POOR DOCUMENT

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**OPERA HOUSE**

THE DAILEY STOCK CO.

Friday, Saturday and Saturday Matinee, Februray 12 and 13, a grand scenic revival of

**UNCLE TOM'S CABIN.**

Little Edwina Paul as Eva.
Bring the children. Don't miss it.

Monday, Tuesday, Wednesday and Wednesday Matinee, Feb. 15, 16, 17, the great rural play,

**DAVID HARUM.**

The hit of the year.
Come and see DAVID "swap" horses. Usual prices.

**THE YEOMEN OF THE GUARD**

COMIC OPERA,

By W. S. Gilbert and Arthur Sullivan, will be presented in

**The York Theatre,**

..ON..

**11th, 12th & 13th February,**

Under the auspices of the New Brunswick Musical Festival Association.
New and Elaborate Scenery.
Quaint and Pretty Costumes.
Chorus of Forty Voices.
Musical Director, A. CHIPMAN RITCHIE.
Stage Manager, RUPERT E. WALKER.
Tickets, 50 and 35 cents. Admission, 25 cents.
Advance tickets can be exchanged at Miss Gray's book store, King street, on and after Feb. 4th. 118

**York Theatre,**

**Feb. 22 and 23.**

**BENGOUGH**

The Poet, Caricaturist, Humorist and Opera Singer.
HE HAS NO EQUAL.
Don't miss a rare treat in CRAYON AND COMEDY.

Under the auspices of the Y. M. A. of the Portland Methodist Church.
Popular prices, 25 cents, to all parts of the house.

CANADIAN PACIFIC
Atlantic Steamship Service

WINTER SAILINGS, 1903-1904.

ST. JOHN, N. B., TO LIVERPOOL DIRECT

| From Liverpool. | Steamer. | From St. John. |
|---|---|---|
| Tues. Feb. 2 | Lake Champlain | Sat. Feb. 20 |
| Tues. Feb. 16 | Lake Erie | Sat. Mar. 5 |
| Tues. Mar. 1 | Lake Manitoba | Sat. Mar. 19 |
| Tues. Mar. 15 | Lake Champlain | Sat. Apl. 2 |
| Tues. Mar. 29 | Lake Erie | Sat. Apl. 16 |

ST. JOHN, N. B., AND BRISTOL (AVONMOUTH.

| From Bristol. | Steamer. | From St. John. |
|---|---|---|
| Sat. Jan. 23 | *Montrose | Sat. Feb. 13 |
| Sat. Feb. 6 | Monteagle | Sat. Feb. 27 |

LONDON, ANTWERP, AND ST. JOHN, N. B.

| From London. | From Antwerp. | Steamer. | From St. John |
|---|---|---|---|
| Sat. Jan. 23 | Jan. 28 | Monmouth | Feb. 13 |
| Feb. 6 | Feb. 14 | *Mount Temple | Mar. 17 |
| Sat. Feb. 20 | Feb. 29 | Montcalm | Mar. 17 |

Steamers marked * do not carry passengers.

The Steamers of this service call at Halifax for Cargo en route to London.

Steamers for Liverpool sail from West St. John, N. B., shortly after the arrival of the C. P. R. trains from the West.

RATES OF PASSAGE.

First Cabin, $50 and upwards. Round trip tickets at reduced rates.

Second Cabin, to Liverpool, $37.50; to London, $40.00. Round trip, $71.25; London, $72.75. Third Class to Liverpool, London, Glasgow, Belfast, Londonderry and Queenstown, $25.00.

Call on nearest C. P. R. Agent, or

For Freight Rates apply to
J. N. SUTHERLAND,
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For Passage Rates apply to
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All shipped in Carload lots to all points at Lowest Rates.

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**Broad Cove Coal,**

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HORSES BOARDED.—Clean and Warm Stables, best care and attention.

DRIVING OUTFITS and COACHES for hire at any hour.

**WHY** ROBINSON'S, 173 Union St.

Good Bread and Cake Sales steadily increase!

