

ST. JOHN STAR, SATURDAY, OCTOBER 15, 1904.

# NONEY TALKS!

Another lot of our Superior Crutches has arrived. We guarantee satisfaction or money refunded.

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47 KING STREET.  
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PALACE SLEEPER.  
STANDARD COACHES.  
AND COLONIST SLEEPERS.  
Halifax to Montreal without change.  
Daily Car Tour to Matamoras.  
Leaves at 8:30 a.m. daily except Sunday.  
Leaves at 8:30 p.m. daily except Sunday.  
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Leaves Montreal 8:40 a.m. Every day for Manitoba, North West and Pacific Coast.  
Palace Sleepers, Standard Coaches and Colonist Sleepers Every Day.  
**Tourist Sleepers**  
Every Thursday and Sunday from Montreal for Vancouver.  
For particulars and tickets call on W. H. C. McKay, St. John, N. B., or write C. B. Foster, D.P.A., St. John, N. B.

# BEST SET TEETH, \$5.00.

## OUR POPULAR PRICES:

Gold Filling ..... From \$1.00  
Silver Filling ..... .50  
Porcelain Filling ..... .50  
Gold Crowns ..... \$2.00 and \$3.00  
Full Sets Teeth on above ..... \$5.00  
Teeth Repaired, while you wait ..... .50  
Extraction, absolutely painless ..... .50  
Examination ..... .50  
Dentures when teeth are ordered. FREE  
We give a written contract to do your work satisfactorily and keep it in repair free of charge for ten years.

**Guarantee Dental Rooms,**  
DR. F. H. DICKIE, Proprietor.  
15 Charlotte Street.

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## SPECIAL SALE.

PORT HOOD, Cape Breton Coal, at \$4.50 per ton delivered in three ton lots, and all Soft Coal, cash with order, at the following prices per chaldron of 2,800 lbs. delivered.  
Winter Port ..... \$5.30  
Port Hood ..... \$5.30  
Reserve ..... \$5.30  
Broad Cove ..... \$5.30  
Strathcona ..... \$5.30  
Pictou Round ..... \$5.30  
Pictou Egg ..... \$5.30

Best quality of American Triple X Lehigh Hard Coal at \$6.15 per ton delivered, or in three ton lots, cash with order, \$5.50 per ton delivered.  
Scotch Hazelnut, \$4.00 per ton delivered.  
Other sizes of Scotch Hard Coal from \$5.25 upwards.  
We can deliver either American or Scotch Hard Coal in bags put in the bin at a small extra cost.

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6, Charlotte St. and Smythe St.

**J. H. RYAN, M. D.**

HOURS:  
2 to 5 daily, excepting Saturday and Sunday.

36 SYDNEY ST., - ST. JOHN.

# Broad Cove Coal,

\$7.00 a Chaldron.

Delivered. Tel. 1023.

**E. RILEY, - 254 City Road**

# TO ARRIVE!

By Donaldson line steamship "Ty-tonta," Scotch Hard Coal, Parties wanting this coal please leave orders early with  
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71 Smythe Street.  
Telephone, 1021.

# Best Quality Screened

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SCOTCH ANTHRACITE

And MINUDIE ROUND.

**UNION COAL CO.,**

Tel. 250. - 63 Smythe Street.

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(INTERNATIONAL DIVISION)

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St. John, N. B.

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# ST. JOHN STAR.

ST. JOHN, N. B., OCTOBER 15, 1904.

## ST. JOHN'S TWO CHANCES.

It is not surprising that Mr. McKeown is the only Liberal campaign speaker who, as yet, has ventured so far from the truth as to declare that the Conservative policy, there will be no section of the transcontinental built through New Brunswick.

The truth is that while the Liberal railway plan provides for the building of a road through the province to Moncton with no direct connection with St. John—unless the company out of the kindness of its heart chooses to build a connecting line itself—the Conservative proposition provides not only for the construction of a road through this province but also for its connection with this port.

More than that; in the Grand Trunk Pacific contract there is nothing to bind the company to send its export freight to maritime province ports over the road which the government is building for it. There are, indeed, clauses in the contract which differentially inform the company that such a course would be desirable, but they are not binding and there is not a shadow of any penalty provided in case the company should ignore them. And that they will be ignored by a company which already owns a line reaching an American port and also owns great harbor facilities there, is certain.

