

THE ST. JOHN EVENING TIMES

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INTEREST GROWING.

The special despatches to the Times today show that interest all over Canada in the result of Hon. Mr. Blair's action is growing in intensity. It is evident that his resignation and declaration of continued opposition to the Grand Trunk Pacific scheme will have a very marked effect upon the elections. The significance of his action cannot easily be over-estimated, for it will have a powerful effect all over the country, which awaits his further utterance with far more interest than it does any statement by even the premier himself. Mr. Blair, in private life, overhauls the leaders of the party from whose councils he has withdrawn himself, and fills today a larger place in the thoughts and in the confidence of the people.

SHOULD BE CONDEMNED.

It appears to be a simple and reasonable proposition that if Canada is to build the most of the new transcontinental railway, it should build the whole of it, and own it. The interests of the country demand that the government retain control of the great railway that is to be so great a factor in the future development of western Canada, and of the trade of the whole dominion. The people of the maritime provinces have a special reason to object to the Grand Trunk Pacific contract, because it does not provide that the traffic developed by the line must pass through Canadian ports. Just as soon as the Winnipeg section is built, the Grand Trunk Pacific will be able to hand over its traffic there to the Grand Trunk railway and its American connections. When the section from Winnipeg east to Lake Umbagog is constructed, the Grand Trunk will be ready with its long established connections, to take over the traffic of the new line and carry it to Portland, Maine. The relations between the Grand Trunk and the Grand Trunk Pacific are so intimate, and the former has so much money invested in Portland, that no unprejudiced man doubts for a moment that every effort will be made to carry trade to the Grand Trunk terminals at Portland. The government, under the contract, will be powerless to prevent such action. For this reason especially, the people of this city and province should oppose the scheme, but it should also be condemned because it places far too great power in the hands of a corporation, and pledges the country to an enormous expenditure for the benefit of that corporation. The whole scheme was hasty, ill-considered and imprudent; but the people have still an opportunity to stop it. Their own views and right the wrong which threatens the country.

CONCERNING MR. BLAIR.

Already efforts are being made to minimize the effect of Hon. Mr. Blair's resignation and the announcement that he will speak in opposition to the Grand Trunk Pacific scheme. The Globe seeks to convey the impression that he will enter the Montreal Herald hints at financial inducements held out by the conservatives. The Halifax Recorder tries to excite prejudice by charging that as minister of railways Mr. Blair was not fair to Nova Scotia. All these are but the evidences of a weak case. The government stands to lose more than it can possibly gain by tactics of this kind. The Times prints on another page today the comments of the independent press on Mr. Blair's action, and its significance. The opponents of Mr. Blair should not forget Sir Wilfrid Laurier's words:— "It could recall the eulogy which was passed upon Mr. Blair last session from the ranks of the Opposition. I could quote from honorable gentlemen opposite as to the high qualities, the great talents and the marked ability of Mr. Blair. I share in everything they said of Mr. Blair."

MR. BORDEN'S POLICY.

Replying to an enquiry made by Mr. Charles Hilbert Tupper, the leader of the opposition recently wrote this statement of what his party would do with regard to the transcontinental railway if it were returned to power:— Toronto, Ont., Oct. 10, 1904. "Hon. Sir Charles Hilbert Tupper, K. C. "In reply to an enquiry, permit me to outline the salient features of our transportation policy. We will immediately undertake the construction of a transcontinental railway to the Pacific as a government work. We will use all the powers of government and the financial strength of the Dominion. For obvious reasons the utmost expedition will be employed; in the first place,

to satisfy without delay the need of our Great West, in the shortest time, at the least cost in the important matter of interest upon outlay during construction. To ensure early completion, every section of the railway will be undertaken as rapidly as possible, with all the resources of government, surveys can be made and contracts entered into. Wherever it may be to the public interest we shall not hesitate to exercise for the acquisition of existing railways the same powers of compulsory purchase which are possessed and exercised by railway corporations for acquiring the property of individuals. We shall supplement our railway policy by such improvement of our canals and waterways, and of our harbors as will bring all up to the highest standard of the day and to the full needs of the country.—R. L. Borden.

