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MR. ALLISON WISHART, Travelling Agent for the Daily and Weekly Telegraph is now going through Nova Scotia.

Semi-Weekly Telegraph

ST. JOHN. N. B., OCTOBER 27. 1900.

NOT YET RECONSTRUCTED.

THE CARLETON MEETING.

MR. SHAUGHNESSY'S REASONS.

Mr. Shaughnessy's criticisms on t

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THE PROHIBITIONISTS AND THE GOVERNMENT.

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dictate. If it had not been for the pleasure they could have made large claims as to the strength of the prohibition party, but as a matter of fact only about 22 per cent. of the voters of Canada declared for their desire to enact prohibition by the national liquor law. Would any statesman in any country be justified in enacting a measure of so sweeping a character as one for the total prohibition of the manufacture and sale of spirituous liquor on the vote of only 22 per cent. of the population? Such a suggestion is reasonable to make in the case of the prohibition party, which had so small a support, must necessarily be a failure. A prohibition liquor law would make it necessary to devise new methods of raising revenue; it would involve large expenditures for its enforcement, and, unless it had the general support of the vast majority of the people, it could not be maintained. All sensible men see this, and those who refuse to see it must be influenced by other motives than mere zeal for the cause of prohibition.

THE PRINCE OF POLITICAL CRACK  
MEN.

A great many people were interested Tuesday, in the person of the *Iron Mail's* opinion of Sir Charles Tupper. The opinion was given in 1891, and the reason to think that it was in fact correct one. In fact it bears in it all the evidences of truth. When the *Mail* expressed this opinion of Sir Charles Tupper it was a strong Conservative paper, as it is now, although not the leading organ of the party as it is at present. The *Mail* declared in 1891 that Sir Charles Tupper represented all that is best in political methods, and that he tended more to do what was national rather than what was party. It was then said that his name had become a household word for corruption, and that he had been connected unpleasantly with the commercial affairs in England, and added that he would protest his innocence, but that his word was not to be believed. It described him as the "Prince of political cunning," and concluded by saying that the appointment of such a man to the head of the state would be not merely the insult to the intelligence and corruption of the country, but true and that the statesmanship, but it would be the signal for the disruption of the community and for a moral civil

THE CITY'S RIGHTS.

One of the stipulations made by Canadian Pacific Railway in their contract with the City of St. John, is that company will neglect nothing that tends to create, encourage and promote trade. When this clause was mentioned to Mr. Shattughey at the time he was interviewed by Mayor Daniel and a number of aldermen, he said that this agreement did not mean that the Canadian Pacific Railway would make all the traffic for St. John when they could get a better price at some other port, or that regard to any other condition the Canadian Pacific Railway was permanently bound any sacrifice to bring traffic to the City of St. John. This is a distinct repudiation of the agreement made because there is no mention of the meaning of a contract made by the city and the Canadian Pacific Railway Company. The city gave the company the land, the Carleton branch way, the use of the wharves and a sidy 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. The magnitude of the demand on the government for the traffic of the Intercolonial, quite apart from any contract with dominion government and that company and the branch of contract, which is contemplated by him, will not be cured in any way by throwing the blame on the government. This is a fact and it is no doubt, but the fact is that the railway abandoned St. John when their intention

THE GOVERNMENT AND THE C.

The speech of the minister of railways in Carleton on Tuesday evening may be regarded as a supplement to the views expressed by the speaker on the 10th inst., before the Opera House. On that day, after he had given some fuller explanations in reference to the situation between the government and the Canadian Pacific Railway, respect to the winger port business, one who listened to Mr. Blair on the occasion could fail to be convinced that his attitude in regard to the question was not solely correct, or could deny that it would be detrimental in his duty if he rendered the interests of the Interior and some of this country to the detriment of the Canadian Pacific. No one does say anything unkind with respect to the great corporation, nor would any person wish to antagonize it, but the Canadian Pacific Railway, it is true, has means of annoying and injuring the public man which smaller corporations do not possess; but when it comes to the question of principle when the claim is that the government should give the great railway corporation this, and that the business of the Interior which is likely to be most prejudicially affected by the government should then matters assume another aspect, as any risk the minister of railways or the government must retain, claims of inadmissibility and to which it would be ruinous to yield.

