

Local News.

The model of the Champlain monument is on exhibition, in D. R. Jack's window Prince William street.

The steamer "Oruro" left Bermuda on Saturday, at 9 a. m. for St. John, and will be due to arrive here on Wednesday.

The steamer St. Croix from Boston via Eastport arrived Saturday night with 26 passengers and 61 tons of freight. She sailed on her return trip this morning.

The river steamers are bringing down large freights of potatoes, which are selling for \$1.25 per barrel. Turnips, carrots and parsnips are very scarce, none having been brought down river for three or four days.

The steamer Pokanoket, which the Star Line Steamship Co., have purchased, will not arrive here for two weeks. Manager Orchard was not given charge of the steamer till last Wednesday, and will not be able to start for here until next Wednesday.

The last carload of material for the new ferry steamer arrived today and will be taken over to Hillyard's yards as soon as possible. A large crew of men are now engaged at the work and several lengths of the keel have been put together and the parts riveted. The stern posts have now arrived and the work will be rushed.

Joseph Seymour, of the Telegraph composition staff who has gained quite a reputation as a gardener took from his garden on Duke St. yesterday morning a raspberry bush bearing about two dozen fully ripe berries. As can be readily understood, this is very unusual for the time of year and Mr. Seymour is justly proud of his find.

The Boston Globe of Oct. 28th, says:

"Alderman A. W. Macrae of St. John, N. B., one of the political lights of the conservative party who was tendered a chance for parliamentary honors in the coming elections, was in town yesterday and found a warm welcome among his old-time friends in the Canadian club, as well as Knight Templar ranks."

Saturday afternoon about thirty five or forty of the Junior boys, of the Y. M. C. A., accompanied by Mr. Todgham, the physical instructor, paid a visit to Martello Tower, west end, and saw Mr. Damery's splendid collection of curiosities. After which, the boys were photographed. Tonight a Halloween entertainment is to be given in the gymnasium of the Y. M. C. A. A suitable programme has been arranged.

Let us return to sane and safe methods of dealing with great questions affecting the transportation system of Canada.

AT THE YORK THEATRE.

This is the seventh week of Vaudeville at the York Theatre, and there is one act alone on the bill that should pack the house. It is Prof. Miett, and his troupe of 12 educated dogs. They are a big feature everywhere, and Manager Hyde made a wise selection when he booked them. George and Harrington are excellent attractions, having been the leading feature at one of the principal N. Y. theatres, for the past three weeks. They have one of the funniest parallel bar acts ever witnessed. The telly-ho-duo are called the sweetest singers in vaudeville, and are contracted for the entire season. Hoyt and Burke are two young ladies who have good voices, pleasing manners, can dance well. They are well supplied with a first class wardrobe, and their act is a taking one. Burden and Rehan present an act away from all others; they introduce several styles of dancing, and feature Miss Rehan's singing.

Burto, the comedy juggler, is among the best; his comedy is of the uproarious kind, and his manipulations are proofs of hard work. George Kain is an old time German comedian, who has a good dialect and uses it to the best advantage. The show as a whole is a fine one. The usual children's bargain day matinee will be given Tuesday at 4 p. m.

PERSONALS.

Mrs. Fred L. Stone arrived on Saturday on a visit to her parents, Mr. and Mrs. George Oulton.

Mrs. A. Seaman Hatfield will receive her friends on Tuesday and Wednesday of this week at 187 Duke street.

W. A. MacDougall, police court clerk of Moncton was in the city on Saturday and returned home on the late train.

Captain Ed J. Fritz, captain of the ship "Troop" has returned home from New York. His brother, Dr. Fritz's treatment of the eyes was fully endorsed, and surprise expressed at the amount of improvement during the time the case has been under his care. It will no doubt be very gratifying to the captain's many friends to know that strong hopes of still greater improvement in his condition may be confidently entertained.

W. F. McLaughlin, of the I. C. R. station, is enjoying his vacation in New England.

H. L. Brittain, late principal of Horton Academy, Wolfville, is taking a post-graduate course at Clarke University, Worcester.

Mr. and Mrs. W. B. Tennant returned Saturday from Boston, New York and other American cities.

