

ARE THE PEOPLE OF ST. JOHN ASLEEP OVER THIS ALLEGED HALIFAX-C. P. R. SCHEME?

A Warning Message from Ottawa---Now is the Time for the People of St. John to Demand a Test of the Merits of Both Ports, and Thus Settle This Question Forever---Citizens Express Their Opinions On a Notable Crisis in the Prosperity of the Real Winter Port.

OTTAWA, Jan. 26. — (Special).—Sir Thomas Shaughnessy has been negotiating with some of the ministers in reference to obtaining running power over the Intercolonial Railway from St. John to Halifax.

At present the I. C. R. hauls C. P. R. trains between these two points, but the matter has not come before the government in any other way as yet, but the C. P. R. seems to be in earnest and Sir Thomas has been notified that it is a mere question of terms.

The mail contract for the Orient and the British mail contract with Canada seem to be the reasons for this course of action on the part of the Canadian Pacific.

The Empresses now have to land at the wharf at Halifax and as the C. P. R. find that it will have to do this or give up its part of the contract, the company has come to the conclusion to take all the advantage out of it that it can by running to Halifax and taking the mails and passengers to Montreal by the short route instead of being sent by the I. C. R. as at present.

The C. P. R. is also anxious to get to Halifax before the G. T. P. reaches there by way of Moncton. It is not believed here that the Empresses will cease calling at St. John, but that is a business arrangement which ought to be best known in St. John.

That the C. P. R. is in earnest in making the proposition and that the government will be prepared to give what is asked for if the terms can be agreed upon are facts for the people of St. John to ponder over.

The crisis in the history of St. John as the chief Canadian port is indicated by the above despatch from the Times Ottawa correspondent.

A few of the citizens interviewed by this paper today do not appear to take the matter as seriously as it deserves, but it is obvious that an immediate and universal protest must be made.

On page 10 of this issue will be found an account of the negotiations between the C. P. R. and the government to deprive St. John of a portion of the business it now enjoys.

Every citizen should read it and ponder over the possible results to the business and the prestige of this port.

The following are some interviews:

A Test Demanded

"If the report is true, St. John should certainly take a stand now. The test being made between this port and Halifax. We are not afraid of a test, and should Halifax prove to be the best port for the service in the interests of the Dominion as a whole, St. John will wish them success."

The above remarks were made by H. B. Schofield, ex-president of the board of trade, when asked his opinion of the published despatch re the C. P. R. wanting to have the Empresses stop at Halifax and obtain running rights over the I. C. R. Mr. Schofield thought it would be well if the delegation that was going to Ottawa should get away as soon as possible and look into this matter as well as the dredging.

St. John Must Fight

J. H. McNeil, president of the Board of Trade, said that the news that the C. P. R. had entered into negotiations with the government and Halifax was a great surprise, and apparently inconsistent with their former declaration as to their interest in the port of St. John, and until corroborated by that corporation will hardly be accepted. But their ambition to secure the fast Atlantic service would inspire them to make every effort, even to the extent of the purchase of the I. C. R. from Halifax to St. John, if necessary, for the completion of their scheme.

"I have always believed since the inception of the winter port trade, and still believe in the impregnable position of St. John as the port on the Atlantic for winter export and import trade, and that this port in the near future will be the successful rival of all ports on this side of the continent for both winter and summer freight traffic, but as 'eternal vigilance is the price of safety' strong men like the leader who yesterday passed away must now stand up for the interests of St. John."

High Handed Business

E. Lantalm, M. P., said that taking for granted that the reports in the morning papers were true, he would say that it was a high-handed piece of business on the part of the C. P. R., if they attempted to side-track St. John. The member of the local house said that this city had given the Carleton branch, the big wharf and the bar to the C. P. R. and that the building of wharves had cost the port over a million dollars and that a large amount of money was still to be spent. "I also consider it presumption," said Mr. Lantalm, "if the C. P. R. wants to run across the people's railway."

George F. Barbour said that he was of the opinion that it would not be permanent. He considered that the C. P. R. desired to come direct to this port but being unable to do so he thought that the winter at least the C. P. R. could not be expected to bring the Empresses here.

A Grave Injustice

Andrew Maclellan said that since 1896 he has been of the opinion that St. John is the port. He contended that and he does now that nine times out of ten the mails will reach Montreal quicker by this port than they will via Halifax. He is now of the opinion that with the Empresses stopping at Halifax and the mails and passengers being landed there the freight will ultimately be taken there.

In view of the money St. John has spent for the C. P. R. he considered it a grave injustice.

