

ST. JOHN STAR, TUESDAY, APRIL 5, 1904.

"Flowers For Easter."

Brighten them and make the plants grow by using "EMPIRE PLANT FOOD."

25c. Per Tin.

ROYAL PHARMACY,

25c. Per Tin.

Sugar Cured Smoked

Shoulders, 9 cents

per lb.

Sugar Cured Roll

Bacon, 91-2c. per lb

at

The 2 Barkers, Ltd

100 PRINCESS STREET.

HAND-MADE BOOTS

AND SHOES.

A number of pairs of Men's

Hand-Sewn Shoes of Box and

Niagara Gait, Misfit. Made to order

for \$3.50, now selling at \$4.50

All My Own Make.

Also First Class Repairing Promptly

Done.

CHAS. W. GODSOE,

47 BRUSSELS ST.

BEST SET TEETH, \$5.00.

OUR POPULAR PRICES:

Gold Filling.....From \$1.00

Silver Filling.....50c.

Porcelain Filling.....50c.

Gold Crown.....\$2.00 and \$3.00

Full Sets Teeth as above.....\$3.00

Teeth Repaired, while you wait.....50c.

Extracting, absolutely painless.....50c.

Extracting when teeth are ordered.....FREE

We give a written contract to your

work satisfactorily and keep it to repair

free of charge for ten years.

Guarantee Dental Rooms,

DR. F. H. DICKIE, Proprietor.

16 Charlotte Street.

Cakes, Pastry!

HOME-MADE COOKING,

Fresh - Every - Day.

All Orders Promptly Attended to.

J. IRWIN,

636 MAIN ST.

Whittaker

& Humby.

FURNITURE

Repaired, re-polished and upholstered

equal to new. All house repairs ex-

ecuted on shortest notice and lowest

prices. A good opportunity for

spring cleaners.

Spring Street, 175 Princess St., St. John, N.B.

Residence, 200 Main Street, N. B.

Germs

Especially Consumption

germs. What are

you going to do about

it? : : Use PARK'S

PERFECT EMULSION.

It kills them.

Broad Cove Coal,

\$7.00 a Chaldron.

Delivered. Tel. 1023.

E. RILEY, -- 254 City Road

Spring Medicine.

Nature's product, NEEBDEGA MIN-

ERAL SPRING WATER, will remove

uric acid and over acidity from the

system.

At druggists and from T. F. Simon-

son.

WILL GIVE AWAY

A long-wearing dish-cloth, with the

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ST. JOHN STAR.

ST. JOHN, N. B., APRIL 5, 1904.

MR. HAYS' PROMISE

While Mr. Hays, Sir Charles Rivers-

Wilson, Senator Cox and a few others

who are promoting the G. T. Pacific

scheme are prominent in the Grand

Trunk Co's affairs, the great majority

of the Grand Trunk shareholders are

not directly interested in the new road.

So in order to induce those share-

holders to assume what responsibility

the Grand Trunk was required to un-

derstand in connection with the Grand

Trunk Pacific it was necessary that

they should be made to see that the

building of the new transcontinental

would be directly beneficial to the old

road with its terminus at Portland,

Me.

Mr. Hays was able to do this with

ease, with the result that the contract

between the Grand Trunk Pacific Co.

was unanimously endorsed. To accom-

plish this result Mr. Hays first as-

sured his hearers that the Grand

Trunk prospects under present con-

ditions were not satisfactory. In begin-

ning his speech he said:

"Ladies and gentlemen, if I thought

I could assure you that these dividends

on the first, second and third pre-

ferences, to the extent that they have

been paid, would continue, then I

would not be here today advocating

this new enterprise."

In other words, the G. T. P. deal

was essential to the prosperity of the

Grand Trunk, otherwise he would not

have advocated it. In proving his

point Mr. Hays showed that, with the

growing capacity of other Canadian

roads, it was necessary for the Grand

Trunk to have other sources of supply

for western freight than that provided

by competitors; it must have a feeder

which could be depended on. The

Grand Trunk must go to the source

and chain the western business to it-

self. This object he declared would be

accomplished by the Grand Trunk

Pacific, which would gather the traffic

from the most productive sections of

the Canadian west and, either by

hauling it to the western end of Lake

Superior and shipping it to the Grand

Trunk lake ports or by winter-by

hauling it around the north shore of

Lake Superior to a point where it

could be conveniently transferred,

would provide a great traffic for the

old Grand Trunk through Ontario and

Maine to Portland.