A TRUE HUMORIST.

An election campaign in Newfoundland, is a joy to the journalist. The Times recently quoted some paragraphs from the St. John's Telegram, in which it appeared that Confederation with Canada, or rather opposition to Confederation, was being made an issue. Later copies of the Telegram show how this idea has developed, until the editor sees even in his dreams the horrid glitter of Canadian gold, and the despondent aspects of French Canadian domination. The following items from one issue of the Telegram, are funny enough to print:—

Boys, vote for "Bond, Britain and a Free Country." "Keep both hands on the Union Jack," and rally to the defence of Responsible Government. Your House of Assembly and your connection with the Empire, your liberties as British subjects are in the balance. Morine means Laurier, and Laurier means Confederation and French Rule, and Direct Taxation, and Popular Discontent, and Wholesale Emigration, and the Wreck of the British Empire on this side of the Atlantic. Choose now between the Rule of French-Canadian Laurier and Bond, a British-Newfoundlander. Newfoundland Britons shall never be slaves, till death for freedom's sake.

By the blessing of Providence and the wise administration of our public affairs, we have got over this awful condition of things. We will go back to the same condition again? Will we mark a single ballot for any party, for any banker or for Confederation intruder who helped one already to plunge this colony into the vortex of ruin? No! Never! We say that we cannot support any man while the entry is in sight, and that our young men, in every district, must arise and show to the world that they love their honor and their country, and that in their united strength, they are more than a match for the political intruders who are now, by scheming and platitudinous falsehoods, trying to get charge of the reins of government with the whole object of selling the country into Confederation with Canada.

Voters, the very same unregenerate, unreliable crowd of heterogeneous elements, hitherto known to that entitles them to public execration and not to public favour, are before the country to-day, with others who have compromised every principle of honesty, and they are now rubbing their hands together in a deep laid plot to sell this country to Canada.

We must, however, keep the Old Liberal Flag of freedom flying at the masthead, and we to the Canadian intruder who dares to assault the flag while there is strength in the Liberal arm and courage in the Liberal heart for the great contest which means so much to the people and so much to the general good of our Island Home. The repetition of Tory misrule, under which this Colony has been rent and torn, and wrecked and ruined in the past, would be about the most awful and deplorable repetition and misfortune that could be conceived of in the human mind. BOND, Britain and a Free Country.

No French Canadian need apply. FRENCH NOT SPOKEN here. VOTE for our own Bond not Laurier. WILL the "Missionaries" address the voters in French or English? IS there a bag of Confederation dollars, also? SHOW Canada that you can steer your own boat. TELL Canada to mind her own business. DOWN with Confederation and French Canadian aggression. AFTER breaking the Frenchman's yoke in Newfoundland shall we let Morine put us under the French Canadian yoke at Ottawa? NEVER! NEVER! NEVER!!! NEWFOUNDLAND Britons will never be slaves. CANADIANS are smart, but Newfoundland voters are not to be caught with chaff. OUR fathers and grandfathers fought against Confederation. PAY back the Canadians for all their impudence. NEWFOUNDLANDERS home from Sydney, you know what Confederation is.

IT was Confederation that sent the soldiers on you when you struck for just pay last year in Sydney. I PAY them back by voting for Bond and a free country. THE Confederates are backed by Canada. Let Newfoundland back Bond. NEWFOUNDLANDERS shall never be slaves. I. C. R. TO EXTEND.

North Sydney, C. B., Oct. 20.—(Special).—The I. C. R. is to extend to Sydney Mines, and W. B. McKernan, chief engineer of the road, is now here making arrangements. Work will be rushed at once.

"EXCESS OF PROSPERITY."

This is What Rudyard Kipling Says "Ruined England"—An Interesting Letter.