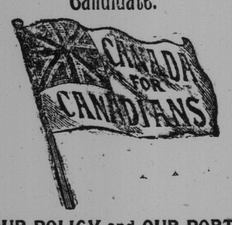
BECAUSE St. John has a discriminating public. SOLD BY GOOD GROCERS

**The Stomach**

Is the foundation of all supply. NEBENAHA MINERAL SPRING WATER is a specific remedy for all Stomach, Kidney and Urinary disorders.
Quart bottles 25c.; $2.25 per dozen.
At druggists and at the warehouse, 109 Water street, or from G. F. Simonson.

JOHN W. DANIEL,

Liberal-Conservative Candidate.




OUR POLICY and OUR PORT.

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**ST. JOHN STAR.**

ST. JOHN, N. B., FEBRUARY 13, 1904.

## EXPERT OPINION.

Hon. A. G. Blair was so able a man that Sir Wilfred Laurier in 1896 passed over all his supporters in the house of commons and summoned him from the premiership of this province to take control of the government railway.

His knowledge of railway and transportation affairs as displayed during the years he held that position was so great that the Laurier government chose him from all Canada, to be the head of a commission which is to have control over all the railroads of the country.

Surely the opinion of such an expert in railroad matters should carry some weight, even against the opinions of Mr. McKeown, E. H. McAlpine, W. H. Trueman, et al.

And these are some expressions of Mr. Blair's opinion of the Grand Trunk Pacific scheme upon the merits of which Mr. McKeown bases his whole claim for the support of St. John:

**There is no necessity, there is no reason, there is no justification, there is no object, good, bad or indifferent, to be attained. It is absolutely useless. It is a total and absolute waste of the public money.**

**Turn it over, turn it back, examine it right and left, inside and outside, it fails to present to me a single redeeming feature in any phase of it from beginning to end.**

**You have a total of $139,000,000 representing the direct and indirect liabilities which the Government assumed in connection with this enterprise. You could have taken a portion of that money to the harbors of Halifax and St. John and could have equipped those harbors so that they could have handled the traffic coming there for ocean shipment. You would have done some good with the money in that way. You will do no good with it now, except the temporary good that may be done while the money is in the course of expenditure.**

**Why is St. John passed over? If the shortest line is the object, why do you go 100 miles out of the way? St. John is only 428 miles from Montreal by way of Levis, Riviere du Loup and the St. John Valley.**

**You will have over again the result that the traffic which reaches the Atlantic will be outpouring itself at Portland and Boston and not at the two Canadian ports. Of course, the Grand Trunk Pacific Company agree that they will not in any manner encourage the transportation of such trade by routes other than those provided. Of course, they agree to that and very possibly will adhere to the agreement as far as that is concerned. But they will say: We do not encourage the diversion of traffic. We have adhered to the letter of our contract. Whatever others may have done we have not done anything contrary to our agreement. These people have routed this traffic in that way and in that way it must go and I repeat you have the frank acknowledgement of Mr. Hays, that he would not undertake to control any traffic which would be routed in any other direction.**

"What does the right hon. gentleman mean when he says:

"'We cannot wait, because time does not wait.'

"I think, Mr. Speaker, and I say it with all respect to my right hon. friend, that it would have been as correct if not so poetic for him to have said: "We cannot wait, because Senator Cox cannot wait.'"

## WHAT ARE THE RELATIONS?

Following the course of events since last summer it is difficult to escape the conviction that the relations between the leaders of the Liberal party and the promoters of the Grand Trunk Pacific are closer than business relations.

Mr. Blair planted the first suspicion when he insinuated that the impatience of Senator Cox had a great deal to do with the haste of the government in pushing the bill through parliament. Every development since has tended to confirm that suspicion.

The government's remarkable refusal to consider any amendments offered to the bill that might favor the country at the expense of the country; their headlong haste in securing the contract before the opinion of the country was asked; their willingness to allow the promoters to escape the responsibility of depositing the required $5,000,000 in cash; their action in changing their intention to hold a general election this winter, and hurriedly calling parliament together for the sole purpose of making the contract still more favorable to the capitalists; their peculiar interference with the negotiations between St. John city and the C. P. R.—all these things tend to strengthen the belief felt by some over six months ago that the government are more concerned for the exploitation of the Grand Trunk Pacific Company than they are for the building of a transcontinental railway in the interests of Canada.