What is the case between the Canadian Pacific railway and the government? The Intercolonial railway now extends to Montreal, and has its terminus at the

commercial centre, using for its passenger terminals and also for its freight the terminals of the Grand Trunk railway, which it has running powers over. The portion of the Grand Trunk railway between Montreal and St. Roaldis, and the Victoria bridge, which is the property of the Grand Trunk, it is but natural that there should be a traffic arrangement between it and that company. The traffic arrangement is this: Any unconsigned freight which originates in the territory of the Intercolonial and is going west of Montreal must be delivered to the Grand Trunk at Montreal; and any freight originating west of Montreal and going east to the territory controlled by the Intercolonial railway must be delivered by the Grand Trunk railway to the Intercolonial at Montreal.

This arrangement does not prevent the Canadian Pacific Railway company from going into the territory of the Intercolonial and soliciting freight which is to be delivered west of Montreal. If a shipper, say, at Halifax, desires that his freight should go over the Canadian Pacific railway, he can have his freight delivered, but the freight must be delivered by the Intercolonial to the Canadian Pacific railway at Montreal and not at St. John's. In other words the Intercolonial railway claims the right, a right which is exercised by every railway company in America, to carry its freight as long as it can, as possible over its own railway. On the other hand the Grand Trunk railway company delivers its own pound of freight into Intercolonial territory to be carried by the Intercolonial railway to Montreal. Although it has a railway of its own to Point Levis which connects with the Intercolonial railway there, it cannot carry its freight to Point Levis but must surrender it at Montreal. Any railway man will say that this business with the Grand Trunk is a business that is highly favorable to the government and one which gives the Intercolonial railway every possible advantage in respect to the carriage of freight.

Now what reason can be urged on behalf of the Canadian Pacific railway justly that demand that freight goods sent from the Orient to the Intercolonial territory, should be delivered to them at St. John and not at Montreal? Why the Intercolonial railway has now been built for the purpose of making money it is certainly the duty of the minister of railways and of the government to prevent it from losing money if possible. The true test of the question is whether you would an outsider, who is not influenced by local circumstances, who is not vexed by any business man in Halifax, Montreal, Quebec or Toronto or by John, if asked to decide this question, would give the reason of the claim of the Canadian Pacific railway? Even Mr. Shawney does not venture to state that a fair claim or that there are any reasons to support it. The only reason he says is that the government ought to grant it, otherwise the Canadian Pacific railway will lose money in export business at St. John. This is correct, would not be a good reason why the government should sacrifice the interests of the Intercolonial railway to the people of Canada. The only reason is familiar with the fact of knowing and save the money by subjecting utility that the Canadian Pacific railway has been given by St. John business, and to have the only pretence of reason or half of the claim falls to the ground.

In viewing this matter the people of John ought to think what effect their action have on the people of parts of Canada. It is just possible, though we think highly improbable, that a majority of the voters of St. John their great anxiety to see the winter business carried on, may condemn the government and Mr. Blair for resisting the claims of the Canadian railway, but if the people of St.

will, They would not be able to find an

Vancouver would agree with and they would simply prove that they were guided by no principle but by selfish considerations. They would be imitating the individual who who killed a good man and laid the blame on the victim. I do not believe that our country is to be regarded in this light. It be had indeed for the future of St. John if the idea prevailed throughout our country that we thought of nothing but ourselves. A community so selfish and so regard of the general interests would be ready to receive anything from any quarter that would come from the people of Canada. It would simply be pointed out that such a policy should be avoided and we should not be the hostility if not the contempt of the community in Canada without receiving one compensating advantage. Let me understand once for all that the people of St. John are not the only ones who depend on the goodwill of the people of Canada or it does on the whims of the Canadian Pacific Railway company.

The people were glad to hear Mr. Blair emphatically declare that the government would not yield to the demands of the Canadian Pacific. They were still so pleased to hear that in this case they had the support of the entire government. They were delighted to know that in their opinion the Canadian Pacific would not abandon St. John and they were still more delighted to be informed that the Intercolonial railway trustees had decided to build a wharves and elevator which would be built here at so great an expense as to be utilized this winter for the storage of freight. Mr. Blair was able to read them the good news that the steamer "Huron" would come to St. John because it

A black and white illustration of a man in profile, facing left. He is wearing a dark bowler hat, a white shirt with a high collar, and a dark suit jacket with light-colored vertical stripes. He is holding a thin, curved cane in his right hand. The illustration is done in a hatched or cross-hatched style, typical of early 20th-century book illustrations.