An interesting and characteristic letter from Rudyard Kipling has appeared in the Paris Figaro. It was originally sent to M. Robert d'Humieres, a French author, in acknowledgment of his book, "The Island and Empire of Great Britain." The following is the text of the letter, which we reproduce by the courtesy of the editor of the Figaro:— "Dear M. d'Humieres,—I have read your book on 'The Island and the Empire.' It has given me real pleasure, and I think you very much for it. There are few things more interesting than to see one's own country from the outside, and with a view as penetrating (and as indulgent) as yours, the liveliest pleasure is added to this interest. "From the point of view of an inhabitant, I am specially delighted with the homage you pay to the energy of the race, and to the fact that it is not without doubts on this point. There exists—and I congratulate myself that you have not discovered it—England, which, ruined by excess of prosperity, sleeps, and because it snores loudly imagines it is thinking. "Your remarks on the army strike are as perfectly just. You put your finger on the vital point of our system when you speak of soldiers who 'understand that they must not understand.' I believe you touch there the secret of many of our successes, and also many of our failures. It is the first thing that we teach our boys. "Your studies of India are a sheer delight for me, particularly those on Rajputana, where I wandered when I was young, through Chittor, Jeypore and the Southern India which has so fascinated you, although a great part of the poetry of dead India lies there. This India is the India of factories and railways, and the Empire moves among modern machinery and worships its gods in the shadow of engine sheds and boilers. This India is dead, but it is significant. "Believe me, I am with you heart and soul in what you say of the value which should be attached to the understanding between our two countries, not only because of its present utility, but for the sake of tomorrow. Our two peoples, it seems to me, are the complement of one another in temperament and destiny, logically and really. "Even were this not the case, one must remember that there is not so much liberty left in Eastern Europe that the two states should be at war. Both have to do with the same problems of blind or thwarted lands, where the world of the Middle Ages is absolute law, and the Middle Ages furnished with modern weapons. Can anyone doubt this? "We understand that you would discuss with more leisure the thousand interesting points of your book, should you find it in Eastern Europe that the two national temperaments. Believe me, our 'charity' is not at all cant. "It is a sad fact that the necessity imposed by the density of the population, and the fact that a country with a population of 400 to the square mile, cannot be a democracy except by the use of force. It would be an orgy, and business would suffer from it. "Besides, ours is a mixed people, six millions of whom (more than a seventh of the whole) live in a city which for five months of the year is enveloped in semi-darkness, alternating with profaned obscenity. We realize that here is a cause of irritation for certain nervous, and therefore we—the people—take exercise in order to counteract this abnormal stimulus. "We understand that we must not understand. To understand everything is no doubt to pardon everything. But it is the means to complete everything. "I have only one grievance against you, but it is a serious one. You say that the air is impregnated with a knowledge of agreeable sounds, and I never, never Obenack, unless in the barred organ, being back to my memory the songs of the music halls—my own, perhaps. "Really, I would rather the 'agreed' music of the legend than the 'agreed' music of Obenack. "Very sincerely yours, RUDYARD KIPLING."

THE WOODMAN.

When the grey lake-water rumbles And the dripping water drips And the bodiless autumn wind In the fir-tree sweeps to the bushes— When the air is sharply damp Round the solitary camp, Gleaned like a scarlet lappet— When the birches twinkle yellow And the cornel bushes mellow, And the owl across the twilight Trumpets to his downy fellow— When the nutted chipmunks rump Through the maple crimson pomp— And the slim vireonum flutters In the darkness of the avon— When the blueberries are dead, When the raven clusters red, And the sky liner, summer drenched, In the bracken makes his bed— On a day there comes one more To the latched and lonely door, Down the wood-road, striving stout, One who has been here before. Green grass branches for his head, Green grass makes his simple bed, Couching with the sun, and rising When the dawn is frosty red. All day long he wanders wide, With the grey moss for his guide, And his lonely axe strikes stones The expectant forest side. "Ere the quiet close of the day Back to camp he takes his way, And about his sober footsteps, Under the spider's play, On his roof the red leaf falls, At his door the bluey calls, And he hears the wondrous hurry, Up and down his rough log walls. Hears the laughter of the loon Through the ferns and the ferns, Hears the calling of the moose Echo to the curlew's note. And he hears the partridge drumming, The belated hornet humming, All the faintest of the things That forest the winter's coming. And the wind about his eaves Through the chilly night grieves, And the earth's and patient hills him, Follow to the falling leaves."

SOUNDED THE DEATH KNELL.