## AN ELECTION DODGE.

The ambiguous letter received from Mr. Hays yesterday is as obvious an election dodge as was the arrival of the dredging offer the day the writ for this bye-election was issued. The style of Mr. Hays' request shows clearly that he has no knowledge whatever of harbor conditions here; which would certainly not be the case had the company ever considered this port seriously as one of the termini of their road. His letter asks for a reservation for the Grand Trunk Pacific Company of equal rights with the C. P. R. with reference to the West Side lots, while Mr. Emmerson and the other government speakers have led us to believe that if the road comes here, it will be from the east, by way of Chipman.

When the local Liberals, in their distress, appealed to Mr. Hays for such assistance they should have posted him a little on affairs in which he apparently has not had interest enough to seek information on his own account.

If the ambiguous communication published in yesterday's Star means anything, it is that there is a closer alliance between the government and the promoters of the G. T. P. than can be explained on the ground of business relations.

## LIBERAL ATTACK ON MR. BLAIR.

As the government candidate for Pictou has recently addressed St. John political meetings it may be interesting to St. John people to know what the chief organ of the party in Pictou has to say about our late representative. The Eastern Chronicle says:

It can be fairly said just now that the St. John Telegraph is out and out against the federal government. It has Hon. Mr. Blair's political ghost bottled up and it worships it with the zeal of a Mohammedan. The government may not think so but the worst political blunder it ever made was the appointment of Mr. Blair to his present position and they will find that out to their cost. Mr. Blair made unprovoked and wanton war on the government; he made a gross personal attack on the premier, and yet he is rewarded above all Liberals in Canada. One tries to stomach the dose, but the more he gulps the sicker he becomes; and the more he wonders where the wits of the government were wandering to when they were led into the blunder. And the conduct of Blair himself is disgusting. When he made his attack on the government why was he not man enough to cross the floor of the house. But no, he hung on to the government and to the Liberal party, and yet sulked in his tent until he was made chairman of the Railway Commission. Mr. Blair as an open enemy would be no more to fear than Mr. Tarte; but Blair's ghost is dangerous, annoying and disgusting.

To the attention of those electors of St. John who have desired a campaign free from the debauchery which has characterized some recent contests, is commended the correspondence between the president of the Liberal-Conservative Association and the chairman of the Liberal Executive, published in another column of the Star. It shows that an earnest effort has been made by the Conservatives to have both sides bound to use none but legitimate means to seek support. It also shows the failure of the Conservatives to obtain any assistance from the Liberal machine.

The labor men of St. John did not take kindly to the attempt of Mr. E. M. McDonald, of Nova Scotia, at the Liberal meeting Friday night to dictate to them the way they should vote. There is no body of men in any community more capable of weighing the policy of opposing parties and choosing between them than the working men of St. John. The misrepresentation of hired political demagogues will be appraised by them at its full value.

A few months ago one of the newspapers of Portland, Maine, had an interview with a gentleman represented as a high official of the Grand Trunk railway who did not wish his name to be disclosed. This officer gave the strongest assurance that the traffic of the new Grand Trunk extension to the west would go to Portland. This interview, which was reprinted by several papers at the time, took place when the Grand Trunk Pacific scheme was before parliament.—Sun.

The chairman of the Liberal executive should take lessons in political strategy from Mr. McKeown. Instead of bluntly refusing to join with the Liberal-Conservative Association in an effort for a clean campaign, he might have complied with Mr. Hazen's request and might have made the required pledge—in a jocular way.

But why should Mr. Hays go to the trouble of writing this letter on the eve of an election in St. John, when it is not yet settled that the Grand Trunk Pacific railway will be built? If the Grand Trunk is in such deadly earnest about the Grand Trunk Pacific, why did not some of the shareholders put up that five million dollar cash deposit?—Telegraph.