Montreal papers announced the marriage of C. Caleb McGilley, of Chatham (N. B.), formerly in the Bank of Nova Scotia in St. John, to Miss Marion Campbell Rowell, of Montreal.

Miss Louise Dean, daughter of Mr. and Mrs. Thomas J. Dean, has now so far recovered as to permit of her removal to her home.

Mr. and Mrs. Henry Jones, Brittain street, left for Boston on this morning's steamer, for a visit.

THE WRITING ON THE WALL.

Rev. John de Soyres Speaks of the Russian Empire.

Preaching at St. John's church last evening on the text Daniel V. 25, the Rev. J. de Soyres made the following reference to the Russian empire. "I think of a vast country, vast by origin, vast by natural development eastwards, more extensive by unscrupulous rapine upon weaker neighbors, from the Baltic to the Far Pacific. It is a state, but it is not a nation, a despotism, not a people which can utter voice and assert a will. Crushed under an iron system, the seeming blessing of emancipation from serfdom has lost all its value, because unaccompanied by national education and political freedom. Religion, which might console under adversity, is 'cabineted, cribbed, and cowed' under antiquated forms, an arrogant priesthood, and a petrified creed."

"The only activity left is for the people to give up their lives in a struggle, of which they know neither the cause nor the object—a struggle which enlists the sympathies of the civilized world on the side of the nominally heathen power, because it fights for justice, and against the nominally Christian, because its cause is unjust."

"Not merely in the result of the combat so far, but from many other signs, we seem to see the dread handwriting on the wall. The recent exhibition of blunder and panic in the North Sea is a sign of coming disintegration. The victims of the Bagny westchens massacre are to be avenged. Their blood does not cry in vain to Heaven. The dynasty of the Romanoffs may rejoice in the birth of a male heir, but its foundation is tottering. The words are spoken, 'God hath numbered thy kingdom.'"

"We do not gloat over Divine judgments. We pray that, as ever, God will work all for good; and that the Russian people, so long misgoverned, will receive light out of darkness, the light of free institutions, of reasonable progress, and the possession of the Gospel."

CHILD DIED

FROM BURNS.

Sad Fatality in the Home of Walter H. Trueman on Saturday Afternoon.

A terrible accident occurred Saturday afternoon, as a result of which Walter H. Trueman, youngest child of Mr. and Mrs. Walter H. Trueman, died yesterday morning. The little fellow was alone in the kitchen for a brief time, Mrs. Trueman having gone upstairs. Evidently he began playing round the kitchen stove when, in some unaccountable manner, his clothes caught fire.

Almost at that minute the nurse was returning through the yard with the little fellow's sister, and saw the terrible predicament of the boy, Mrs. Trueman, however, had earlier been attracted by the child's cries, and had hurried down stairs, only to encounter the pitiable sight of her child wrapped in flames.

With presence of mind she quickly caught up a rug, and never thinking of herself, threw it round the boy, extinguishing the fire. But the burns about neck, breast, and face were too severe, and though Dr. Daniel and Dr. Holden did all that could be done, death ensued yesterday morning.

Mr. Trueman was in Musquash Saturday, but a telephone message brought him home as quickly as he could drive. Mrs. Trueman was but slightly injured. The boy was a particularly fine child, and Mr. and Mrs. Trueman will have the sympathy of all in their loss, as was evidenced by the many who called at the bereaved home when the sad news was known.

"I cannot help feeling that it is rather a condition of hysteria than a condition of calm reason and judgment. I cannot help feeling that it is a condition of sentimental exaltation that has inspired the hurry and haste with which this measure is pressed forward."—Hon. A. G. Blair.

POLITICS IN THE CHURCHES.

In the churches, on Sunday, reference was made to politics.

Bishop Casey in the cathedral denounced bribery and corruption. The church, he said, was too far exalted above temporal things to take part in politics. He referred to bribery or corruption, the taking of money for a vote. He called upon all to remember that whether a man sold his vote or not, taking the money was corruption, an immoral act.

In Holy Trinity church, Rev. J. J. Walsh, said, that, as his reason guided him, he is bound to cast his ballot, for the man of his choice. The man who buys and the man who sells his vote, are traitors to their fellow citizens, their conscience, their country, and their God.

