

## THE ST. JOHN EVENING TIMES

ST. JOHN, N. B., NOVEMBER 2, 1904.

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.

## WHAT MR. EMMERSON SAID LAST YEAR

"Do we want to help the Western people to get this grain to the Canadian Seaboard? Do we want to help them to get it over an All-Canadian Line? And do we want to make the help effective?"

"Then I say that the only way you can do that is by demanding and insisting upon the carrying out of the idea of the extension of a Government owned road across the Continent."—Hon. H. R. Emmerson, Minister of Railways, May, 1903.

## Why has he changed?

## SIR WILFRID'S LATEST.

In their despair the government party in St. John appealed a second time to Sir Wilfrid Laurier, and he has written another letter, which is printed with large headlines in the Liberal News today.

Weak as was Sir Wilfrid's first letter, the second is weaker still. He says over again that the government's intention is to have trade brought to maritime province ports, and that he personally will adhere to that policy.

This does not bind the company, which under its contract with Sir Wilfrid and his cabinet has power to route freight to Portland.

In his latest letter Sir Wilfrid says—

"The first proposal of the Grand Trunk was for the building of a railway from North Bay westward, which would have taken all the trade to Portland. To this we absolutely demurred and forced the company to consent to build a railway passing north of North Bay, through Joliette and extending to Moncton."

According to this statement Sir Wilfrid and his colleagues were helpless. The great Grand Trunk had made up its mind to build a railway, and all they could do was to compromise with the company and induce it to build a little more railway—at the country's expense.

Is Canada really so helpless? Must the government come down with the cash whenever a corporation has a proposition to submit?

The people will tell Sir Wilfrid tomorrow that he pursued a very unwise course. His latest letter contains no guarantee and there is nothing in it to alter this section of the contract which he signed—

(b) That all freight originating on the line of railway not specifically routed otherwise by the shipper shall be carried entirely on Canadian territory and to Canadian ocean ports. This section speaks for itself. Only the freight that is not routed to Portland will come to St. John.

The opponents of the G. T. P. could ask no better campaign material than Sir Wilfrid's two letters. They say all that can be said in favor of the scheme, and offer no guarantee that the interests of maritime province ports will be protected. The only thing that could protect them would be a binding contract with the G. T. P. company. The contract does not bind the company to bring all its freight to Canadian ports. All the letters that Sir Wilfrid may write cannot change that fact. He only reveals over again the utter weakness of the government's case, and the strength of the grip the Grand Trunk has got upon the country. That grip must be broken tomorrow.

## A FINAL WORD.

The political campaign, so far as the newspapers are concerned, closes today.

The readers of the Times, with perhaps a few exceptions, have made up their minds how they will vote tomorrow.

It is nevertheless worth while to call attention once more to the great issue in this campaign. It is the question whether the Dominion of Canada is to hand over for the next fifty years to a corporation largely foreign the interests of the new western province, or whether the people are to retain control of the development of a region which promises to be a most important part of the Canada of the future.

Sir Wilfrid Laurier and his colleagues appear to believe that the country is helpless unless it enters into a partnership with a corporation which has one foot in Chicago and the other in Portland, Maine.

If the people of Canada agree with this view of the case, the government will be sustained.

If on the other hand they believe that Canada can control her own affairs and direct her own development without the aid of a foreign corporation, they will prove their faith by defeating the government and giving a Canadian party an opportunity to shape the destinies of the country.

It is a choice between a party which despairs of Canada unless foreign aid is invoked and a party which believes that Canada can conduct her own affairs without the aid of foreign corporations.

As between the two intelligent voters are not likely to make any mistake.

## BORDEN WILL WIN.

The Times has endeavored to get from reliable sources an estimate of the probable result of tomorrow's election. As will be seen by reference to another page the estimate gives Mr. Borden a working majority in the next parliament. The government press has of course claimed everything in sight. That deceives nobody. Everybody expects the government press to make extravagant claims, and every sensible man is prepared to discount the promised result by anywhere from fifty to seventy-five per cent.

The information gathered by the Times from sources which it believes to be reasonably reliable gives Mr. Borden a majority of twenty to thirty.