## THE PRICE OF A VOTE.

What a Man Gets When he Sells His Franchise Privilege — Does It Pay?

SATURDAY SERMONETTE.

Does it pay to sell a vote? Ethics apart, does the man who sells his vote ever get fully paid for it?

Suppose he gets twenty dollars for it; what does he give for the twenty dollars, besides his vote?

Here are the items: "Self respect," and "the contempt of the man who buys him."

He is ticketed and labelled as long as he lives, as a man who has his price. He can't get a man to endorse his note; he can't get credit; he can't get a position of trust; he is seldom believed, even when he tells the truth.

The man who sells his vote cannot control the transaction, no matter how secretly it is done; like murder "it will out."

The purchasable vote in any constituency is accurately known. Ward heelers know to a fraction the purchasable vote in their wards, and what they must pay for each; for the price is not uniform; it always varies.

One man wants some petty office, or the promise of it. Another has something to sell and he asks fifty times—yes a hundred times more than the value of it and gets it, and incidentally throws his vote as the purchaser indicates.

If the men who sell themselves as well as their votes could only know what the men who buy them think of them and the utter contempt they have for them, some of them would blush with shame, while others who are incapable of blushing, would double the price of their wares.

If the wives and mothers and sisters of the men who sell themselves could hear what is said of their husbands, sons and brothers they would not care to be seen in public with them.

"What kind of a man is so and so," was asked of a certain man the other day.

"No good," was the answer. "You can buy him for five dollars."

"How do you know?" the man was asked.

"That is what I paid him for his vote last election," was the answer, and laughing they went their way.

Ethically, the man who buys is worse than the man who sells, as the seducer is always a greater sinner than the seduced. But strange as it may appear the public conscience condemns the seller and condones the sin of the buyer.

It is not good business to sell votes. They are worth infinitely more than you can get for them.

Be men next Tuesday not chattels.

A vote for Mr. McKeown is a vote for a government which for fear of offending its anti-British supporters, has refused to voice the loyal approval of Canada of a policy so vital to the interests of the Empire as the Imperial preference scheme of Mr. Chamberlain.

## THE BALLAD OF HARRISON A.

Harrison A. is a comical man,
Always a makin' the funniest jokes;
Give him the solemnest subject you can,
An' sumthin' funny he into it pokes.
"Aw, say!"
Says Harrison A.,
"Do you catch on to my jocular way?"

Harrison A., he is wonderful smart;
He's been on all sides that give places or pelf;
But still he will smile, with his hand on his heart:—
"I've always been, gentlemen, true—to myself."
Aw, say!
Harrison A.,
You're a bird at that jocular way.

He once made a promise, this joker absurd,
Said he "Elect me and I'll give to you
"A secret ballot." They took his word;
Then he laughed at them as he'd planned to do.
"Aw, say!"
Laughed Harrison A.
"I made that pledge in a jocular way."

To the gallant soldiers of all N. B.,
He promised, one day, some grants of land.
They yelled "Hurray," likewise "Whoopee,"
But the promiser grinned behind his hand
In a knowing way,
For Harrison A.
Had said this, too, in a jocular way.

And so it has happened time and again;
His pledges are broken as fast as made.
Of course he's funny; but honest men
Who like to see a man's pledges paid
Now say:—
"Would Harrison A.
Make a good M. P. with that jocular way?"

## RING NEWS.

ANACONDA, Mont., Feb. 13.—Aurelio Herrera, the Mexican, was knocked out in the third round in a contest last night with Louis Long. The fight was to have gone twenty rounds.

SAN FRANCISCO, Feb. 13.—James Britt, and "Young Corbett" have signed articles to fight on March 31, before the Hayes Valley Club, under the same conditions as their previous arrangement to fight provided for.

## AUTOMOBILES ON FARMS.

CHICAGO, Feb. 13.—"Automobiles will soon be taking the place of wagons on many farms in the United States and Canada," declared Isaac B. Potter, president of the American Motor league at the Victoria hotel last night. He said that soon thousands of the vehicles will be speeding "to town" with the farmers' produce. The speaker said that already a large number of tillers of the soil had invested in automobiles.

