judson C. Manzer, Andover, had been nominated.

According to an arrangement previously entered into between the two parties, Costigan spoke first for three quarters of an hour, speaking first in English and more at length in French. His opponent, Mr. Manzer followed, and made a good impression.

J. E. Porter was the next speaker, and he eulogized the government, and attacked Blair.

Fred Laforest then addressed the electors in French, and attacked the Grand Trunk Pacific programme.

Thomas Lawson spoke on behalf of the government, followed by T. J. Carter for the opposition.

Mr. Costigan then made a general reply at great length, and notwithstanding the intense cold, the large crowd patiently remained standing for four hours, and attentively listened to all the speeches. Before the meeting dispersed, it began to snow, and snow continued to fall during the evening.

Considerable drunkenness was evident during the day. The police arrested one obstreperous party, who demolished all the windows on one side of the gaol, smashed the beds, and generally wrecked the cells. The gaol was in such a condition that later in the evening, the police were forced to allow several arrested persons their liberty, the broken windows rendering the cells too cold.

The opposition will hold their first meeting in Kertson's hall here on Monday night. B. Frank Smith, M. P. P., will be the leading speaker.

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A woman's anxieties multiply tenfold about the time the new baby is expected. If her strength is exhausted and her blood weak, it goes hard in the hour of trial. Ferrozone should be used because it makes the blood nutritious and rich. By instilling new strength into every part of the body, it uplifts your spirits at once.

Childbirth is certainly made easier by Ferrozone. The following statement expresses the earnest gratitude of Mrs. M. E. Duckworth, of Durham. It is a woman's story—of her own case—told that other women may profit by her experience.

"Before baby was born I was in a miserable, weak, nervous state. I had no reserve strength. I tried to build up, but nothing helped me. I looked upon the coming day with dread, knowing I was unequal to the occasion.

"Ferrozone braced me up at once. It gave me strength and spirits, brought back my nerves and cheerfulness. From my experience with Ferrozone I recommended it to all expectant mothers."

There is more concentrated nourishment in Ferrozone than you can get from anything else. It supplies what weak systems need. Simply take one tablet at meals and you'll feel uplifted at once. Ferrozone makes healthy, virile, vigorous women; try it. 50c. per box of fifty tablets, or six boxes for \$2.50, at all dealers, or by mail from N. C. Folsom & Co., Kingston, Ont., and Hartford, Conn. U. S. A.

Soft Coal \$3.25 per load delivered good coarse Lump Soft Coal which makes a good lasting fire and strong heat. Dry kindling \$1.25 and Dry hard wood \$2.00 per load delivered.

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### ANNAPOLIS.

Death of C. B. Cornwall—New Hotel—Going to India—Nearly Fatal Explosion.

Annapolis, Oct. 29.—The death of Charles B. Cornwall occurred at Clarence, Annapolis County, on Sunday last rather unexpectedly. Cornwall had been in failing health for the past two years, but was able to attend to his regular duties, and was about the house and dressed as usual when the summons came. Mr. Cornwall was fifty-four years of age. He is survived by two sisters, Mrs. Wallace Young of Paradise and Mrs. J. W. Andrews of New York.

An almost fatal accident occurred at Victoria Beach on Thursday morning. Joseph Everett of that place was using an explosive to split logs in his yard, and after lighting a fuse he thought had gone out. When he returned to relight it, a sudden explosion knocked him unconscious, severely injuring his face. A doctor was immediately summoned and under his care the patient is slowly recovering.

It is reported that a site has been purchased at Granville and that a large summer hotel will be erected there in the early spring.

Some changes in the Academy teaching staff will take place on the first of November. Mr. O'Connell, teacher of the preparatory department, having resigned, the school board has appointed Miss L. Harris of the elementary department to the vacant position and engaged Miss Caroline Blair of Lower Truro to take charge of the elementary department.

Rev. W. L. Archibald closes his pastoral duties at Lawrencetown on the 31st inst., and about Nov. 20th, will leave with his family for India, to work under the Baptist foreign mission board.

Rev. J. Symonds of Aylesford has been compelled to resign his charge and go to California owing to his wife's health.

County court will open on next Tuesday, Nov. 1st, and after despatching the cases in which all parties are ready, will adjourn to November 23rd.

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Ask your doctor, then do as he says

If he tells you to take Ayer's Cherry Pectoral for your throat cough or bronchial trouble, then take it. If he has anything better, then take that. Only get well as soon as you can. Delays are always so dangerous in lung troubles. J. C. Ayer & Co., Lowell, Mass.

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"THAT'S A BAD COLD YOU HAVE"

"Yes; and getting worse"

"Going to keep it?"

"Hope not. Can't seem to get rid of it though"

"Cough too?"

"Bad. All night"

"Well, listen to me. I've cured five men this week, and the advice is free. Do as I tell you. Get a bottle of HAWKER'S BALSAM OF TOLU AND WILD CHERRY. It's the real thing nowadays."

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