W. M. Jarvis Believes Mr. Blair's Resignation Will Defeat Laurier—General Political Notes.

W. M. Jarvis in speaking of the resignation of Hon. A. G. Blair has this to say: "I believe it will have a large effect upon the elections throughout Canada. When in upper Canada I was told there has been a great change and that the government is in danger of overthrow. In Quebec the change is marked, and I believe the Laurier government is to be defeated. Mr. Jarvis also said he believed Mr. Blair, in the course he has pursued, was actuated solely by his sense of duty to the country at large and the maritime provinces in particular. He put no faith in the Globe's Montreal despatch that Mr. Blair had accepted of a seat in the House of Commons. Mr. Blair did not have to do so, he added, for he had his open law offices and retainers in plenty would come. Mr. Jarvis said he had long known Mr. Blair's friend and he knew him as thoroughly sincere. Mr. Blair had some cause for the maritime provinces, he was wholly in earnest in his opposition to the G. T. P. on principle because it was not the best thing in the country's interest. He felt the G. T. P. was not in the maritime provinces interests and he gave up his lucrative position wholly because he believed he should oppose a scheme which he held was not good.

COUNTY MEETINGS.

The following programme of meetings throughout the county has been arranged. The candidates for city and county will speak at Musquash and St. Martins meetings and the others will be addressed by other speakers. The programme is subject to change. Friday, Oct. 21—Little River and Gardiner's Creek. Saturday, Oct. 22—Musquash. Monday, Oct. 24—Golden Grove and Fairville. The latter meeting will be held by the Borden Club. Tuesday, Oct. 25—Bedford. Wednesday, Oct. 26—Greer Settlement. Friday, Oct. 28—Millford. Saturday, Oct. 28—St. Martin and Lorneville. Monday, Oct. 31—Loch Lomond. Other meetings will be announced later.

TRURO CONSERVATIVES.

Truro, N. S., Oct. 20.—A large conservative meeting was held in Victoria hall last night, and addressed by Hon. Daniel McNeil and Hon. J. P. The speakers made a strong argument against the G. T. P. and claimed that Mr. Blair had some cause for the proposed railway scheme which was a prominent factor in the defeat of the government.

CAMPBELL COPEL.

A public meeting in the interests of the railway will be held in the city hall, west end, on Friday evening, Oct. 22. The address will be delivered by Senator J. V. Ellis, Richard O'Brien and Hon. H. H. Harrison. A large number of a liberal conservative mass meeting was held in Orange Hall, Fairville, last evening, and was largely attended. Speeches were made by Dr. J. W. Daniel, Dr. A. A. Stockton, and Messrs. E. Agar, Edward Nevins, and others.

The first public meeting of the St. John R. L. Bowden club was held in Temple Hall, last night. Harry C. Green presided and speeches were delivered by W. H. Harrison, H. G. McLeod, D. B. Ross. The meeting broke up with cheers for the conservative leader and candidates and the R. L. Bowden club.

P. M. Sproul, will be the principal speaker at a liberal conservative meeting to be held at Gordon Point on Saturday evening, J. D. Hagan will speak in Gilbert's Hall, Rothesay, on Monday evening.

POLITICS IN ITALY.

The Socialist Party Out After the Government, With a Manifesto. Rome, Oct. 20.—The socialist party last night published a controversial manifesto to the electors combating the programme set forth by the government yesterday. The manifesto says the government was compelled to decide upon a general election, owing to the situation brought about by the recent general strike in Italy, which the manifesto adds was a marvellous exhibition of humanitarian and proletarian solidarity, and a sure index that the civil conscience was ripe for a strike. In the class class interests were dissolved, the extreme left again giving the socialist party the full support of its 'supreme strength.'

YORK THEATRE.

Again it can be said that this popular vandyke theatre was filled last night, and the artists furnished the entertainment, were rewarded with liberal applause. Billy Hines the new member to the company did a splendid dancing specialty, and was warmly applauded. The Vaudevians are making a lasting reputation for themselves, by their clever work. And the same can be said of Charlie and Fonz. Their act is full of life, and they proved themselves artists of rare ability. The specialties the Spraguelles, is of a high class, and the active members of the company are thoroughly capable. Another good time is promised tonight.