Rev. Samuel Howard, of the Portland Methodist church, took as his text, Romans, XIV, "Let every man be fully persuaded in his own mind."

Mr. Howard urged that electors weigh well the issues at stake in the impending election and reach conclusions according to private opinion. He asked that more charity be shown by one elector toward another. A person should not be too hasty in judgment or decide that a man should be despised or ridiculed because he was a firm supporter of another political party.

Rev. Dr. Wilson, in Zion church, took as his theme, the duties and responsibilities of citizenship. The duty of every citizen was to vote intelligently and discharge the duty called upon all as voters.

He advised his hearers to go early to the polls, as by so doing they would not expose themselves to the charge of seeing how much a vote would bring them: keep cool and do right.

APPEAL TO COMMON SENSE.

W. M. Jarvis Punctures the Globe Argument, and also Reminds the People of What Happened in the Early Days of the C. P. R.—Sound Reasons for Rejecting the G. T. P.

To the Editor of the Evening Times,—

Sir,—The writer of the editorial in this evening's "Globe", commenting on my communication to you of yesterday is, it seems to me, scarcely fair. I have no objection to the mention of my name or to fair criticism of my opinions. What I did regret was the use of my name in a hasty speech in a way which, however unintentionally, might give the impression that an "ex President" of the Board of Trade" supported a measure such as the Grand Trunk Transcontinental, when, after every effort to view the subject impartially, I felt constrained to oppose it.

But let this pass. It is really unimportant. The crucial point is the difficulty which I asked Mr. O'Brien to explain.

It must be apparent to your readers, and will I think be plain even to Mr. O'Brien himself when, after next Thursday, he has more leisure at disposal, that the "Globe" editorial has entirely failed to do this. It is written with some warmth. The editor of the "rabid Tory newspaper" has no doubt taken care of himself. But let it be admitted for the sake of argument that Mr. Wainwright did not let the cat out of the bag by admitting that the Grand Trunk Transcontinental would not feel bound to provide terminals at St. John or Halifax. Does anyone conversant with the views expressed by the Canadian Pacific on this very point believe that it would be otherwise? Of the Presidents or ex Presidents of the Board of Trade referred to in the editorial six at least are opposed to the scheme. The reason is plain. Our experience with the Canadian Pacific has not been without its lessons. They tell us that they cannot and will not provide the terminals for an enlarged business. And yet they have no well defined outlet elsewhere. What possibility is there then of the Grand Trunk providing at their own cost terminals in the maritime provinces when they have their facilities ready for development at Portland, Me?

Railway corporations are business institutions and not of necessity patriotic. The management have to please the shareholders and the shareholders want their dividends. Had the bill provided that the Grand Trunk should expend on terminals at some point or points in the maritime provinces, be it Halifax, Moncton, or Saint John, an amount equal to their expenditure at Portland, Me, and thereafter should pay dollar for dollar in each location, there

might have been some protection for maritime province interests; though even then it might be difficult to hold a powerful corporation to the performance of any "contract" of the kind. Corporations proverbially have no souls, and in this particular railway corporations are especially wanting.

If it be said that the Grand Trunk having to rent the road must use it, the reply is that the position of the Canadian Pacific is the same. They, too, pay rent to the New Brunswick Railway company and have also to meet the interest of the cost of their own portion of their line.

It may be said, however, that the difficulty as to terminals is a local one. There is another serious question affecting specially the west. It is, I believe, a well known fact that, when the Canadian Pacific was first carried through Winnipeg and had an absolute monopoly, freight rates were established which almost drove Manitoba into open rebellion. It will hardly be denied that, when the opportunity occurs, railway corporations press their charges to the utmost. How then will it be with the Grand Trunk Transcontinental, largely controlled by shareholders outside the Dominion, and passing through a territory so far north of the Canadian Pacific route that the Grand Trunk will be practically as free of competition as the Canadian Pacific was in its earlier days?

True the sufferers may appeal to Ottawa. But what chance for an appeal with the powerful railway corporation on the one side and the individual on the other?