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St. John, N. B.

signed contracts to that effect. It may be that these vessels will have to go to carry them to the coast, but that, if the true nature of any action of the government, but simply for the fact that there is less grain in the Northwest for export than there was last year owing to the short crop. Nor do we think our laboring men will much lament the lack of grain for in their opinion grain-money does not leave as much money with the working men as the packages which are loaded on grain elevators, however picturesque an object it may be, does not employ many men, but the handling of other freight requires much labor, and there is no doubt that the amount of money disbursed in St. John to the working men this winter will be quite as large as the amount disbursed last winter, and no larger. Let every citizen of St. John ponder these facts in his mind, and he will not find much difficulty in coming to the conclusion as to the vote he ought to cast on the seventh of November next.

PRESERVE THE PEOPLE'S RAILWAY

in lies the root of the trouble. In the opinion of the Canadian Pacific people, the interests of that corporation are of supreme importance. All other interests must be subordinated thereto, first, last and all the time. Hence a cogent reason for the defeat of the man who is proving to be an insuperable obstacle in the way of attaining their ambitious ends. And the Tory government once more in power, the Canadian Pacific would be received graciously at Ottawa, its requests granted, its dictates obeyed. For this beneficent consummation Sun and his friends are struggling with mighty effort. How do they regard St. John? regard it? Are they prepared to approve such a course—such which has for its ultimate aim the absorption of the Intercolonial Railway by the Canadian Pacific Railway Company? Will it operate in favor of general prosperity in this province, and for the progress particularly of St. John, if the independence of the Intercolonial be destroyed? Will the absence of competition be a boon, for which the people should longingly stretch, but which they will never answer, but yet which they will not possibly resist? Will they be disposed to believe that any appreciable number of people would deliberately vote to place this community in such position as would involve its dependence for railway connection with the outside world, solely upon the Canadian Pacific Railway. If there are such persons—outside of the extreme Tory partisans—let them pause and think!

A little serious reflection will convince any fair-minded person, acquainted with the monopolistic proclivities of the Canadian Pacific, or for that matter of all great corporations, that the interests of St. John should be guarded and avoided at all hazards, if it be borne in mind now and then, always, that it is of incalculable importance that the people's railway should be preserved by the people and for the people.

BRITISH OPINION ON OUR ELECTIONS

There is no doubt that the British people are watching with great interest the result of the general elections in Canada. We have referred to this on more than one occasion and pointed out the endorsement of the policy of the Liberal Party by the Canadian people would be regarded in England as a step against the unity of the empire. This view is fully borne out by the article in the Western Morning News of Plymouth which we publish today.

This paper, which is a very influential and widely circulated organ of public opinion, deals with the subject of election from a British point of view. The Western Morning News recognizes that it is Sir Wilfrid Laurier and the Liberal Party that they owe the present extreme close relations which exists between Great Britain and Canada. It says that

Liberal's of Canada have proved themselves to be noble sons of a great empire, and it expresses the hope that Sir Wilfrid Laurier will again be returned to power by an increased majority. Let it be remembered that the Western Mail and News is a Conservative paper with no ordinary circumstances, and that Sir Charles Tupper, in Canada, but Sir Charles Tupper, by his Hessian tactics, has lost the goodwill of the British Conservative party, and they are only anxious to see him defeated. The Westminster Gazette is also anxious for the success of Sir Wilfrid Laurier. It says: "We wish with all our hearts that Sir Wilfrid Laurier may hold his own and come back with an increased majority."

It seems to us most desirable that a staunch imperialist, who yet knows how to conciliate the feelings of Canada, should remain at the helm at the present juncture. Sir Charles' extremely businesslike imperialism is by no means to our taste, and might have ultimate consequences very serious to the empire." This view is identical with that which has been frequently expressed in the columns of The Telegraph. Sir Charles Tupper is the first man in Canada who has run an election on a policy of dissension and with a programme which, if carried out, would result in the separation of Canada from the empire. We are inclined to think that his experience in the election which is to follow on the seventh of November will discourage any future leader of the opposition from taking up such a programme.

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 a campaign tour in the upper provinces, and was a little hoarse from his oratorical efforts, but with the magnificent aid of the choir he soon forgot the slight disability of voice and for an hour and a half held his hearers who filled every part of the Opera House from the rear of the platform to the furthest part of the upper gallery. Mr. Fielding never spoke below what he did Wednesday evening; he never had a more appreciative or a more enthusiastic audience. His speech was that of a statesman, free from all petty personalities, quibbles, and dealing with the great public questions he discussed on their merits alone. It was a complete justification of the policy of the Liberal party and to report of it should be read by every man who wishes to be well informed with regard to the financial record of the government.