PURITY IN POLITICS.

Is the Plea of Ministers in Annapolis—Apples For Hull.

Annapolis, N. S., Oct. 20.—(Special).—Rev. R. A. Smith, who has been in charge of the Anglican church at Round-Hill for a length of time has accepted a call to Trenton, N. Y., and left last week for his new field of labor. Rev. E. England of the Methodist church, Lawrenceton, delivers a special address on Sabbath evening on a visit to Ottawa, discoursed on "The righteousness that exalteth a nation," in connection with civic, municipal and national elections. His plea was for purity of voting. He evidently thought it apropos of the present crisis in our history. S. S. Dudgeon is expected here next week to load apples for Hull, England.

CAN'T SAVE THE VIKING.

Steamer Which Went Ashore at Rigolet is Not Worth Floating. Sydney, Oct. 20.—(Special).—The Dominion Coal Co.'s, tug, Douglas H. Thomas, arrived last night from Rigolet, Hamilton Inlet, Labrador, where she has been engaged about the steamer Viking, which went ashore at Rigolet some time ago. Diver Bert Forbes examined the steamer before she was towed to Sydney, and found it impossible to save her. The rocks were sticking through her bottom making it impossible to save her. The steamer was stripped of her rigging, and engine, the latter being brought here by the Thomas.

GOVERNMENT OWNERSHIP.

Three Fourths of all the Railways Outside of Great Britain, Canada and United States Under Public Control. Outside of Great Britain, the United States and Canada, three fourths of all the railways in the world are today under public ownership, and forty-two out of fifty-two nations have adopted this system in whole or in part. Belgium, Austria and Russia began with state-owned roads sold to private owners, and then later on began buying back that which they had sold.

The Australian colonies bought first the roads that had been extended so far into unsettled territory, and then later on to pay running expenses, extended them further, built up a business, settled the country, and then sold them to the public. The United States Consul-General Maratta says they would sell for more than the national debt. France, also, in 1878, took the first five roads out of bankruptcy, and soon made them profitable.

Advices to the owners to Halifax say that the steamer Havanna from Halifax, towing a barge to Hamilton inlet, La-100 barrels of pork and other provisions was struck by a cable in the Straits of Belle Isle on Saturday, and the cable broke. The Havanna anchored at Chateau, but the barge became a total wreck, breaking in two parts, which struck ashore on Sunday at Fozers cove. Every thing was lost. The freight was for lumber, and this was the second loss met with by this year, the steamer Viking with a full cargo, having been lost in August.

Key West, Fla., Oct. 19.—The Norwegian bark Hamfax from Camanche, for Europe, Captain Lowmore, ran ashore yesterday at Marquesas reef, during the storm. The crew were rescued by the schooner Westmore, and landed on Marquesas beach safe. The two Shilohs and crew, gave assistance. The hurricane missed Key West.

A Delicate Throat.

Cool nights and snappy mornings, may bring unpleasant reminders of your delicate throat. If you grow hoarse without any apparent reason, if an ugly little sore, takes.

Brown's Bronchial Balsam

at once. If it soothes and heals, it drives away that ratty soreness in the throat. Best of all, it prevents those distressing spasms of coughing, which are so likely to produce soreness of the lungs, in a bottle. PREPARED ONLY BY E. CLINTON BROWN, Cor. Union and Sydney Streets. Phone 1008.

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 as to how we are going to sell the stocks we have of other fairly good flours.

To the Public.

The Publishers of the St. John EVENING TIMES beg that you will give this paper a very careful perusal, and they have every reason to believe that you will concede it to be one of the best and brightest journals to be found anywhere. It is their intention to improve THE TIMES day by day, and make it without exception the leading evening paper east of Montreal. The subscription price of THE TIMES is \$3.00 per year, payable in advance, but any one subscribing at the present time will get the paper until December 31st, 1905, for this amount. If you desire to subscribe for THE TIMES, either by the year or by the month, kindly fill out either of the attached order forms and return with the required amount to the THE TIMES office, Canterbury Street, as soon as possible. The paper will then be delivered to your address each evening.

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