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ST. JOHN, N. B., SATURDAY, JANUARY 26, 1907.

ONE CENT.

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

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

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 Expresses 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 Expresses 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 winter 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 immense 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 and insist on a test being made between this port and Halifax."

St. John Must Fight. J. H. McRobbie, 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.

Is Not Serious. W. S. Fisher was not inclined to treat the matter seriously. He thought the comparative 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.

High Handed Business. E. Lantulum, M. P. 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 sidetrack 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. Lantulum, "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 this winter at least the C. P. R. could not be expected to bring the Expresses here.

A Grave Injustice. Andrew Malcolm said that since 1800 he has been of the opinion that St. John is the port. He contended then and he does now that nine times out of ten the mail will reach Montreal quicker by this port than they will via Halifax. He is now of the opinion that with the Expresses stopping at Halifax and the mails and passengers being landed there the freight will ultimately be taken there.

Opposes Any Change. George Robertson, M. P. P., when seen, said: "Without having any special knowledge, I think that the government's plan 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 Sidetrack St. John. A. O. Skinner said he did not think the government would make any arrangement with the C. P. R. that would sidetrack 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.

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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 he considered in this regard is the great increase in cost that the C. P. R. would have to contend with.

Shangnessy 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 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 Expresses, 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 contract, 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 freight and passengers 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. I. 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 believe 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 matter properly grown."

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 for publication.

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 confined to 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 Saskatoon. The conservatives are A. W. G. Hamilton, in South Qu'Appelle, J. W. Wellington, in Moose Jaw city and D. J. Wythe, in Maple Creek.

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 reasons of the fact that Dr. Lasker, holder of the title has not been called upon to defend it since he defeated William Steinitz in 1897.

MONTREAL, Jan. 26.—(Special).—Canadian Pacific at 180, Montreal Street at 223 and Dominion Steel at 22 were the weak features of the stock market today. A 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, 92 and Toronto Railway 112.

N. Y. BANK STATEMENT. Saturday Jan. 26, 1907. Reserves on all deposits decreased. 2,897,900 Reserves other than U. S. decreased. 2,981,770 Loans increased. 2,928,000 Special increased. 1,528,000 Legal tenders increased. 1,912,000 Strength increased. 1,957,500 Circulation decreased. 8,200 Bank statement disappointing. W. H. GOADBY & CO.

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 Ocamo, Captain Buchanan, left Halifax this morning for this port.

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 \$200,000 and possible loss of life. The fire broke out in the 60 operatives had some 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 they were immediately being searched but without result.

OH! THE HEARTLESS, CRUEL WRETCHES. NEW YORK, Jan. 26.—A despatch from Cleveland says: "John D. Rockefeller's new wig is sold up in the customs office for apportionment. It costs the invoice price is far below its value. It is a fine specimen of the workman's 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 some industry. No appraiser 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."

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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."

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 Vallhalla."

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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. Killam, 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, 1894, 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.

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Great Force of Character. J. D. Hazen, M. P. 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 effort 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.

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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 confined to 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 Saskatoon. The conservatives are A. W. G. Hamilton, in South Qu'Appelle, J. W. Wellington, in Moose Jaw city and D. J. Wythe, 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 reasons of the fact that Dr. Lasker, holder of the title has not been called upon to defend it since he defeated William Steinitz in 1897.

MONTREAL STOCKS

MONTREAL, Jan. 26.—(Special).—Canadian Pacific at 180, Montreal Street at 223 and Dominion Steel at 22 were the weak features of the stock market today. A 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, 92 and Toronto Railway 112.

N. Y. BANK STATEMENT

Saturday Jan. 26, 1907. Reserves on all deposits decreased. 2,897,900 Reserves other than U. S. decreased. 2,981,770 Loans increased. 2,928,000 Special increased. 1,528,000 Legal tenders increased. 1,912,000 Strength increased. 1,957,500 Circulation decreased. 8,200 Bank statement disappointing. W. H. GOADBY & CO.

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.

THE TIMES NEW REPORTER

WOULD HAND HIM ONE. Our esteemed fellow citizen, Mr. Jamesy J. O'Connell, was around town this morning looking for a Halifax man or a C. P. R. official. His strength was as the strength of ten because his hot. There was no special desire on Jamesy's part to do injury to either or both of the persons mentioned—he just wanted to throw them over the wharf to convince them that the harbor of St. John is in, and is ready to do the most successful and

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 \$200,000 and possible loss of life. The fire broke out in the 60 operatives had some 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 they were immediately being searched but without result.

OH! THE HEARTLESS, CRUEL WRETCHES

NEW YORK, Jan. 26.—A despatch from Cleveland says: "John D. Rockefeller's new wig is sold up in the customs office for apportionment. It costs the invoice price is far below its value. It is a fine specimen of the workman's 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 some industry. No appraiser 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."

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