POOR DOCUMENT

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N.B., OCTOBER 27, 1900.

St. John, N. B., October. 27, 1900.

AUTHORIZED AGENTS.

The following Agents are authored to canvass and collect for the mi-Weekly Telegraph, viz.: T. W. Rainsford.

Allison Wishart. W. A. Ferris. Wm. Somerville.

MR. T. W. RAINSFORD, Travmi-Weekly Telegraph is now in ent County, N. B. MR. ALLISON WISHART, Trav-

ing Agent for the Daily and Week-Subscribers are asked to pay

eir subscriptions to the agents en they call.

Semi-Weekly Telegraph

ST. JOHN. N. B., OCTOBER 17, 1900.

NOT YET RECONSTRUCTED.

ch deserve, never did a political st Federal election. The Conquite right to distrust each other. Before long there must be a great Railway for their future. Had the old reconstruction of the Conservative government remained in power and Mr. party, and the exigencies of the George E. Foster been the representative situation may as well be recognized of this province in the cabinet, we would at once. Some of the old leaders have still been at the mercy of the Canacan never be leaders again, and dian Pacific Railway. All our hope of donow is the time to ge rid of them. | ing any export business would have been If the Conservative party is to command the respect and confidence that one demand would have followed anof the country it must have leaders other until the resources of this city would The reconstruction will involve not satisfy the claims of this great line which only the getting rid of some of the has received so many favors from us. But by saying that the appointment of such old leaders, but the selection of new we have now a new government and a new

THE CARLETON MEETING.

The Liberal meeting held in Carleton Tuesday night, was the most magnificent 1.0liteal demonstration that ever took place on the west side of the harbor. The City Hall, which is a very large room, was was filled with enthusiasm and which heartily applauded every point that was made by the minister of railways. Mr. Blair never showed to better advantage on any public platform than he did Tuesday evening. His speech was a splendid example of sustained eloquence and argument, and every man with an unprejudiced mind who heard it went away con vinced that in his dealings with the Canadian Pacific Railway, as well as in his general administration of the affairs of his department, Mr. Blair has acted solely in the public interest and deserves the support of every good citizen.

MR. SHAUGHNESSY'S REASONS.

We trust that all the readers of The Telegraph have carefully persued the lengthy document which constitutes the report of the committee of the Board of Trade, which waited on Mr. Shaughnessy. giving his reasons why he will not undertake to furnish cargoes to steamships sailing from St. John during the coming winter. Perhaps a disinterested reader might suggest that Mr. W. Frank Hatheway, W. M. Jarvis, W. H. Thorne and W. S. Conservatives, would not be indisposed at the present time to assist Mr. Shaughnessy in making it uncomfortable for the Minister of Railways, when he comes here to seek the suffrages of the electors of this city. A very slight leaven of Liberalism in the committee would have inspired more confidence in its report, and would have prevented any one from saying that its members were endeavoring to strengthen Mr. Shaughnessy's position to serve a political end. However, taking the report as it stands, we fail to see that it establishes a good case for Mr. Shaughnessy. That gentleman demands that his company shall be allowed to canvass for freight bound west, all along the line of the Intercolonial Railway. Now the Intercolonial Railway was built for the purpose of carrying freight, and if it were a private road its owners would scout the idea of giving up its freight to the Canadian Pacific Railway, when they can carry it themselves. Mr. Shaughnessy does not advance a single argument why his proposition should be accepted, with the exception of the statement that if it is not accepted he will not bring any freight to St. John. In other words he is taking advantage of the present election to make a wholly inadmissable and which no company would accede to.