To return, however, to the difficulty I mentioned first. Surely it is no reply to the common sense position that a railway without terminals is valueless to us, and that there is nothing in the contract to compel the Grand Trunk Transcontinental to provide maritime provincial terminals, to say that "for the moment there are some facilities on the East side of the harbor for any railway that may come here"; or that "at the very least it will take six years to complete the new road", and that "many things will happen in that time". If I am not mistaken the facilities on the east side of the harbor will be taxed this winter to their uttermost with the west side overflow. Are we to rely on what "will happen"? Are we to trust blindly to luck? Is this the only explanation Mr. O'Brien can make? Saint John, N. B. 29 October, 1904.

Yours truly, W. M. JARVIS.

GRAIN IS HERE NOW.

The C. P. R. Already Has Cargo for the First Steamer to Arrive—Due Nov. 22.

The C. P. R. is taking time by the fore-lock in anticipation of a busy season's export grain business, and the transportation of grain to St. John is being rushed forward with all possible speed. Already a large consignment has arrived and been placed in the elevator at Sand Point and shipments will come in daily. The first steamer reported is the Montrose, and she is expected to arrive on Nov. 22. She is on the London trip and her cargo will be ready for loading when she arrives.

C. P. R. official, this morning, interviewed by a Times reporter said: "Usually we do not bring the grain along until the ships really come. This year we are getting prepared for a good season's work and we will be ready when the ships arrive. The object is to have the grain here, and as soon as the ships arrive put it on board. A busy season is guaranteed."

THE R. K. Y. CLUB.

The Royal Kennebecasis Yacht Club will hold its quarterly meeting tomorrow (Tuesday) evening, in their new quarters in the Masonic building on Germain St. The rooms have been fitted up by the club in first class style for the winter season. The new billiard table has been placed in position and everything is being done to make it pleasant for the members. At the meeting tomorrow evening the usual interim reports will be submitted.

It is expected the members will turn out in force to mark the formal opening of the splendid new rooms.

POLICE COURT.

The police gathered in eight prisoners on Saturday night, all of whom were before the magistrate this morning.

Four drunks were disposed of in the usual manner.

Nelson Nichols, given in charge by his father, James Nichols, for drunkenness and assaulting him, and breaking furniture in his house on River street, was fined \$20, or two months hard labor.

Myers Wright, who was given in charge by his brother Joseph Wright, for annoying the neighbors and using profane language in his house on Brussels street, was remanded.

A Gilmore, 68 King Street, directs attention to his stock of Fine Tailored Overcoats ready to put on, and his excellent selection of cloth for Custom made overcoats.

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MACAULAY BROS. & CO.

Ladies', Misses' and Children's Unshrinkable Underwear in great variety.

White Unshrinkable Flannel, FOR UNDERSKIRTS.

It is 34 inches wide, with Silk Embroidery Edge.

Some of the embroidery is open work. Other solid patterns. And all done with White Silk. This line is a wonder at the price, as its little or nothing over the usual price of White Flannel in the plain state.

80 Cents per yard, 34 inches wide,

With Silk Embroidery. 2 1/4 yds. a full skirt pattern,

No samples cut of these as the embroidery is only on one edge.

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Fine Tailored Overcoats

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We offer you what many, very many, clothiers consider the best ready-tailored Overcoats in Canada—20th Century Brand—guaranteed in every respect, and we can fit your purse as well as your figure.

Prices from \$10.00 to \$22.00.

While most men buy Ready-to-Wear Overcoats, a large number prefer Custom Made. For them we have provided an unusually good selection of cloths, many with but one overcoat in the piece. Prices start at \$20, and we guarantee fit and style together with fine linings and high grade tailoring.

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Fine TAILORING and CLOTHING.

Stop! Right Here

If you you are looking for an Overcoat for the boy or young man. If you do stop, you'll go no further, for we have a fine selection of

Boys' Overcoats,

and have just the kind you want.

Overcoats for Boys 3 to 10 years of age, \$3.00 to 6.00.

Overcoats for Boys 11 to 18 years of age, \$4.50 to 12.00.

The Newest Styles, the Newest Fabrics, the Best Fitting Coats are Here.

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ST. JOHN, N. B., Oct. 31st, 1904.

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