## BIG GROCERY BURNED.

TOPEKA, Kas., Feb. 13.—The Parkhurst-Davis wholesale grocery establishment was destroyed by fire early today, causing a loss of $250,000. The building occupied by the McCormack Harvester Co. is on fire and this with several other smaller buildings will be destroyed. The fire originated in the wholesale grocery building from an unknown cause.

MANCHESTER ROBERTSON ALLISON
KING ST GERMAIN ST AND MARKET SQ LIMITED

**SPECIALTIES!**

**For the Third Week of the Men's, Youths' and Boys' Clothing and Furnishings Sales.**

THESE SUITS FOR YOUTHS ARE

**Undeniably New!**

JUST NOTE THE PRICES:

They were removed from the cases on Thursday and are, therefore, fresh from the manufacturers. Nevertheless, they are to be sold at the prevailing low prices of the February Sale. Cloths are most fashionable and patterns in stylish stripes of almost every width. These are the days of ready-made clothing, simply because cutters and sewers give style to every garment. An intelligent public will not consider ready-made apparel of a low standard.

YOUTHS' FINE NEW SUITS, NOW $6.90!
YOUTHS' FINE NEW SUITS, NOW $9.25!
YOUTHS' FINE NEW SUITS, NOW $11.00!
YOUTHS' "SPECIAL" BLACK CHEVIOT, $8.65!

The February Sale of Clothing includes Men's Suits, Youths' Suits, Boys' Suits, Separate Pants and Trousers, Overcoats, Reefers, etc.

COLORED SHIRTS FOR

**Spring AND Summer!**

CUT DOWN IN PRICE.

Here is another glowing instance of new goods being introduced at a Special Sale. The Regatta Shirts for 1904 have arrived—or rather the vanguard of them—and despite their dapper appearance and all-round catchiness, will be sold next week (and tonight) at a generous reduction. Next week, however, they go back to their rightful prices, which shows they are not old goods.

OPEN BACK AND FRONT (Sep. Cuffs), NOW 85c.
SOFT FRONT (Cuffs attached), NOW 85c.
SOFT FRONT (Sep. Cuffs), NOW 85c.
OPEN FRONT (Sep. Collars and Cuffs), NOW 85c.

These shirts are beautifully patterned in all the newest colorings. The ones with separate Cuffs are starched and sizes run from 13 1-2 to 18.

**WEDNESDAY!**— Feb. 17th is the time limit for Free Hemming in connection with the Linen Sale.

MANCHESTER ROBERTSON ALLISON
KING ST GERMAIN ST AND MARKET SQ LIMITED

The Attractions of Our Stores Are Their Low Prices.

**D. A. KENNEDY,**

(Successor to WALTER SCOTT.)

32—36 King Square, St. John, N. B.

**All Goods to Go at Cost.**

**Great Bargains Being Offered.**

Five thousand yards of GOOD GREY COTTON, one yard wide, at only 4 1-2 cents yard.

A clearing sale of CHILDREN'S HANDKERCHIEFS, suitable for school wear, only 3 cents each.

For Saturday only, fifty dozen LADIES' BLACK CASHMERE HOSIERY, English made, at only 25 cents pair. The best value in Canada.

MEN'S SHIRTS AND DRAWERS for Saturday at wonderful low prices.

STOCKENETTE for Boys' Hosiery reduced to 10 cents yard.

The best YARN FOR KNITTING, black or grey, 50 cents pound.

It Will Pay You to Buy Here.

## A GOOD COLLECTOR.

The city clerk in Charlottetown, Prince Edward Island, recently resigned, and the members of the council said nice things about him. The Guardian says:

"Coun. Whear said he had worked four years with the city clerk on the finance committee and the splendid manner in which the finances came out is due almost entirely to Mr. Davison. He winds up the year with a record that will never be equalled. He goes out with only $4.50 of uncollected taxes and this is from a crippled man who should never have been assessed. Not only as a bookkeeper has he shown good judgment and ability but he has given valuable advice to the councillors when most required."