Mr. Shaughnessy's criticisms on the reimpertinent. Mr. Shaughnessy is well aware that the bargain, which has been aware that the bargain, which has been according to unreasonable demands of the against the unity of the empire. It as a more appreciative or a more enthusiastic audience. His speech was that of a states audience. His speech was that of a states audience. They were delighted to be most profitable. aware that the bargain, which has been made by the government with the Grand and Sir John Thompson which had Sir have got into Montreal on such easy terms in any other way. There is no comparison, by the trand Trunk and the subsidy given to the Short Line, because in the first case the government is getting an result of the plebisoite, and some of them first case the government is getting an equivalent for all it pays, while in the counter the Canadian Pacific Raflway are

railway which they now say they will scite they could have made large claims ease to use. Mr. Shaughnessy passed over as to the strength of the prohibition party, with a very little notice the gift of this but as a matter of fact only about 22 per city to the Canadian Pacific Railway in cent. of the voters of Canada declared of the Grand Trunk from St. Rosalie to the shape of a land property, which is their desire for the enactment of a pro- Montreal, and also over the Victoria valued by them at \$10,000,000, a subsidy for | hibitory liquor law. Would any statesan elevator, and the use of wharves, which man in any country be justified in enact- Trunk. It is but natural that there should have cost the city three-quarters of a ing a measure of so sweeping a charac- be a traffic arrangement between it and million dollars. He does not think that ter as one for the total prohibition of the that company. The traffic arrangement these are good reasons for continuing to manufacture and sale of spirituous liquor, do business at St. John, unless he can on the vote of only 22 per cent. of the force the government into surrendering all population? Such a suggestion is repugg Agent for the Daily and the freight of the Intercolonial to him. nant to common sense, because everyone Still more remarkable is the reason which must know that a prohibitory liquor at Montreal; and any freght oraginafollows that the present line from Mon- law, which had so small a suptreal to St. John would require extensive port, must necessarily be a failure. A the territory controlled by the Intercolonrepairs to make it a profitable one on prohibitory liquor law would make it all railway must be delivered by the Grand which to carry freight. This line, he says, necessary to devise new methods of rais-Telegraph is now going through is so constructed that it would require a ing revenue; it would involve large exarge expenditure to put it in shape, so penditure for its enforcement, and, unless that the business could be developed with it had the general support of the people, Canadian Pacific Railway company from made, which would involve an expenditure of not less than \$750,000. In other cause of prohibition. vords Mr. Shaughnessy admits that this rual subsidy from the government, has een built in such a slovenly and improper fashion that it is not fit to carry freight. Is that the fault of the government or is it the fault of the Canadian Pacific Railway? We are inclined to think that the Canadian Pacific Railway, by whose workthe Conservative party deserved men the road was built, must bear the

must feel doubly thankful that they are not depending on the Canadian Pacific centered in them, and we may be sure ones. -[Montreal Star, July 21, 1897, minister of railways who is friendly to St. John, and who has done his utmost to bor, which have been erected by the new government, and the means of carrying on a large export business over the Intercolonial Railway without having to consult the wishes or satisfy the demands of to have no other regard for the country but the making of dividends for its stock-

EKNMENT.

a sincere advocate of prohibition, no mathim to be in his views, we cannot feel much regard for men who are endeavoring to use the temperance question as a means of attacking a political party to which they are opposed. The speeches made at he meeting of the city and county of St. John Prohibition Association on Monday evening, show clearly enough that the object that had brought them together was not so much as to advocate temperance as to attack the government. It is not true, as stated by some of the speakers, that the present government is in league with the rum-schlers. There is no man in the government who has any interest whatever in the liquor traffic, and there are not many men in the government who are users of intoxicating liquor in any form. The Hon. Andrew G. Blair, who has been singled out for attack, has never been anything else but a total abstainer. He has been as strong and consistent a temperance man as any one in Canada. One would suppose that his long life record as a temperance man would have protected him from such a slanderous remark as the statement made by Mr. Lewis that Mr. Blair in all his political life had opposed the temperance people. Mr. Lewis, we all know, is a Tory who is very much put out because his party are out of power and there is no iron work about the Customs House and upon the government, which is for him to do. He is simply making his temperance principles an excuse for attacking the only government which has ada a fair chance to show their strength.