On the other hand the Conservative policy as laid down by Mr. Borden, provides for the construction through New Brunswick of a line which, being owned by the Canadian people and having no other interests to serve than Canadian interests, is absolutely certain to carry all its export traffic to Canadian ports.

## GOVERNMENT OWNERSHIP.

Hon. Mr. Fielding made a speech in Halifax the other day which the Liberals over there thought so good that they paid a Conservative paper—the Herald—a large sum of money for printing a verbatim report so that people would read it and take some stock in it. In no other way.

In the course of that speech, Mr. Fielding with more courage than most of his colleagues, declared himself opposed to public ownership of national railways. He said:

"Now government ownership has certain advantages in a small area. A municipality may run a tramway successfully and the Dominion government may even operate the Intercolonial railway successfully, but whatever others may say, I am here to join the highest authorities in saying that the construction of the National Transcontinental Railway and its operation as a government work would be an unwise proceeding."

But not one argument, not a single solid fact, did Mr. Fielding bring in support of his position. And for the very plain reason that there are no such arguments and no such facts. If a government can operate a short line successfully why can it not own and operate a longer line? If it can be argued that it is proper for the people to control a utility which only serves the interests of a few what can be said of the ownership and management of one upon which depends the welfare of many? Mr. Fielding made the only answer—Nothing.

Mr. Fielding is not an ignorant man. He knows that everywhere the principle of government ownership of railways has been adopted it has more than justified its adoption. He knows that outside of Great Britain and the U. S. and Canada, three-fourths of all 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. Railways are owned by the state in despotic Russia, and the referendum government Republic of Switzerland. Experience in government ownership dates back to 1834, when Belgium introduced the system with the adoption of the railway system. In 1840 two countries owned 45 miles of lines; in 1900 forty-two countries owned 167,333 miles.

He cannot be ignorant of the fact that Austria and Russia began with state-owned roads sold to private owners, and then later on began buying the roads that they had sold.

out of bankruptcy, and soon made them profitable.

And he must know that in Germany there are today 2,817 miles of line in private hands, and 26,052 miles in the hands of the public. In France the entire mileage—52,225—is in the hands of the people, and the same is true of Brazil with its 13,580 miles.

Is it any wonder that Mr. Fielding does not attempt to bring arguments or to marshal facts in support of his opposition to the government ownership of the Grand Trunk Pacific?

"There cannot be any question about it. They (the Grand Trunk Company) carry to Portland, the trade that now comes to them from the west and they will carry to Portland in the future the trade which they gather in the west by means of the G. T. P. I challenge my honorable friends to point to any reason why that traffic, which the honorable member for Hants (Mr. Russell) says will come across the lakes to North Bay, should be carried to the maritime ports of Canada, and why traffic which is carried at the present time under an agreement of which we have heard a great deal in days gone by and carried to the maritime ports of Canada,"—L. Borden, May 27.

"Is it possible that because they have a surplus of twenty million dollars this year, they assume that they can spend one hundred and twenty millions? My right honorable friend says this thing is going to cost us but twelve or thirteen millions. Well, that is an extraordinary calculation for him to make. I am sure that the honorable gentleman did not study the financial phases of this question, or he could not have reached such a conclusion. We have got to spend at the outset sixty-five millions on the eastern section. Is not that going to cost us money?"—Mr. Blair.

"If the building of this line through New Brunswick will give our maritime cities a better fighting chance I would be prepared to support an expenditure of money for that purpose. \* \* \* But if a line is built it should be retained as a part of the Intercolonial railway."—Mr. Borden in parliament.

A vote for the Nationalization of the port of St. John and the return to the payers of the hundreds of thousands of dollars they have spent in improvements.

Mr. Emmerson just dropped in on Northumberland. And here it is again, sixteen to fourteen, with no end of trouble. It was not managed so in Mr. Blair's time.—Sun.

Our own railroads. Our own ports; our own markets.  
Shall the government own the railway or the railway own the government?  
Don't sacrifice St. John to the Grand Trunk.

