

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B. WEDNESDAY, NOVEMBER 2, 1904.

THE SEMI-WEEKLY TELEGRAPH
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Semi-Weekly Telegraph

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

THE RAILWAY SWINDLE

We print on another page this morning the language used by Hon. A. G. Blair, before he left the cabinet, in describing the Grand Trunk Pacific scheme.

Mr. Blair, then Minister of Railways, said in the presence of witnesses that he could not steer the Grand Trunk Pacific measure through Parliament unless he wore a mask and carried a dark lantern, so great was the swindle involved and so unjustifiable the proposed squandering of public money.

This was the opinion of the G. T. Pacific bargain expressed by the man whom Sir Wilfrid Laurier has described as the foremost railroad authority in Canada. Mr. Blair's position, it must be remembered, was such that he knew the scheme as no man outside the cabinet and the ring of Grand Trunk backers knew it.

That the sudden illness of a member of his family prevented him from following up his recent resignation from the Railway Commission and taking the public platform to denounce the railway bargain, is a matter for deep regret among all friends of Canadian interests, good government and general fair dealing.

How he would have denounced the scheme may be inferred from the strong language he used in describing it before he resigned his portfolio and refused to undertake the responsibility of introducing and defending a measure he believed to be so iniquitous.

THE MAIN ISSUE

A final attempt was made yesterday to turn the tide of popular feeling in St. John which sets strongly against the Grand-Trunk Pacific scheme and its candidates.

This final attempt came in the form of a letter from the Premier to the voters of the St. John constituencies, in which letter familiar clauses of the Grand Trunk Pacific contract were quoted for the purpose of showing that the company is bound to carry freight to Maritime Province ports.

But the attempt failed. The letter avoided the vital point at issue. It neglected to mention that the contract does not bind the shipper, and that, therefore, the contract does not bind the Grand Trunk Pacific or the Grand Trunk.

The shipper will route his freight as the railroad company wishes it routed—to Portland. The door is wide open. The contract leaves it so.

The great government manifesto does not cover this point. The freight is to come to St. John only when not specifically routed otherwise.

It will be specifically routed otherwise, for the shipper may do as he pleases, and the influence of two mighty corporations will be used to see that he routes it via Portland.

The contract does not and cannot guarantee the delivery of a single pound of freight at St. John or Halifax.

Why did not the government leader's address to the people of these constituencies explain these things? Because, in certain cases, and on the eve of an election, it does not pay to be frank.

There is one, and only one, way to guarantee the carriage of all Canadian freight to Canadian ports, winter and summer, and that is to have the railroad built, owned, and controlled by the people of Canada.

To talk of binding the Grand Trunk and Grand Trunk Pacific by such a contract as the existing one is to talk of binding these giants with ropes of straw.

For the purpose of making the road all-Canadian in operation the contract is not worth the paper on which it is written. It places Canadian interests, and particularly the interests of St. John, wholly at the mercy of a corporation whose Atlantic terminus is already established at Portland, Maine.

The facts are known, and they cannot be dodged now. The electors vote on the Grand Trunk Pacific scheme with their eyes open. This is their last opportunity to kill a project which means the needless and wholesale sacrifice of Canadian interests to a company which is bound to Portland, Maine, by letters that cost \$26,000,000.

THE WAINWRIGHT INTERVIEW.

The Globe has attempted to deny the now celebrated Wainwright interview, in which terminal facilities at this port and Halifax were discussed.

The Wainwright interview was printed in the Globe on October 21, and it included the following:—

"In reply to a question, Mr. Wainwright stated emphatically that the Grand Trunk Pacific would be a purely Canadian road, and that Mr. Hays had already publicly stated on more than one occasion that he would supply traffic to fill all the vessels St. John and Halifax would furnish, but that facilities must be provided in order to take care of it."

Facilities "must be provided" here and at Halifax.

But "facilities" have already been provided at Portland, Maine, by the Grand Trunk railway. And, in the contract, quoted by Sir Wilfrid Laurier, there is absolutely no clause which will prevent the traffic from going to the foreign seaport at our expense. Men may juggle with words on the eve of an election; but in

this matter no juggling with words can deceive the people of St. John.

Men who have the interests of Canada, the interests of St. John, and their own interests at heart, will vote against the Grand Trunk candidates on Thursday.

This question is bigger than party. In self-protection vote to kill the un-Canadian railroad scheme. Let us substitute the safe and sure plan to serve all-Canadian interests—a government road from ocean to ocean, from St. John and Halifax to the Pacific.

CAMPAIGN HAY

A state of affairs which is going to exert considerable influence in this election has just been exposed as a result of careful enquiry along the I. C. R. It is found that Quebec hay is carried free of freight charges from points west of Drummondville and delivered to favored buyers in Restigouche, Pictou and other districts along the Intercolonial. These "friends of the party" get their hay several dollars a ton cheaper than they could otherwise do. This enables certain Quebec and New Brunswick constituents to be "worked" in favor of the government.