This opinion was given in 1891, but there all the evidences of truth. When the After reading these reasons given by Mr. Mail expressed this opinion of Sir Charles Shaughnessy for refusing to bring any Tupper it was a strong Conservative pacargoes to St. John, the people of this city per, as it is pow, although not the lead-The Mail declared in 1891 that Sir Charles Tupper represented all that is bad in most to debase the national character. It said that his name had become a household word for corruption, and that he had been connected unpleasantly with susadded that he would protest his inno- freght. cence, but that his word was not to be believed. It described him as the "Prince be not merely the inauguration of violence and corruption, unredeemed by any ing its trade. We have true wisdom or statesmanhsip, but it the community and for a moral civil war

THE CITY'S RIGHTS.

One of the stipulations made by the the Canadian Pacific. It is well known Canadian Pacific Railway in their contract that the reason which has caused the with the city of St. John, is that the Canadian Pacific Railway to leave at the company will neglect nothing that will resent time is not the small amount of tend to create, encourage and promote traffic which can be obtained between here trade. When this clause was mentioned and Halifax for carriage west. They have to Mr. Shaughnessy at the time he was other and larger designs in view. They interviewed by Mayor Daniel and a numwould like to take possession of that part ber of aldermen, he said that this agreeof the Intercolonial Railway which is ment did not mean that the Canadian profitable, that south of Moncton and east | Pacific Railway must make all the sac of St. John. The vast business which is rifice, must carry traffic at a loss to St growing up at Sydney would be a welcome John when they could get a better profit ddition to their traffic, and in fact if this at some other port, or that regardless demand was granted by the government, it of any other condition the Canadian Parould speedily be followed by others, uncific Railway was permanently bound at til the people's railway would cease to any sacrifice to bring traffic to the port belong to the people, but would become of St. John. This is a distinct repudia the property of a corporation, which seems tion of the agreement made with the city, meaning of the contract made between the city and the Canadian Pacific Railway Company. The city gave the com-THE PROHIBITIONISTS AND THE GOV- pany the land, the Carleton branch railway, the use of the wharves and a subsidy for an elevator, but it did not undertake to compel the dominion government to do this or that for the benefit of the Canadian Pacific Railway. Mr. Shaughnessy's demand on the government or the traffic of the Intercolonial is quite apart from any contract with the dominion government and that company, and the breach of contract, which is contemplated by him, will not be cured in any way by throwing the blame on the no doubt, be made known to the railway company later when their intention to abandon St. John has been fully shown.

THE GOVERNMENT AND THE C. P. R.

the Canadian Pacific Railway company Canadian Pacific Railway company. have means of annoying and injuring a public man which smaller corporations do ever given the temperance men of Cantron of principle, when the claim is made Trunk, is one highly favorable to the gov. John Carling, a brewer, as one of its members. Nor have we ever heard that Mr. Foster, with all his strong prohibition the government must resist claims that are the government must resist claims

minals of the Grand Trunk railway. As

a reasonable prospect of profit and success; it could not be carried out. All sensible going into the terr tary of the Intercoloncurves would have to be straightened, temperance men see this, and those who ial and soliciting freight which is to be grades reduced and other improvements refuse to see it must be influenced by delivered west of Montreal. If a shipper other motives than mere zeal for the say, at Halifax, desires that his freight road, which is receiving so large an an- THE PRINCE OF POLITICAL CRACKS- but the freight must be delivered by the A great many people were interested In other words the Intercolonial raiway Tuesday, in the perusal of the 10:0 to claims the right, a right which is exer-

> built for the purpose of making money, ore the only pretense of reason on behalf of the caim falls to the ground.

