

PROGRESS.

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ST. JOHN, N. B., SATURDAY NOVEMBER 17 1900.

PRICE FIVE CENTS

POLITICIANS ARE QUIET.

Echoes of the Fight as Heard From Declaration Platforms—Intentions of Candidates.

Now that the election declarations are over and the people have settled down to the somewhat calmer consideration of the events of the great contest some things are noted, which are in themselves remarkable. Only a few weeks ago there were three bye-elections for the local house. The first in Kings county, the second in Queens and the third in Albert. In all of these the candidates supporting the provincial administration were successful, the Hon. Wm. Pugsley, Attorney General, being elected in Kings, the Hon. Mr. Farris, Commissioner of agriculture, being successful in Queens, and Ald. Ryan succeeding the Hon. Mr. Emerson in Albert. It is not surprising that the government should consider these three seats tolerably safe in the greater federal contest of the 7th of the month.

The majority in Kings for Mr. Pugsley was over 800; Mr. Farris was elected by over 800 and Ald. Ryan had 200 votes more than his opponent. Yet in spite of this fact both Kings and Queens counties were lost to the liberals and the constituency of Albert was saved by a somewhat narrow margin. It seems to be difficult to account for this, except by the fact that the conservatives placed greater energy in the contest in those counties from the very fact of their being beaten in the local elections that had taken place but a short time previous. Mr. Fowler had an admirable organization in Kings, and Mr. Wilmot, besides having the advantage of local residence in Sunbury, came into Queens with all the strength that the organization of Mr. Hetherington could give him.

There were plenty of men in Queens county who would vote for Wilmot, but could not be persuaded a few weeks ago to vote for Hetherington. One is a moderate and popular man the other fanatical and somewhat intolerant.

For the first time in the history of Queens county the liberals failed to get a majority. This might not seem correct. If at the last election of Mr. George F. Baird in taken into consideration, but it will be remembered that the liberals then claimed the vote in the parish of Waterborough was improperly tolled. The feeling that was aroused then has died away now, but it may not be out of place in this connection to give the general story of what took place in that parish on that election day. The contest, as every one knows who followed the fortunes of Messrs King and Baird in that county, was known because of the declaration of Mr. Dunn which was not received with approbation even by conservatives throughout the province.

Mr. King received the most votes but Mr. Baird was declared elected. Waterborough was a banner liberal parish but the plan was made that outside workers would know just what transpired in the private department where the voter marked his ballot. The fact is this, a large hole was bored in the ceiling directly above the desk, where the ballot had to be marked and a woman living in the parish, whose name it is not necessary to mention, looked through the aperture all day long and as each man voted signalled to the parties outside just how the ballot was marked. Money was very plentiful and in a short time those who had made up their minds to take what was going and vote as they pleased, discovered that when they voted against the will of the purchaser they did not get anything.

So the story spread and rather than lose the amount promised them the vote went against the liberal candidate. This accounts for the great surprise that his friends received when the news of the result was brought from Waterborough to Gageton. Such a scheme as this can be related now in the light of the fact, that so many charges are being made by the conservative newspapers against the liberals and their "voting machine," in the recent contest.

This "voting machine" seems to exist solely in the imagination of the defeated party. There was no contest in the province so well fought out as that in St. John

and nothing of that sort took place here. Neither did it in Kings; nor for that matter in Queens but they say it took place in Carleton County. If the facts were known as to the extent of personations at Hampton in the interests of Mr. Wilmot they

to continue in public life. In Mr. Emerson the electors of Westmoreland have a man who is not only able to take the place of Mr. Powell, but whose ability and skill as an administrator has been proved by the willingness of the people of New Brunswick to entrust the highest offices in their government to his care.