Opposes Any Change

George Robertson, M. P., when seen, said: "Without having any special knowledge, I think that the government of Canada would not change the conditions of the present mail contract with the Allan line, which are that the mail boats shall, after delivering the mails at Halifax, proceed to the port of St. John. This has worked very well so far and it seems to me that it would be prudent to let well enough alone."

Will Not Side-track St. John

A. O. Skinner said he did not think the government would make any arrangement with the C. P. R. that would side-track St. John. Hon. Mr. Emmerson, he was sure, would oppose granting the C. P. R. running rights over the I. C. R. He thought that the lack of energy on the part of the common council in not providing wharf accommodation as quickly as they might, had caused the C. P. R. to get uneasy and look elsewhere.

He was of the opinion that St. John would of necessity remain the freight port as it would be a much greater expense no matter what arrangement was made, for the C. P. R. to haul their trains to and from Halifax.

It was to be regretted, he said, that St. John was always represented by opposition members whenever an important matter was to be considered.

Is Not Serious

W. S. Fisher was not inclined to treat the matter seriously. He thought the emphatic statement of Sir Thomas Shaughnessy to the effect that St. John was their port, was quite satisfactory and until events proved the contrary he was not going to become hysterical about it. He was of the opinion that pressure was being brought to have passengers and the Overseas mail landed at Halifax and if that was so, it was not much use kicking about it as Nova Scotia had too much pull to be successfully fought against.

No Need for Alarm

B. R. Macaulay, when seen, said he thought there was no need of alarm. St. John, by reason of its geographical position, would always be the freight port of the C. P. R. The only answer that need be considered in this regard is the great increase in cost that the C. P. R. would have to contend with.

"In a talk I had with Sir Thomas

Shaughnessy some years ago, he stated positively that Halifax could never be considered as a freight port. The cost of cars would prohibit Halifax being considered at all. At the present time, when cars are so scarce, it would cost from \$15 to \$20 a day per car, and the three or four days consumed in sending cars to and from Halifax would make it impossible for the C. P. R. to carry out any such idea as making that port their freight port."

Mr. Macaulay's opinion was that pressure had been brought to bear on the C. P. R. by Lord Strathcona and others, while the government was being urged by the Nova Scotia members to allow passengers and the Overseas mails to be landed there and it was for this reason they were asking for running rights over the I. C. R. and not with any intention of sending freight. The Empresses, he thought, could not do otherwise than come here to land their freight.

Nothing to Fear

Alderman Bullock stated to the Times that he was of the opinion that St. John had nothing to fear. He felt that the freight would not be taken away from this port, but that the C. P. R., according to the contract with the government, were compelled to stop at Halifax, and under those conditions the facilities for landing passengers and mails at Halifax were better than here for the C. P. R., who naturally wanted to get as much out of it as possible for themselves.

Alderman Bullock said that he was of the opinion that the C. P. R., considering they had to stop at Halifax by con-

tract, have decided to do as well for themselves as possible under the circumstances.

Get At the Bottom Of It

W. M. Jarvis said he thought there was no need of alarm over the matter, but it would be as well to have the delegation that was going to Ottawa get away as quickly as possible to look into the matter and see just what the trouble was and what was wanted.

Should Work Together.

E. L. Rising, of Waterbury & Rising said: "I think we have the situation and facilities over Halifax for handling freight and know that people when travelling by the sea look for the shortest possible route. Therefore I think that Halifax has an advantage over Saint John for fast passenger service and can compete with Montreal, Boston and New York. Both places have good enough harbors and the quicker we stop running one another over that score the better. We want to see the whole maritime provinces grow."

These Would Not Talk

John Sealy, when seen by the Times, said that he would not express an opinion in the matter, as he could not say how true the report was, and furthermore he had not given the matter sufficient thought to make a statement.

T. H. Estabrooks said that he did not know the facts of the question, and could not place sufficient reliance in the reports to make a statement for publication.

ELECTION PROTESTS

REGINA, Sask. Jan. 26.—(Special).—As a result of the decision of the full court handed down a short time ago, nine election protests were dismissed at Regina yesterday. Six liberals and three conservatives are accordingly confirmed in their seats. The liberals are, Premier Scott, in Lumsden, Hon. J. A. Calder, in South Regina, Hon. W. R. Motherwell, in North Qu'Appelle, J. A. Sheppard, in Moose Jaw district, and W. C. Sutherland in Saskatchewan. The conservatives are A. W. G. Haultain, in South Qu'Appelle, J. D. Wellington, in Moose Jaw city and D. J. Wylie, in Maple Creek.