In all his speech Mr. Hays made no

mention of any sections of the pro-

posed road east of the great lakes.

For his purpose they might as well be

non-existent. The government may

build them if it so wishes but it can-

not, under the present contract, compel

the hauling of a ton of trans-

or Mr. Hays' speech, which included

the following significant utterances:-

"Wheat will not be carried all the

way east by rail. The Canadian Pac-

ific, the Great Northern and the North-

ern Pacific take wheat to Port Arthur

or Duluth and use water carriage on

the Great Lakes. Similarly the wheat

gathered by the Grand Trunk Pacific

will be carried to Port Arthur, AND IF

THERE IS TO BE ANY LAND CAR-

RIAGE EASTWARD OF THE LAKES

THE GRAND TRUNK WILL HAUL IT.

The Grand Trunk Railway Company

is able to do an occasional good turn

for the great liberal party of Canada

in exchange for favors past, present

and to come. A week ago the Ross

government was hard pressed because

three of its supporters were away and

the government majority is three.

While the liberal members kept up

the talk all night the Grand Trunk

company sent a special some hundreds

of miles for one of the absent mem-

bers. "he service would have cost

some \$200 if it had been paid for."

Senator Wark again refused to make

use of a private car for the journey

between Fredericton and Ottawa.

Perhaps this aversion of the centen-

arian politician to private cars explains

why he has never been called to a seat

in the cabinet of any of the govern-

ments under which he has served since

confederation. It certainly disqualifies

him nowadays.

The decision of the Fleming firm,

which has the contract for the new

ferryboat, to build the steamer here is

good news for the workmen of St. John.

WHAT MATTERS IT.

What matters it that all the skies were

dark,

And black the night and tense?

With morning came the singing of the

lark,

And joy for recompense!

What matters it that every day by day,

Up ragged slopes we fare-

Do not Love's roses blossom by the

road,

And sweeten all the air?

Life's pathway is a toilsome one, I

know,

Thick strewn with many a thorn;

But, O, the joyance of the moonlight

And rosy smile of morn!

Full oft the footsteps falter on the

road,

But one clear bird song seems to lift

the load,

And cheer the fainting soul.

And so, what boots it though the skies

be dark,

And black the night and tense,

Since morning brings the singing of

the lark,

And joy for recompense?

One day of golden summer pays away

For winter's storm and drear;

One brief sweet hour of pleasure will

outweigh

Long weeks of sorrow! H. Greer.

LOCAL NEWS

A meeting of the Newman Brook

Quilt Club will be held Friday eve-

ning at 8 o'clock. A full attendance

is requested, as the question of invit-

ing four of the Studley Quilt Club of Hal-

ifax over here during the terecentary

will come up.

It is probable that the new signalling

corps to be established in this city dur-

ing the summer will be commanded by

Sergeant Thos. Powers, at present of the

3rd R. C. A., who will have the rank of

lieutenant. Sergeant Powers has been re-

commended for the position, and it is

expected will be gazetted when the

corps is formed.

TO BE BUILT IN ST. JOHN.

The New Ferry Steamer Will be Put

Together Here.

It has been settled that St. John's

new ferry steamer will be a Canadian

production in its entirety. After en-

deavouring everywhere to arrange for

the hull the Fleming firm, whose offer

to build the steamer was accepted

some time since, have made the discov-

ery that the Bertram Engine Works of

Toronto could turn out and fit the hull

at the best figure. John Gerrell, the

manager of these works, spent a couple

of days in St. John, and the result of

his visit was that yesterday the

Messrs. Fleming completed a contract

with the Bertram concern for the fur-

nishing here in St. John of all the ma-

terials needed for the completion of the

hull. It is understood the plates and

other things will be sent down to St.

John from Toronto in July. Here the

hull will be put together by the Flem-

ing men, and the rest of the steamer

will be built right in St. John. Twenty-

five cars with a capacity of ten tons

each, will be required to land