**COMPENSATION.**  
A little bit of sorrow  
A little bit of pain  
A little bit of blood  
A little bit of sweat  
A little bit of tears  
A little bit of blood  
A little bit of sweat  
A little bit of tears

And, in the long hereafter,  
When the balance sheet appears,  
If I've had my share of laughter,  
I will not begrudge the tears.  
—Washington Star.

## SATURDAY SERMONETTE.

"The evil that men do lives after them."

—Shakespeare.

"But evil is wrought for want of thought,  
As well as want of heart."

—Hood.

A half century ago a little boy of four went with his mother to call upon a friend. While his mother was talking with her friend the restless boy went out to amuse himself in the grounds. Two ornamental trees had been planted on either side of the gate in the front of the house, and the country boy who had thought of trees as enemies to be destroyed never dreamed when he stripped the bark off one of them that he was doing anything wrong.

The little tree stopped growing and died, but the little boy lived and grew to manhood. Fifty years after, he passed the place where he had destroyed the little sapling. His companion had grown to be a large and beautiful tree, but there was a gap in the hedge on the other side of the gate, and he knew that but for him, there would have been no gap in the hedge. For the tree he killed in his boyhood left the grounds incomplete. The men who planted the trees had long been dead, but the shame of that hour came back to the man who destroyed the tree, and he remembered his thoughtless, irresponsible act and the angry man and his mother's troubled face.

A man not generally unkind, in an irritable mood, one day, spoke sharply to a little boy. The sensitive boy never forgot the unjust words, and all ways when he saw the man or heard his name mentioned an unpleasant memory was awakened.

The years went on, and the man, who had forgotten the incident, was seeking an office that meant much to him, and if the influence of the man he had wronged when a boy could be secured the position was assured. But that influence went against him, and he lost what he had coveted because long years before he had made a gap in his hedge.

The man who snubs the one he considers an inferior may find the inferior the superior some day.  
The insignificant boy who jostles aside may push us off the pavement some day.  
The evil that is wrought for want of thought is so often a disastrous result as the evil wrought for want of heart.

# LABOR MEN

## OPPOSE G. T. P.

They Strongly Favor Government Ownership.

Labor Congress Took This Stand and St. John Union Men

Cordially Agree.

At the Labor Congress of Canada, which was held last month in Montreal, labor representatives from all parts of the Dominion were unanimous in their advocacy of government ownership. Resolutions declaratory of this stand were passed and copies of these resolutions were placed in the hands of the Dominion government. The labor people of Canada thus placed themselves on record as uncompromisingly opposed to the Grand Trunk Pacific scheme and subsequent events have not been such as to cause them to change their minds.

The great discussion on government ownership at the Labor Congress took place on the twenty-third of September, not quite a month ago. Nearly every labor representative present, including those from St. John, expressed their views on the subject, and all strongly advocated the government ownership of the Grand Trunk Pacific Railway.

"When the vote was taken," as one report of the proceedings reads, "it was found that the labor men of Canada had pronounced themselves in no uncertain sound in favor of government ownership of railways."

The action of the Labor Congress has been since indorsed by unions in every part of Canada. In St. John the labor unions are in accord with the pronouncement of their supreme body. Government ownership is the all-absorbing topic with Canadian labor people today. St. John unionists have gone into the essentials of the Grand Trunk Pacific scheme with a patience and a thoroughness born only of an honest desire to probe it to its very bottom. It would be highly absurd and an unpardonable insult to say that labor people know nothing about this great question. A Star reporter asks a labor leader, a man who is looked up to by his fellows as a sound adviser, if the labor people were really taking a live interest in the great transcontinental issue which confronts the people at the present moment, and he was answered positively in the affirmative.

"Reasoning from the benefits which accrue to him from municipal ownership," he said, "the laboring man is not slow to recognize the greater benefits which must arise from government ownership. The laboring man is striving hard to better his lot and he is ready to support what will tend to accomplish that end. Government ownership, he knows, will not only decrease taxation, but it will help to bring about what he is probably more anxious to have—shortened working hours. The average daily working time of laboring men in Canada today is nine and a third hours. In some places laboring men work twelve hours. A standard, legalized working day of eight hours is what every laboring man desires and government ownership is the surest means of bringing it about."