WORLD'S CHESS CHAMPIONSHIP

NEW YORK, Jan. 26.—Dr. Emanuel Lasker and Frank J. Marshall this afternoon will begin a match for the world's chess championship, in which world-wide interest is manifested, by reason of the fact that Dr. Lasker, holder of the title, has not been called upon to defend it since he defeated William Steinitz in 1907.

MONTREAL STOCKS

MONTREAL, Jan. 26.—(Special).—Canadian Pacific at 189, Montreal Street at 22 and Dominion Steel at 22 were the weak features of the stock market today on considerable liquidation, excepting in the case of the former, the price of which broke in Wall street and followed suit here. Other issues which figured in the trading were Dominion Coal 62, Illinois, pld. 92 and Toronto Railway 112.

N. Y. BANK STATEMENT

Saturday Jan. 26, 1907.
Reserves on all deposits decreased. 2,897,000
Reserves other than U. S. decreased 2,891,350
Loans increased 2,628,000
Specie increased 4,282,900
Legal tenders increased 1,042,200
Deposits increased 24,577,200
Circulation decreased 81,200
Bank statement disappointing.
W. H. GUADRY & CO.

Robert Phillips, of Glenwood, who is suffering from a disabled knee, arrived in the city yesterday and was taken to the hospital for treatment.

MILL FIRE MAY PROVE FATAL

DOVER, N. H., Jan. 26.—Mill No. 1 of the extensive plant of the Cochee Manufacturing company here, was burned today, causing a financial loss estimated at \$900,000 and possible loss of life. The fire broke out after the 500 operatives had gone to work, from a cause not yet determined. The flames spread rapidly and a number of the workmen and women jumped from the windows in the upper stories. Persons thus rescued reported that some had been overcome by smoke in the burning building and the firemen immediately began searching but without result.

OH! THE HEARTLESS, CRUEL WRETCHES

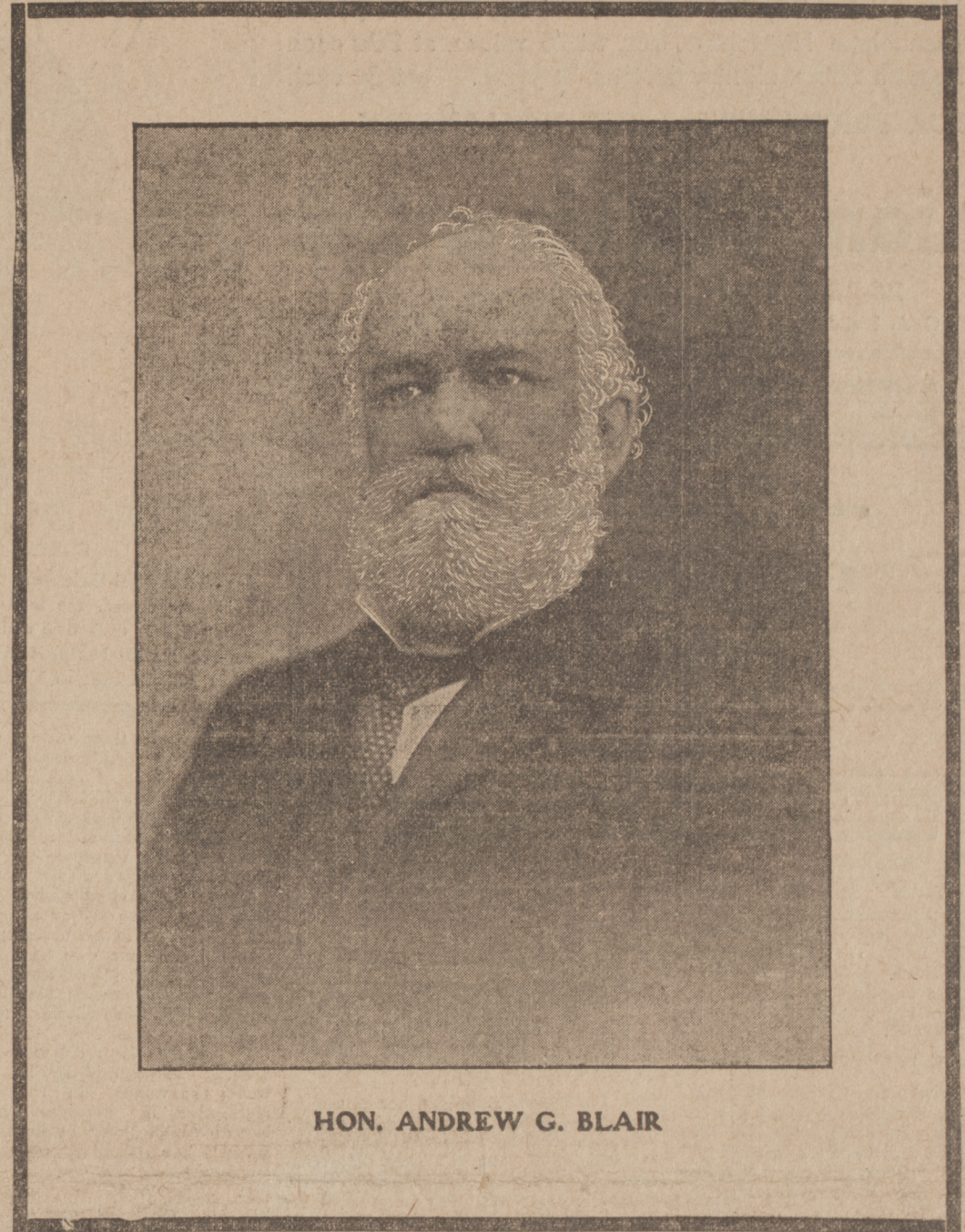
NEW YORK, Jan. 26.—A despatch from Cleveland says—"John D. Rockefeller's new wig is held up in the customs office for appraisement. Experts say the wig is a fine specimen of the wigmakers' art with hair long soft and of a glossy gray. It was ordered last summer, when Mr. Rockefeller was in France and reached America recently on the liner La Provence. It was made in Paris by a dealer who placed upon the invoice the modest value of five francs. Evidently it was paid for in advance. Appraiser Norton made some inquiries of local hair dealers describing the wig in detail, and they were unanimous that it would be cheap at \$75. All were indignant at Rockefeller's lack of appreciation of home industry. No appraisement has been made as yet. Norton will inspect the offerings of the local hairdressers and compare their work with the wig of Rockefeller before he passes judgment."