St. John cannot afford to be on the wrong side. Mr. Borden proposes to nationalize the ports of Montreal, Quebec, St. John and Halifax. He will do it in any case, but he will do it the more cheerfully if the various ports interested declare their unqualified approval of his policy.

St. John should go solid for a government led by Mr. Borden.

It is a matter of self interest and self-advancement.

## The Portland, Me., Express discussing the G. T. P. contract says: "Under the contract, which has been entered into between the government and the Grand Trunk, there is no binding agreement that all shipments from the Northwest shall not be made over the present route of the Grand Trunk to its terminus at Portland, the matter being left to the individual shipper."

What have the electors of St. John to say to this?

## FOOLING THE PEOPLE.

Certain letters and other appeals to the electors have been submitted by the Grand Trunk press of St. John on the theory that the electors are a stupid lot, who cannot reason for themselves. It is unnecessary to attempt to refute the arguments and assertions set forth.

The party or the company which assumes that the electors of St. John are a gullible lot makes a very serious mistake. The electors have read the section of the G. T. P. contract which authorizes the company to route freight to Portland, and they know perfectly well that all the assurances of Sir Wilfrid Laurier, and all the pledges of an irresponsible press and of men who will be defeated are utterly worthless.

The only thing that could have safeguarded the interests of St. John was the contract with the Grand Trunk Pacific Company. That contract gives the company power to route freight to Portland, where they have millions invested. No man is foolish enough to believe that they will do otherwise than route all possible freight to their own winter port.

The G. T. P. press of St. John has certainly put up a good fight. It has earned its money. But the people know what it means, and who is expected to pay the bill.

## HALIFAX SECTIONALISM.

The Halifax Chronicle attacks Mr. James F. Robertson, for his attitude on the G. T. P. scheme and says—

"We have no desire or intention to raise any sectional cry. But we should be pardoned, we think, if we remind the people of Halifax, Nova Scotia, and Eastern and Central New Brunswick that Mr. Robertson, of whom the opposition approve so highly, is a company with a purely St. John tomorrow."

## BUFFALO BILL ON THE TRAIL.

Four Outlaws Robbed a Bank, Shot the Cashier and Fled to the Mountains—Half a Dozen Poses are After Them and Will Hunt Them Down.

Cody, Wyo., Nov. 1.—Four heavily armed outlaws from the Hole in the Wall County, held up and robbed the First National Bank of this place today, and, after shooting and killing cashier Frank Middaugh, had a running fight with cowboys and hunters and escaped into the Rattlesnake mountains, where they are tonight being pursued by half a dozen different posse. A battle is imminent. The Hole in the Wall gang are noted as the most desperate outlaws in the west, and the Cody posse are determined to wipe the bandits out of existence.

Just before the close of the bank this afternoon a party of four roughly dressed men, rode up to the First National Bank in the heart of the town and immediately across the street from the

faction headed by Mr. Blair, is opposing the government, so far as can be judged, simply because it has not given St. John everything and the rest of us nothing.

## A SIMPLE CHOICE.

The people of St. John should not permit themselves to be misled by any last minute arguments propped by the partisans of the government. The issue is perfectly clear and plain.

It is St. John or Portland.

Summed up, the whole question resolves itself into this form: Will Sir Wilfrid Laurier stand for a company which has its railway terminus at Portland, Maine?

Mr. Borden stands for a policy which will cut out Portland and give Canadian trade to Canadian ports. The choice should not be a very difficult one for any intelligent voter.

The Liberal News today publishes Mr. Blair's letter to Mr. Thomas McAvity written at the time he retired from political life. The most important feature of that letter is the declaration that the government's railway policy, forced him to retire. He has since reaffirmed his opposition to the scheme. His condemnation of it has never been answered.

Mr. Blair as minister of railways, could not coax nor compel the Grand Trunk to hand business over to the I. C. R. The government can do no better with the G. T. P. The latter can route freight to Portland, and will do so, because it has large financial interests at the Maine port.

It only remains now for every friend of St. John to rally to the polls tomorrow and defeat the G. T. P. scheme of gift and graft, which would sacrifice the interests of St. John in favor of Portland Maine.

New Brunswick will be in line tomorrow with the rest of Canada in favor of a truly Canadian transportation system—that does not look to a foreign port.