hough we think highly improbable, that money disbursed in St. John to the worka majority of the voters of St. John in ing men this winter will be quite as large government. This is a fact which will, They would not be able to find another constituency in Canada from Halifax to Vancouver that would agree with them, and they would simply prove that they were guided by no principle but only by scifish considerations. They would in fact be imitating the individual in the fable The speech of the minister of railways who killed the goose that laid the golden in Carleton on Tuesday evening may be re- egg. We do not believe that our citizens are to be regarded in this light. It would the Opera House some days ago, because be bad indeed for the future of St. John it gave some fuller explanations in regard if the idea prevailed throughout Canada to the situation between the government that we thought of nothing but ourselves. and the Canadian Pacific Railway, with A community so selfish and so regardless respect to the winter port business. No of the general interests could not expect one who listened to Mr. Biair on that oc- to receive many favors from any governcasion could fail to be convinced that his ment or from the people of Canada. We attitude in regard to the question is ab would samply be pointed out as an exwould be derelict in his duty if he sur- the hostility if not the contempt of every rendered the interests of the Intercolon- community in Canada without receiving say anything unkind with respect to that St. John as a winter port depends quite great corporation, nor would any prudent as much on the goodwill of the people of great corporation, nor would any placent as interest ability of voice and for an hour and a half

This arrangement does not prevent the should go over the Canadian Pacific railway, he can have this arrangement made, Intercolon al to the Canadian Pacific railway at Montreal and not at St. John. as possible over its own railway. On the other hand the Grand Trunk railway is bound to deliver every pound of freight coming to Intercolonial territory to the political methods, and that has tended it at Montreal. Any railway man will say that this bargain with the Grand Trunk is one that is highly favorabe the Intercolonial railway every possible picious commercial affairs in England, and advantage in respect to the carriage of

> Now what reason can be urged on he-St. John and not at Montreal? While the Intercolonial railway has not been vent it from losing money if possible. Would any business man in Halifax, Moneton, Montreal, Quebec, Toronto or Hamilton, if asked to decide this question de clare in favor of the claim of the Canadian Pacific railway? Even Mr. Shaughnesy does not venture to state that it is a fair claim or that there are any business reasons to support it. The most he can say is that the government ought to grant it, otherwise the Canadian Pacific railway will lose money in their export business at St. John. This claim, if correct, would not be a good reason why the government should sacrifice the nterests of the Intercolonial railway and of the people of Canada. But those who are familiar with the subject and who

their great anxiety to see the winter port as the amount disbursed last winter, if cusiness carried on, may condemn the not larger. Let every citizen of St. John the government and Mr. Blair for re- ponder these things in his mind, and he sisting the claims of the Canadian Pacific will not have much difficulty in coming to railway, but if the people of St. John the conclusion as to the vote he ought to took this step, they would stand alone. cast on the seventh of November next. solutely correct, or could deay that he ample to be avoided and we should incur about that the demands of that great correndered the interests of the interest the Canadian Pacific. No one desires to understood once for all that the future of sult of their masterly policy, become so

that the government should give up to Canadian Pacific. They were still better who would not be cajoled or bluffed into What is the case between the Canadian

We charge a price only large enough to give us a legitimate profit, and do not sell a customer a coat today, and sell the same kind of coat to another man tomorrow at a less price, which is unfair. This is a fair store-one price

OVERCOAT TIME.

n season. Buy your Overcoat here and Know hat you pay only what it's worth, and no more or no less than any other patron of this house.

\$1 \$7.00

A fine Black Brown Overcoat, single breastd, velvet collar, black Italian body linings. This s an overcoat that will wear and wear till you'll begin to think it's everlasting, a real \$10 overcoat it other stores.

Overcoat Prices \$5.00 to \$18.00.

We'd like the opportunity to prove to every nan who needs an overcoat that he can save from 32.50 to \$5.00 if he buys it here.

MAIL ORDERS.

We are anxious to have you write us about your wants. We will take just as good care of vour pennies as if you came here yourself. We ere anxious to get orders by mail. Just send us in order and see how promptly we fill it.

Send for our Fall Style and Sample Book of Men's and Boys' Clothing.

GREATER OAK HALL SCOVIL BROS. & CO.