ROBBERY IN WEST END

Colwell's store in west end was broken into last night and it is reported that \$100 was stolen. Chief of Police Clark confirms the robbery, but has not yet received any definite report as to the extent of the loss.

West India steamer Oromo, Captain Buchanan, left Halifax this morning for this port.

MR. BLAIR'S DEATH IS A DISTINCT LOSS TO THE WHOLE OF CANADA



HON. ANDREW G. BLAIR

(See also pages 5 and 9).

FREDERICTON, N. B., Jan. 26.—(Special).—This city is in mourning today for its most gifted son, Hon. A. G. Blair, who passed away suddenly last evening at the home of his sisters-in-law, the Misses Thompson.

Citizens were almost dumbfounded over the tragic event and it is still the sole topic of conversation. The remains will be taken to Ottawa by the 5.59 train this evening for interment.

Supt. Pottinger of the I. C. R. has placed his private car at the disposal of the mourners who will accompany the body to the capital. These will include Mr. and Mrs. R. W. Randolph, Mr. and Mrs. C. Walter Clarke, Senator Thompson, W. T. Whitehead, M. P., and Miss Mary Thompson. The body was prepared for burial by the undertaker, John W. Adams, and enclosed in a casket cloth covered with gun metal mountings. Rev. Willard McDonald of St. Paul's church will conduct a short service at the Misses Thompson's residence for members of the family and personal friends at 4.30 o'clock, and the remains will be taken direct to the C. P. R. station for shipment to Ottawa.

Senator Ellis' Tribute

OTTAWA, Jan. 26.—(Special).—Senator Ellis says: "My recollection of Mr. Blair goes back as far as 1861, when he was a law student in Fredericton."

"In 1882 I was elected one of the opposition in the province of which he was leader, that defeated the government. I supported Mr. Blair then and afterwards in Ottawa, when he was minister of railways. We did not always take the same view on political questions, but we were always Liberals, and whatever little differences we may have had politically, that never interfered with our friendly relations, which were never broken. I regret exceedingly to hear of his death."

Lung, but has been unable to find the Ludlow in service long enough to take a picture of her in motion. She is a study in still life.

Director Hutchinson is out of town. The date of his return is uncertain. He promised good weather for the newspaper men's sleigh-drive tonight and has not delivered the goods. He is believed to have fled to Mispe.

The seizure of John D. Rockefeller's new wig by the U. S. customs authorities is a gross outrage. If ever a man deserved a good wigging it is John D.

Miss Birdie McWhat is greatly pleased with the prospect for a select snowshoe party over the golf links.

tions, which were never broken. I regret exceedingly to hear of his death."

A Leader of Men

Recorder C. N. Skinner said he knew Mr. Blair intimately from a few years before he went into political life and upon his entering the legislature he followed him closely as he had himself been in the assembly previously. He watched his success in that body and was convinced that with his wonderful force of character, large general ability and apparent love of public life but little time would elapse before he would become a leader.