"The Grand Trunk Pacific scheme is not government ownership; it is railway-owned governmentality. The thinking laboring man will have no faith in the scheme unless its projectors give him an irrevocable undertaking that not one pound of Canadian freight intended for transportation to Europe will be sent via Portland, Me. The stand that Mr. Blair took in parliament convinces the labor union people that the scheme is not sound. Mr. Blair had the support of Unions throughout Canada, and if he had stuck to his position he could undoubtedly have killed the scheme in its infancy."

No thinking union man will trample upon the very fundamental principles of democracy by voting for the Grand Trunk Pacific scheme."

## FIFTY YEARS OF CHARITY.

Noble Order of Sisters of Charity Celebrates Its Golden Jubilee

Next Week

The order of the Sisters of Charity in this city will have seen fifty years of active existence on the twenty-first of this month. The Sisters came to St. John Oct. 21, 1854, and at the invitation of Bishop Connolly founded a convent in this diocese. Miss Honoria Conway was the first mother superior.

A small residence on Waterloo street, not far from the Cathedral, was the first home of their activities. After living here for six years they removed to the building which they now occupy on Cliff street. Their present home has been enlarged from time to time as the needs of the Order required.

The mother superiors succeeding Mother Superior Conway have been: Mother M. Francis, Mother M. Augustine and Mother Mary Philomena. The latter was succeeded by Mother Mary Thomas, who is the present superior. Under all these heads the Order steadily prospered until today it is one of the largest in eastern Canada.

The Golden Jubilee of the Order will be observed in a religious way.

## HALE IS A WINNER.

A valued correspondent in Carleton county sends the Star the following: Election prophets are generally minor ones and are of small profit to their party, so I shall not hazard a prophecy. The signs the unprejudiced can see are all pointing to the election of Mr. Hale. The convention was large one put upon them through Lord Dunsdon. Broken pledges appeal to another class, and so the man who looks on from the outside and is not a blind partisan sees to his own satisfaction the defeat of the government and Mr. Hale's opponent.

OSBYSER.

# Dowling's Exhibit

## OF LADIES'

# Fall and Winter Coats

IS EMPHATICALLY THE BEST. This is the verdict of those who have inspected the stock. The display from the standpoint of Fashion is decidedly unique, and when viewed from a price aspect is almost marvellous. The wonder is how such elegant and serviceable garments can be made and finished up for so little money.

Two

Specials in

Ladies Costumes

\$15.00 and \$20.00 Costumes for \$7.00 and \$10.00.

These are some of the earlier purchases of the season that are being crowded out by the more recent arrivals that range in price from \$15.00 to \$36.00.

New Autumn and

Winter Coats

From \$2.90 to \$55.00.

DOWLING BROS., 95 and 101 King St.

The Attractions of Our Stores Are Their Low Prices.

# D. A. KENNEDY,

(Successor to WALTER SCOTT.)

32-36 King Square, St. John, N. B.

## The Greatest Sale of Dry Goods Now Going On at This Store.

WHOLE STOCK BEING OFFERED AT COST.

SHAKER BLANKETS going at only 95c, \$1.10 per pair, in grey or white, extra large size. Ours are the cheapest.

TABLE LINEN in half bleached, extra wide, 28c, 30c per yard. All pure linen and a great bargain at these prices.

The rush at our counters for HOSIERY of all kinds has been very great. Prices 20c, 25c, 35c per pair. Wonderful values.

LADIES' CORSETS going at your own prices, the best makes, 35c, 50c, 75c per pair.

UNDERWEAR FOR MEN, WOMEN AND CHILDREN, at big reductions to clear.

LOWER PRICES FOR SATURDAY.

COME.

## LOCAL NEWS.

The Thistle Curling Club met last evening to receive the report of the bonspiel committee. The committee had not yet definite to report, and the meeting adjourned to meet in November.

A public induction service will be held in Waterloo street Free Baptist church on Tuesday evening, when a special programme will be carried out. All the Baptist and Free Baptist clergymen of the city are expected to be present.

R. Malcolm Hope, formerly of the Clydesdale Bank, Perth, Scotland, arrived in St. John yesterday to join the staff of the Bank of New Brunswick. Mr. Hope will be an acquisition to St. John's financial circles, he having for some time officiated as secretary at the residence of the bank's parents on Sunday evening last. Mr. and Mrs. Munro left for Yarmouth on their wedding trip in Mr. Munro's automobile. On their return they will reside in Wolfville.