King Street, Corner Germain. St. John, N. B.

signed contracts to that effect. It may in lies the root of the trouble. In the Libera's of Canada have proved thembe that these vessels will have less gran opinion of the Canadian Pacific people, the elves to be noble sons of a great empire, to carry than they had last winter, but interests of that corporation are of su- and it expresses the hope that Sir Wilthat will not be because of any action of preme importance. All other interests frid Laurier will again be returned to the government, but simply for the rason that there is less grain in the North and all the time. Hence a cogent reason be remembered that the Western Morning west for export than there was last year for the defeat of the man who is proving News is a Conservative paper which, under owing to the short crop. Nor do we to be an insuperable obstacle in the way ordinary circumstances, would sympathink our laboring men will much lament of attaining their ambitious ends. A thize with Conservatives in Canada. But hat the Canadian Pacific railway has lost the lack of grain for in the ropinion Tory government once more in power, the Sir Charles Tupper, by his Hessian tacnat the Canadian Pacific railway has lost more in power, the Sir Charles Tupper, by his Hessian tacnoney by its St. John business, and theremoney with the working man as vessels ously at Ottawa, its requests granted, its Conservative party, and they are only which are leaded with package freight dictates obeyed. For this beneficient con-In viewing this matter the people of St. picturesque an object it may be, does John ought to think what effect will not employ many men, but the handling people of St. John regard it? Are they

PRESERVE THE PEOPLE'S RAILWAY.

The Sun is fervently espousing the cause of the Canadian Pacific Railway against volve its dependence for railway connect programme, which, if carried out, would the Minister of Railways. There is, how- tion with the outside world, solely upon ever, in this, no cause for surprise, the the Canadian Pacific Railway. If there are journal. When the Conservatives were in | Tory partisans-let them pause and think. power, the Sun supported them in their A little serious reflection will convince any acts, good, bad and indifferent. The Cana- fair-minded person, acquainted with the dian Pacific Railway Company was the monopolistic proclivities of the Canadian creation of that party. From being called Pacific, or for that matter of all great corinto existence, fostered, pampered, cod- porations, that such a consummation is to dled by the Tory government, it finally be guarded against and avoided at all hazattained such strength and far-reaching in- ards. Let it be borne in mind now and fluence, that it overshadowed the power always, that it is of incalculable import which called it into being. Thus it came ance that the people's railway should be poration were usually complied with. It the people. has been their fondly cherished hope that unprofitable that the country would gladly surrender an asset so unsatisfactory to the disinterested, patriotic and great the result of the general elections in Canemphatically declare that the government into power, and the department of rail-The people were glad to hear Mr. Blair Pacific magnates when the Liberals came than one occasion and pointed out that would not yield to the demands of the ways was placed in the hands of a man Charles Tupper by the Canadian people gallery. Mr. Fielding never spoke better pleased to hear that in this step he acceding to unreasonable demands of the against the unity of the empire. This a more appreciative or a more enthusiastic would not abandon St. John and they taking such action as will in their judg- This paper, which is a very influential quibbles, and dealing with the great public

sumation the Sun and its friends are minster Gazebte is also anxious for the pany? Will it operate in favor of general to concluste the French Canadian, should prosperity in this province, and for the remain at the helm at the present juncprogress particularly of St. John, if the ture. Sir Chames' extremely business independence of the Intercolonial be de- like imperiatism is by no means to our stroyed? Will the absence of competition taste, and might have uitimate conse be a boon, for "hich the people should quences very serious to the empire." This longingly stretch but their hands? We view is identical with that which has been answer, we are ne disposed to believe it frequently expressed in the columns of cossible that any appreciable number of The Telegraph. Sir Charles Tupper is the men would deliberately vote to place this community in such position as would in-Sun having been always an extreme party such persons-outside of the extreme

came over the dream of the Canadian ada. We have referred to this on more the Opera House from the rear of the ister of Railways, that company is now mouth which we publish today.

her action have on the people of other freight requires much labor, and prepared to approve such a course—a Wilfrid Laurier may hold his own and first man in Canada who has run an election on a policy of disunion and with a result in the separation of Canada from that his experience at the election which is to take place on the seventh of November will discourage any future leader of the opposition from taking up such a

HON. MR. FIELDING'S SPEECH.

The meeting Wednesday evening in the Opera House which was addressed by the Hon. Mr. Fielding was an immense success. Mr. Fielding had just returned from campaign work in the upper provinces, and