See now how the scheme works out. Suppose some New Brunswick along the I. C. R. has hay to send to Pictou. He cannot sell it there because there is a \$1 differential against him in favor of Quebec. Quebec hay is sold, in other words, at Quebec prices in certain New Brunswick and Nova Scotia districts, notably Restigouche and Pictou, and farmers elsewhere with hay ready to send to those places are shut out of the market absolutely by the policy which uses the government road to favor the people with the pull.

In one instance the warden of the county issues a warrant by which the station agent is ordered to deliver the hay to a certain farmer, or someone supposed to be a farmer. The agent follows instructions. The favorites get Quebec hay at the same price it is selling for in Quebec. St. John merchants or others in most places in the province who want Quebec hay are forced to pay the usual freight—nearly \$4 a ton.

The following letter explains how the scheme works in one instance:

Antigonish, N. S., Oct. 12, 1904.
W. F. Halway Esq.,
Dear Sir:—I am writing you a committee appointed by the county council, No. 1, \$3.75; 2, \$3.50; 3, \$3.25; 4, \$3.00; 5, \$2.75; 6, \$2.50; 7, \$2.25; 8, \$2.00; 9, \$1.75; 10, \$1.50; 11, \$1.25; 12, \$1.00; 13, \$0.75; 14, \$0.50; 15, \$0.25; 16, \$0.00.

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used because there was no press of business. There is no limit to what land and harbor front the Grand Trunk can control.

The company looked ahead when its transportation scheme was hatching and secured an option on land and water to cover its expected expansion of business from Canada. It today controls thirty acres in South Portland alone for warehouses, truck yards and general business, not one foot of which has yet been touched, as well as tide-water harbor front privileges.

These are the reasons why the Grand Trunk magnates as well as ship laborers of Portland are putting up every effort to obtain Laurier in power.

Canada's exports via Portland last winter amounted to almost \$15,000,000, all of which should have gone via Halifax and St. John. That was over fifty per cent. of the total exports from here. Ninety steamships, mostly British, were in this port last year.

As the Portland board of trade says in its last report, "The Grand Trunk is still carrying out the march of improvements, and anything which it may do further up the line, or even in the west, tends to help Portland, its seaport terminus, and we may on the completion of the Grand Trunk Pacific look for an increase in Grand Trunk business in this city."

Do you not think Portland has enough Canadian freight already? Vote against this plan by which the Grand Trunk Pacific schemers intend to keep the ever increasing stream of Western Canadian trade pouring out at Maine's seaport.

DODGING

Unable to answer the letter of Mr. W. M. Jarvis the Globe resorts to shuffling tactics. The Globe used the public and Mr. Jarvis unfairly by suppressing the important part of his utterance with respect to the Grand Trunk Pacific contract which was, in effect, that it failed to really guarantee the carriage of freight to St. John and Halifax. The Globe in-terviewed Mr. Wainwright, who said that the proposed road would bring the freight here but that facilities would have to be provided to handle it. The Globe now attempts to deny that Mr. Wainwright made any such statement.

These are pretty tactics to adopt within a few days of an election. Fortunately Mr. Wainwright's frankness and the opinion of Mr. W. M. Jarvis are now matters of public record, and it will be utterly impossible to remove the effect they have had upon public opinion here.

Had the government adopted the safe and soundly Canadian plan and proposed a road built, owned, and controlled by the people, eager friends of the government would not have been forced to shuffle and dodge in their efforts to ally the hostility and alarm created by the Grand Trunk Pacific scheme. The Globe is clearly in a funk over the prospects of the candidates whose cause it now espouses in these constituencies. One of these candidates, Mr. McKewen, it formerly treated with scant consideration. And but a little while ago the Globe openly opposed the railway scheme which it and its candidates now have the effrontery to defend.

There is no disguising the chief issue. It is St. John or Portland.

NOTE AND COMMENT.

Are you going to vote for Portland? There are to be bay votes this time as well as straw votes, evidently.

St. John is on record as voting for an all-Canadian railroad. Stick to that.

Portland is eager for Canadian election news this year. Why?

Three days left to beat the Grand Trunk Pacific gift enterprise. Time enough.

It is well to arbitrate. But for the agreement to go to The Hague tribunal there had been grave danger of war.

How will the American settlers in the West specifically route their freight? To Portland, surely.

The longer the Russian admiral thinks about the North Sea incident the more fearful and wonderful his explanations become.

A vote for St. John is a safe vote for which no elector will be sorry hereafter. Vote against the Grand Trunk candidates. It is better to be sure than sorry.

Mr. Turle's estimate is that the Conservatives will have from twenty to thirty seats in Quebec. Such a break in Quebec would beat the government.

All taxpayers do not all need Quebec hay but all help to pay the cost of transporting the thousands of tons which are sent into New Brunswick to discriminate against the local producer.

These are dire reports about the deadly lack of harmony between the forces of Mr. O'Brien and the forces of Mr. McKewen. It's hard to tell which of these candidates is going to suffer most by the mutual distrust.

Mr. McKewen is going to vote for Portland. Will he also vote for Mr. O'Brien? And will his friends follow his example? "All of them. That much is certain. The secret ballot is very useful sometimes."

"The G. T. P." is a patriotic and benevolent institution for the upbuilding of St. John" cries the Grand Trunk orator. He explains it—

That one small head should carry all he knew?