In 1883 on becoming premier of the province he further manifested his ability to lead and during a whole career up to the time he resigned to enter dominion parliament he showed that characteristic of leadership. "He certainly had to contend with one set of difficulties. He occasionally, in my opinion, got into difficulties which were unnecessary, but he always managed to get out of them with credit to himself. He was the boldest, most adroit, determined and successful political man the province has yet produced."

"As a lawyer he held a leading position and was resourceful, judicious and relentless in the interests of his clients."

Great Force of Character

J. D. Hazen, M. P., leader of the provincial opposition, said that Mr. Blair had filled the most conspicuous place in public life of any man in the last quarter of a century. He was a man of undoubted ability and great force of character. He had a great capacity for work and was possessed of splendid energy, which made an apparent effect in an election campaign. He dominated local politics in New Brunswick while he was premier and, in fact, continued to do so after he went to Ottawa, as the victory of the local government in 1903 was due to the energy and force which he threw into the campaign of which he took personal control. The removal by death of a man who had been such an important factor in the life of the province would be regarded with regret by all.

A Strong Man Gone

MONTREAL, Jan. 26.—(Special).—The Gazette, referring to the death of Hon. A. G. Blair, says: "The sudden death of A. G. Blair will not cause the sensation in political life that a few years ago would have marked the event. Mr. Blair lived to understand how much of his strength even a strong man owes to his being seated in the place of power. Possibly with its notable success his career was on the whole a disappointment to him. It may be said of him that he was New Brunswick's politician. He disregarded party lines in the selection of his colleagues. By going into the opposition ranks, which, as a result, were filled with Conservatives, and taking therefrom into his administration leading members, he avoided the consequence of defeat in a general election and created for himself the reputation of an astute manipulator of men. At Ottawa he was hardly as effective as he had been at Fredericton. His chief legislative work at Ottawa was the Railway Act of Canada, creating a commission for the control of the railways of the country. In guiding it through parliament, he exhibited a knowledge of railway law and railway operation that showed him to have greater powers of mind than had been conceded by ordinary observers and raised him in the estimation of parliament and of the

country. By common consent almost he was designated as the proper person to take the chief position on the commission his bill provided for and his successor, Mr. Kilham, has lately told how capable and how effective was his work therein. In this connection he served his country well. Before becoming chief railway commissioner he had resigned his portfolio as minister of railways and canals, giving his reasons for his course in a speech that will live for years in the memory of those who listened to it and the like of which is rarely heard nowadays. A resignation that created even greater interest came on October 19, 1904, on the eve of the general parliamentary elections, when Mr. Blair retired from the Railway Commission for the purpose, some of his friends announced, of taking part in the campaign against the government."

"Mr. Blair's untimely death removes from our political life a strong man who in some things did good service to the country and who knew how to win and hold the personal regard of his friends."

What "The Witness" Says

MONTREAL, Jan. 26.—(Special).—The Witness says: "The sudden death of Mr. Blair will startle and shock the country. Mr. Blair has been largely in the public eye for years and has played many leading parts. So long has he been a public man, indeed, and so varied were his activities that most people will learn with surprise that he was only in his sixty-third year when he passed away. He was a forceful character, of great administrative ability and his career as minister of railways in the federal cabinet was entirely to his credit, as was his resignation from the cabinet on the question of paralyzing the Intercolonial."

"Only recently he announced his intention of re-entering the political arena as a liberal—but his battles are now over, his armor is off, his sword is laid by—he rests in his country's Valhalla."

Laurier and Blair

Sir Wilfrid Laurier has never given an interview. His opinion of Mr. Blair was best shown when he appointed him to be chairman of the Railway Commission, shortly after their difference over the government's policy on the G. T. P. As to Mr. Blair's opinion of Sir Wilfrid, that also has been well illustrated in the recent declaration of the ex-minister of railways that he was to return to politics to support that government. Their friendship was never disturbed.

A Great Loss

Hon. Geo. E. Foster: "I regret exceedingly to hear of the death of Mr. Blair. His death is a great loss."

Toronto Globe's Tribute

TORONTO, Jan. 26 (Special).—The Globe today says: "From his appearance in the house of commons in 1896 as minister of railways in the newly formed Laurier administration, till his retirement from it during the session of 1903, Mr. Blair was one of the most conspicuous figures in the life and parliamentary arena of the dominion. He came from the New Brunswick legislature to a larger sphere of activity, with a well established reputation for ability as both a legislator and an administrator and this reputation he greatly enhanced by the courage, intelligence and energy with which he threw himself into the work of his department."

"Under his regime new life was infused

(Continued on page 3)