The Change in the Train Service.
The announcement that the evening express train from St. John to Halifax, which now leaves here about 11 o'clock, will be discontinued after the 26th of this month has been heard with much regret by the frequent patrons of the Intercolonial rail-



PROGRESS mentioned last week that probably the oldest voter in Canada cast his vote in St. Martins and that his portrait would appear in this issue. The engraving represents him as he drove to the polling booth. He is 111 years of age and is no doubt one of the oldest adherents of the Liberal party. James Ross was born in Ross-Shire, Scotland, June 18, 1789.

would startle a good many people. It is not worth while to recall them now, for the contest is over but they were of so glaring a character that they might easily be valid the election of any candidate if not disqualify him.

In Kent, Mr. McInerney appeared from the reports that were printed of his speech on declaration day to have been particularly bitter against the successful candidate. Mr. McInerney has many friends in St. John even among those who are politically opposed to him but his remarks seemed to be in very questionable taste as applied to the gentleman who was successful in winning the election. Mr. LeBlanc may not be as eloquent as the conservative candidate, but he is much respected and very evidently, in the opinion of the electors of Kent a man thoroughly competent to represent them.

Mr. Powell told the electors of Westmoreland that it was quite possible that he would be able to meet Mr. Emerson on the floors of the house. This could only mean one thing, namely that he has been offered a constituency in some other part of Canada. It is a considerable tribute to the ability of maritime province men that three of them at least, including the leader of the opposition should be so much thought of by the conservatives of the west that room could be made for them in the event of their wishing

way. There is no doubt that the train service this summer has been much better than has ever been afforded to the public, and while it is possibly that so complete and rapid a service might not pay in the winter season the friends of the railway still hope that the management may see its way clear to continue this excellent and accommodating train. A number of commercial men as well as many of those who now live along the line, have spoken to PROGRESS on the subject and this seems to be the general tenor of their opinions. The announcement is made that an accommodation train will leave instead of the express but this will not go right through to Halifax in the time that has been made but will connect at Truro, for Sydney.

President and Vice President

The Log Cabin Fishing Club at its meeting a few days ago paid a well deserved compliment to one of its charter members, Mr. Henry Crawford, by electing him to the position of its first officer. At the same time Mr. William Thomas was elected vice-president. Both of these gentlemen take a lively interest in the affairs of the organization and will no doubt bring to the duties of their office such executive capacity as will promote the interests of the pleasant resort of which they are privileged to be members.

Lost Baggage of the Soldiers.

A good many of the soldiers who returned in the Idaho lost or missed a portion of their baggage. They were led to understand when they arrived at Halifax that their baggage would be taken to the armory and some of it was, there is no doubt. But in many cases the boys lost their luggage and searched for it in vain. All or nearly all of it was plainly marked and any one who got it should have known just where to find the owner.

PROGRESS is glad to be able to print a list of the unclaimed khaki baggage in the Intercolonial baggage room at Moncton.

Name	Address	Item
H. Couse,	R.C.F.A. No. 332	765
J. Scott		764
J. Well		358
A. Barnes		526
C. W. Anslow	Ottawa, D. Co.	511
C. W. Anslow	Newcastle,	7904
R. C. Bach		Canvas bag 522

and it will be forwarded to the men upon receipt of their present addresses.

It is stated on good authority that one officer lost his bag containing valuable papers and one hundred sovereigns. He has heard nothing of it, and so far it cannot be traced. He values the papers more than he does the money, and would be glad to lose the gold if he could get the documents. There are many stories told of bare faced thieves on the route from the boat to the armory in spite of the additional police and this would seem to bear them out.

A. Laurie	Black bag
E. Keddy	Canvas bag
Henry Leckie	275
Sergt. Le Bland, Toronto, Ont.,	Bag with saddle.
Que Helmet	
Brown, Canvas bag, no marks—	locked.

THE MONTICELLO DISASTER

Two of the Unfortunate Passengers Well Known in St. John—Mr. Olive's Portrait.