The Globe once predicted a majority of 500 for Mr. McKewen. That is to say, about 800 more votes than he received last time. If Mr. O'Brien is beaten by 500 or so a lot of explanations would be necessary. It would make for future harmony in the party if both were beaten by an

STOESSSEL WILL FIGHT WHILE THERE'S A FINGER TO PULL A TRIGGER

SUCH THE OPINION OF RUSSIANS ABOUT PORT ARTHUR COMMANDANT

News of the Desperate Straits of the Garrison Causes Anxiety at St. Petersburg—Kuroki Captures an Important Position.

St. Petersburg, Oct. 29, 2.35 a. m.—Alarmist reports from foreign sources of the alleged critical situation of the Port Arthur garrison and of a renewal of the Japanese attack upon that stronghold have created considerable popular anxiety here over the fate of the fortress, which it must be confessed had almost been overlooked by the public the past few days owing to the absorbing interest taken in the North Sea complications. The government simply states that it is without direct advice, though it realizes that the situation in the fortress must be growing daily more difficult, but maintains the firm belief that the garrison will be able to hold out. The statement that General Stoessel is scoring all questions of surrender is declared here to be simply what might be expected. He is considered to be a man who will fight as long as there is a finger in Port Arthur to pull a trigger.

Furious Attack on Port Arthur. Shanghai, Oct. 28.—It is reported that the Japanese have occupied two forts to the northeast of Port Arthur, that a Russian battleship in the harbor has been sunk and that the Japanese attack on the fortress is becoming more furious. This report lacks confirmation.

Kuroki Captures Important Position. General Kuroki's Headquarters in the Field, via Fusan, Oct. 28.—The Japanese gave a stirring exhibition of sharp and determined fighting yesterday. They drove the Russians from a high hill ten miles east of the railroad in General Kuroki's front which is important strategically as a post of observation and the only point south of the Taku river which the Russians held.

About a regiment of Russians were entrenched there with five machine guns. The Russians rushed the Russian today, shot many Russians as they were running down the hillside and captured two machine guns. The Japanese had twenty men killed and eighty wounded. The Russians left 30 dead on the field. There were hand to hand fighting when the trenches were taken. The Russians retired across the river. When the Japanese had reached over a tower surmounting the hill, the Russian batteries shelled sharply on it for an hour, but without result.

Sakharoff Reports Some Fighting. St. Petersburg, Oct. 28.—The general staff has received the following despatch from General Sakharoff dated today: "On October 26 the Russian cavalry made a reconnaissance in force in the direction of Kokonai. A division commanded by Prince Sushkevich met the enemy from the village of Hailao, on the right bank of the Hun river, opposite the village of Kokonai. To assume a battle formation the detachment of about 2,500 infantry, with four guns and two squadrons under Lieut. Yagodin supported on the flank by another squadron of cavalry, attacked the enemy's infantry, who fled to the village of Hailao. We had three soldiers killed and two wounded."

"On October 26 a reconnaissance was made on our right flank by several detachments of sharpshooters. After an hour and a half's preparation by fire from mortars and quick firing guns the detachments advanced at 11 p. m. towards the villages of Tchailamp and Beyzmanny. The latter was taken by assault by the sharpshooters, the enemy's forces retiring. Two of our officers were wounded."

"A party of Japanese fell into an ambush prepared by our sharpshooters the morning of October 26. The enemy had two men killed and five wounded."

"West of Hailao a balloon was observed which came to earth after several shots had been fired at it by our sharpshooters."

"The morning of October 27 two of the enemy's batteries bombarded a height with a temple a mile and a quarter south of the village of Yangsinung which was occupied by us as a point of observation. Towards 4 o'clock in the afternoon Japanese attacked the hill. Our companies stubbornly resisted and retired on their main position, but afterwards our artillery forced the Japanese to evacuate the hill."

Their "Easy Money" Game. There are two clever men now going the rounds of the popular saloons, who have taken a leaf out of the book of Andrew Carnegie, says the New York Sun. Their working hours are from 9 a. m. till 2 a. m., and their methods are simply steady.

One of them enters a crowded saloon dressed so as to be included within the elastic limits of that class of society known in the vernacular as sports. He appears slightly inebriated and extends a general invitation to all to share in the ministrations of the barkeep.

Five minutes go by when a wreathed specimen of humanity slides into the place and extends a battered and ancient title as a respectable fire alarm. Instantly the genial sport is moved to compassion. "Say, gains, here's a two-ace note," he cries. "I'll drop it in the old black's hat if the bunch can come up two blinks to match it."

It is seldom that the bunch falls more than to make good in response to the sports' generosity.

When one considers that this ingenious candy is played in from 10 to 20 saloons every night it is easy to see that the diversion of gain must be considerable.

How It Is Done. There was a little woman and she had a little bonnet.

It was a last year's bonnet, it is true. But she bought some bright burnt orange and she put burnt orange on it.

And thought her little bonnet was just as good as new.

Doctors, Take Notice. There will be a pie supper at this place next Saturday night, October 8. Invited—Sydneyville Correspondent Jackson Herald.