Mr. Davison would have his time fully occupied if he were in St. John advising the aldermen.

## BIRTHS

SLIPP—At Fredericton, Feb. 12th, to the wife of Arthur R. Slipp, barrister, a son.

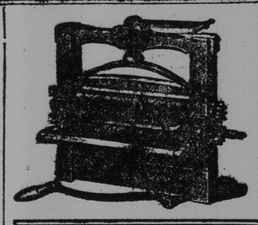
## MARRIAGES.

MILLS-BURNHAM—At the Free Baptist parsonage, Salisbury, Feb. 10th, by the Rev. W. H. Perry, Willard A. Mills of Petitcodiac, and Mary G. Burnham, of Salisbury.

## DEATHS

STEEVES—At Steeves Settlement, Westmorland Co., Feb. 5th, of blood poisoning, Weyman Steeves, aged 60 years. A widow, three sons and four daughters survive him.

HARRIS—At the Manawagonish Road, Lancaster, St. John Co., of pneumonia, on the 11th inst., Amy Alberta Harris, second daughter of George A. and Maggie Harris, aged 10 months and five days.



**Wringers**

To be satisfactory must have good rolls. Ours have the best. Plain or ball bearing. All prices.

**PHILIP GRANNAN,**

558 MAIN ST.

## TRAVELLERS' GUIDE.

Passenger service to and from St. John, in effect Oct. 16th.

DEPARTURES.

By Canadian Pacific.

| | |
|---|---|
| Express for Boston | 6.45 a. m. |
| Express for Fredericton | 5.05 p. m. |
| Express for Montreal | 6.00 p. m. |
| Express for Boston | 6.10 p. m. |

By Intercolonial.

| | |
|---|---|
| Mixed for Moncton | 6.30 a. m. |
| Express for Halifax, Campbellton, Pictou and Sydney | 7.00 a. m. |
| Express for Moncton and Point du Chene, Pictou and Halifax | 12.15 p. m. |
| Express for Moncton | 1.15 p. m. |
| Express for Sussex | 5.20 p. m. |
| Express for Quebec and Montreal | 6.00 p. m. |
| Express for Halifax and Sydney | 11.35 p. m. |

By New Brunswick Southern.

| | |
|---|---|
| Express for St. Stephen | 7.50 a. m. |

ARRIVALS.

By Canadian Pacific.

| | |
|---|---|
| Express from Fredericton | 8.35 a. m. |
| Express from Boston | 11.05 a. m. |
| Express from Montreal | 2.00 p. m. |
| Boston Express | 3.15 p. m. |

By Intercolonial.

| | |
|---|---|
| Express from Halifax and Sydney | 6.20 a. m. |
| Express from Sussex | 9.00 a. m. |
| Express from Montreal and Quebec | 1.50 p. m. |
| Mixed from Moncton | 3.00 p. m. |
| Mixed from Moncton | 4.00 p. m. |
| Express from Halifax, Pictou and Campbellton | 5.40 p. m. |
| Express from Halifax, Sydney and Pictou | 6.00 p. m. |

Express from Sydney, Halifax and Pictou (Sunday only) 12.35 a. m.

By New Brunswick Southern.

Express from St. Stephen 7.10 p. m.

STEAMBOAT SERVICE.

By Dominion Atlantic.

S. S. Yarmouth leaves St. John every Monday, Wednesday and Saturday at 7.45 o'clock; arriving from Digby at 5 p. m.

By Eastern S. S. Co.

Steamer leaves St. John at 8.00 a. m. on Thursdays for Lubec, Eastport, Portland and Boston.

By Grand Manan S. S. Co.

Leave St. John (Turnbull's Wharf) at 7.30 a. m. on Wednesdays for Grand Manan, Campobello and Eastport. Returning, leave for St. John on Monday at 8.30 a. m.

**Faulty Digestion**

Always precedes and favors the development of consumption. A good thing for anyone who is suffering from indigestion and may be predisposed to consumption, is PARK'S PERFECT EMULSION, which tones up the digestive system and kills consumption germs.