Rarely indeed in the history of St. John have the people received such a shock as when they listened on Saturday to the news that hurried over the wires from Yarmouth to the effect that the old and well known steamer, City of Monticello had foundered in the bay with nearly all of the crew and passengers. It was almost too much to believe at first, and for an hour or two the rumors that spread like wild fire did not seem to be confirmed. Enquiries at the telegraph and telephone office and at the newspaper office did not give those interested the assurance that the disaster had not been as serious as was at first reported. But later telegrams from the Nova Scotia town made it appear that the fate of the vessel was beyond all doubt and only three or four of those on board of her had been saved. It is not too much to say that the principal interest felt in St. John was in the fate of purser Rupert E. Olive, of the Prince Edward, who that morning had left his bride of a few months on the wharf and

colonial on Thursday, was one of those sad events which removed from life a young man not more than 25 years of age, who was respected by all who knew him and was almost a model as a good man and pleasant companion. He was a brakeman on the shunting train and, as it were, in the eagerness of his duty attempted too much, fell between the rails, was cut in two and killed instantly. Much sympathy will be felt for the bereaved mother and three sisters, two of whom are married, one to Robert J. Wilkins and the other to Thatcher Irvine. The coroner's jury brought in a verdict of accidental death.

Death of Mr. W. T. Scribner.

The death of Mr. Wm. T. Scribner of Hampton, on Monday, was not a surprise to those who knew of his serious illness, but his friends none the less felt that keen regret which naturally accompanies the decease of a man whose companionship and good qualities they have appreciated. Mr. Scribner did not always agree with some of the people of Hampton but of late years his relations with the community have been most harmonious and they have learned to respect the business energy which prompted the erection of a hotel that would be a credit to a much larger place and the ability with which he managed it. Many friends from St. John and outside parishes in Kings attended his funeral which took place Wednesday.

The Scene in the Court House.

The scene in the court house last Saturday, when Hon. Mr. Blair arose to reply to Mr. Foster's speech, would be difficult to describe. He was in great fighting form, and never made a speech more emphatic and convincing. Declaration day is not usually a day for speeches, but such political giants as Messrs. Blair and Foster did not permit the opportunity to pass without talking. The crowd was liberal and disposed to listen with patience. It was natural for the minister to get the warmest reception and it was just as natural for Mr. Stockton to be caustic rather than pleasant, sarcastic as possible, generally giving the impression that he took his defeat with bad grace.

Getting Ready for Winter Business.

Mr. James B. Lemkin, assistant passenger agent of the Intercolonial railway was in the city this week looking after the publication of the new winter time table of the road. No man is better known between St. John and Halifax and his friends are all glad to see him. Mr. McConnell of his office in Halifax was also here and Mr. John M. Lyons, the general passenger agent paid a flying trip to the city last week. Mr. James Kelly, also of the passenger department went west the first of the week.

PROGRESS CONTENTS TODAY.

- PAGE 1.—This page speaks for itself. Read it.
- PAGE 2.—A Race for the Pole—Nansen will have to hustle to win.
- PAGE 3.—Musical and dramatic news of the week.
- PAGE 4.—Eloquia, poetry and other bright reading matter.
- PAGES 5, 6, 7, and 8.—Social items from all over the provinces.
- PAGE 9.—Canadian Expedition to the Pole. Catching a Bank Thief.
- PAGE 10.—A new serial entitled "Glaciers."
- PAGE 11.—A lot of interesting reading for the Sabbath.
- PAGE 12.—Scourge sweeps Alaska—Terrible sufferings of the natives.
- PAGE 13.—A whole page devoted to fashion and the realms of women.
- PAGE 14.—Heroic Texas girl and other interesting miscellany.
- PAGE 16.—Will Manning, modern sportsman—a tale of adventure. Births, marriages and deaths.

A Very Bad Accident.
The death of George McDavid, by an unfortunate accident in the yard of the Inter-

DIED.