Mr. Blair, who was in the cabinet as Minister of Railways and who knew all the secrets of the administration, said he could not steer the G. T. P. bill through Parliament unless he wore a mask and carried a dark lantern. No comment is required to strengthen this characterization of the government's bargain with the Grand Trunk.

What does the port of St. John owe to the Grand Trunk, which did not keep its agreement to hand freight over to the I. C. R.?

A vote for the government is a vote against the best interests of the city, the province and the dominion.

Stand up tomorrow for the principle of Canadian trade through Canadian ports.

Ask your neighbor to join you in upholding the rights of St. John tomorrow.

Anna (Buffalo Bill's) hotel. Three men dismounted and entered the building, the traffic resulting outside to guard the horses.

As soon as the outlaws entered the bank one of them covered cashier Middaugh, who was the only man in the room, and demanded the cash from the vault.

The shooting attracted the attention of a party of hunters who reached the bank from the opposite side of the building, and these rushed around the bank, and opened fire on the outlaws. The outlaws in the building rushed out and under cover of the darkness, mounted their horses, and rode down the street, firing in all directions and scattering the crowd, and rode from thence into the mountains, seemingly without a search.

The feeling between the McKewen and O'Brien factions is growing in bitterness. Each is ready to sacrifice the other.

## THREE MEETINGS HELD LAST NIGHT.

Splendid Audiences Hear Conservative Orators Denounce the G. T. P.

A meeting held in Tabernacle Hall, Haymarket square, last evening was splendidly attended, the hall being quite full and the audience very enthusiastic. James Keyes was in the chair, and the speakers were Dr. Daniel, Dr. Stockton and W. P. Hatheway.

Dr. Daniel discussed the issues of the day at some length. He criticized adversely the G. T. P. scheme. He gave the transportation question, which was the one of great interest to the people of this part of the county attention.

The Liberal press had been very free with prophecies as to the good things which were coming to them, but had given very little real argument. Prophecy was easy, but he thought the prophecies were entirely incorrect, and he firmly believed that after November the third Mr. Borden would be premier of Canada.

Dr. Stockton was received with cheers and cries of "he's all right." He met the long line of Liberals who had told him that they had never cast a conservative vote before, but they were working for his election, for he represented a correct principle and they were going to put country before party as a matter of pure patriotism.

Dr. Stockton dealt with the G. T. P. scheme and proved conclusively to his audience the folly of his government's plan.

W. Frank Hatheway dealt with the traffic question. In regard to the G. T. P. Mr. Emmerson had himself said in 1903 that the only thing that was of the slightest use was government ownership. Why, then, did he now ask that the contract should be carried out in its entirety?

The meeting closed with hearty cheers for the king and the conservative candidates.

The meeting in the Temple of Honor Hall, north end, was one of the most successful a campaign noted for the success of the conservative gatherings. The hall was packed to its full extent, and men were standing in the aisles and at the back of the hall, even to the stairs leading out of the hall. Dr. J. B. Gilechrist was chairman.

Alderman A. W. Macrae delivered a most stirring address and as he made point after point against the government's vacillating policy was repeatedly interrupted by cheers and applause. Among other things he said: "Government ownership compares very favorably with private ownership in this province. We have only to contrast the rates on C. P. R. and I. C. R. in places where there are no competing lines, to see the difference. The government road does not have to pay large dividends, even interest on the cost is not always aimed at. On the other hand private corporations have to pay a high rate of interest to secure investors, and rates have to be correspondingly high."

J. D. Hazen delved into the G. T. P. scheme in detail, and criticized adversely the contract entered into by the government. Referring to the I. C. R. he said that road was never built as a commercial proposition, but its usefulness is quite apparent, and a vigorous protest would greet any scheme to hand it over to a private concern. The government is influenced by public opinion, but a company has "no body to be kicked and no soul to be damned."

J. B. M. Baxter also addressed the meeting briefly.

At the conservative meeting in Coughlin's Hall, Sydney ward, the speakers were I. P. D. Tilley, John Killen, W. F. Hatheway, Dr. Daniel and Dr. Stockton. The hall was packed to the doors, and all the speakers received the best of attention.

The speakers as they advanced their arguments against the G. T. P. policy of the government were heartily cheered.

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