The game of indoor tennis played yesterday afternoon in the gymnasium of the Y. M. C. A. proved a very exciting one and the sport held fair to citing one and the other side fair to become popular among the young men this winter. The teams were captained by Carlsson and Boyne. The game ended 15 to 6 in favor of the latter team.

## BIRTHS.

JONES—In this city, on the 14th Oct., to the wife of F. C. Jones, a daughter.

## DEATHS.

HAMMOND—At his late residence, Mill street, Fairville, after a brief illness, John E. Hammond, aged 61 years, leaving a wife, one son and two daughters to mourn their sad loss. Funeral on Sunday at 2:30 o'clock. (Boston and Halifax papers please copy.)

HAMILTON—In this city, on the 13th Oct., Elizabeth A., relict of the late Robert Hamilton, aged 73 years, leaving three sons and one daughter to mourn the loss of a kind and affectionate mother. Funeral on Sunday, the 16th, from her late residence, 210 Newman street, north end, at 3 o'clock. Friends and acquaintances are invited to attend.

SPIKE—At his late residence, 43 St. Paul street, after a brief illness, Rev. Henry M. Spike, aged 83 years, leaving two sons and four daughters. Notice of funeral hereafter.

## \$5.00

Best Value Ever Offered.

We make the Best \$5.00 Gold Crown in this city.  
Teeth without plates ..... \$5.00  
Gold fillings from ..... \$1.00  
Silver and other fillings ..... .50  
Teeth extracted without pain.

15c

FREE

OSTEOPATHY.

The Famous Hale Method.

BOSTON DENTAL PARLORS,

627 Main St. Dr. J. D. MAHER, Proprietor.

# Our Price

\$3.50

FOR THE CELEBRATED

Ethan Allen Shoe

For Men.

Made from finest selected stock in Velour and Patent Calf on the latest American last, Buecher cut, with Goodyear Welted Sole, they are without doubt the best value on the market.

Ask to see our \$3.50 Ethan Allen Shoe.

# Sanborn's Shoe Store,

339 MAIN STREET, North End.

Money Cannot Buy Better

# Sausages

than ours—the kind that sells all right, tastes all right, and are all right.

SLIPP & FLEWELLING

240 MAIN STREET.

## YORK THEATRE.

A Splendid Programme For the Whole of Next Week.

Yandeville will hold the boards of this popular play house next week. And it is a foregone conclusion that good business will be the rule. The show is a strong one. The head-line act is one of reputation, the California magnets, Spraguellos, will present their marvellous musical novelty, A Plinkation with Satan, with three original scenic effects and a beautiful display of electrical surprises.

Camillo and Fava are the originators of zigzag pyramid building, and introduce a line of hand balancing that is truly wonderful.

Ferguson and Murphy are wholesale and retail dealers in fun of a high grade.

Billy Hines, American champion clog dancer, promises a revelation in wood-on shoe execution.

The Yallings, aerial experts are at the head of the class, and are sure to make a big hit.

Charles E. Dickerson, is a droll dialect comedian, who has originally as his motto.

Perry and Alvola are a clever comedy sketch team that have an act that is brim full of funny situations.

A daily matinee, commencing Tuesday will be given and a children's matinee at four p. m. on Tuesday and Thursday are to be continued.

## AN INCOMPLETE JOB.

(Brooklyn Eagle).

William A. Pinkerton tells of an old-time confidence man who used to do business in Chicago. He was anxious to work un molested around a depot where a special officer was engaged to protect the unwary. The crook one day walked up behind the officer, who knew pretty well, and suddenly reached around and put his hands over the officer's eyes.

"Can you see anything now?" asked the "cock" man.

"Not a thing," said the other, as he raised his hands. The crook removed his hands, and a twenty-dollar gold piece fell into each of the officer's hands.

The crook walked away laughing, but the officer followed. "Say," he remarked, "if you put one of those into my mouth I would not even speak."

## MERELY A SUGGESTION.

Ho—What can I do to prove my love for you, dearest?

She, Well, I don't know whether there is anything in it or not, but I have heard that absence makes the heart grow fonder.