Lord, 88
Oct 21, Geo A Pike, 60
Oct 27, John Bell, 60
Oct 31, John Delaney, 62
Oct 3, Howard Barrill, 36
Oct 8, Mrs Wm Dill, 68
Oct 27, J B Colter, 86
Oct 30, Wm McCabe, 56
Oct 31, John Delaney, 62
Oct 26, Leonard Parkinson,
Oct 18, Mrs Alex Ross,
Oct 23, Harland Baird, 2
Oct 11, Capt George Bell 66,
Oct 27, Mrs Hugh Patterson,
Oct 28, Jean Fullerton, 4
Oct 19, Edward Best, 19
Oct 7, Elizabeth Keating, 78
Oct 12, Edward England, 55
Oct 22, Annie Wilson, 38
Oct 18, Marcella Thomson, 18
Oct 2, Mrs George Farmer 58,
Oct 18, Mrs B Dickinson, 44,
Oct 28, Mrs John Norris 63,
Oct 29, Mrs Luke Barry, 49,
Oct 29, Mrs Nora Cross, 21,
Oct 31, Wm Backhouse, 69,
Oct 1, Mrs George Johnson,
Oct 16, Henry S De Blois, 45,
Oct 28, Mrs Wm Batt, 87,
Oct 28, Mrs Kenneth Macleod,
Oct 16, Mrs Benj. McKenna,
Oct 29, Mrs Joseph Willetts, 24,
Oct 27, Mrs Wm Allen, 27,
Oct 24, Mrs George Pollard, 32,
Oct 21, Penelope R ussay 71,
Oct 30, Nelson Armon, 45,
Oct 25, Mrs Patrick Berney, 87,
Nov 1, Mrs Robert Warner, 45,
Oct 19, Martin Fogarty, 61,
Oct 2, Mrs J. Bruns Sibelius,
Oct 16, James Callaghan, 40,
Oct 30, Elizabeth Thompson, 68,
Oct 31, Catherine Batchford, 80,
Oct 28, Mrs Charlotte Fowler, 76,
Oct 21, Mrs John Alkman, 35,
Oct 5, Oct 21, Mrs Alice McKay, 33,
Oct 8, Ida Infant of Mr and Mrs McPhat,
Oct 29, Infant of J Hardin,
Oct 30, Frank Infant of Mr and Mrs
Oct 4, Willie, Infant of Mr and Mrs J
Oct 13, Ivy, Infant of Mr and Mrs
Oct 28, James son of Donald and
Oct 22, Infant of Mr and Mrs E
Oct 2, Lillian, Infant of Mr and Mrs Ed-
Oct 22, Ethel, Infant of Mr and Mrs
Oct 19, Marie Anne, Infant of Mr and
Oct 19, Mabel, Infant of Mr and

FERING WOMEN

My treatment will cure promptly and permanently all diseases peculiar to women such as displacements, inflammations, ulcerations & ulceration of womb, painful suppressed and irregular menstruation and leucorrhoea. Full particulars, testimonials from grateful women and endorsements of prominent physicians sent on application.

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Rates and Train Service

throughout, British Columbia, Washington and California. Also for maps and descriptive of journey, etc., write to A. J. HEATH, D. P. A. C. P. R., St. John, N. B.

Colonial Railway

(June 18th, 1900, trains will run daily as follows:—)

WILL LEAVE ST. JOHN:

Hampton	5.30
Amphibition, Pugwash, Pictou	7.15
Halifax, New Glasgow and Moncton	10.00
for Moncton and Point du	11.15
Amphibition	12.45
Amphibition	17.45
Amphibition, Montreal	19.15
Amphibition and Sydney	22.45

will be attached to the train leaving 9.35 o'clock for Quebec and Moncton transfer at Moncton. will be attached to the train leaving at 22.45 o'clock for Halifax; sleeping and sleeping cars on the Montreal express.

WILL ARRIVE AT ST. JOHN:

Hampton and Halifax	6.00
Hampton	7.15
Amphibition	8.55
Amphibition and Montreal	11.00
from Moncton	14.15
Amphibition	17.00
Amphibition	18.15
Amphibition	21.00

run by Eastern Standard time as notation.

D. FOTLINGER, Gen. Manager, Ticket Office, King Street, St. John, N. B.