

POOR DOCUMENT

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The Semi-Weekly Telegraph.

VOL. XLII.

ST. JOHN, N. B., SATURDAY, OCTOBER 15, 1904.

NO. 109.

A. A. STOCKTON FOR COUNTY; DANIEL THE CITY MAN AGAIN

Opposition Fill Their Ticket

Thorne, McInerney and Hathaway First Named for County in Convention Thursday Night, But Declined--Dr. Daniel the Only One for the City Running--An Enthusiastic Gathering.

The Conservative nominating convention Thursday night chose Dr. J. W. Daniel of the city and Dr. A. A. Stockton for the county. Dr. Daniel was officially announced at a meeting in the York Theatre early morning. Neither of the nominees were present during the selection of the candidates, but both arrived soon after. Dr. Daniel's name was the only one for the city, due to the contests. W. H. Thorne, G. V. McInerney and W. F. Hathaway were proposed. Dr. Stockton, but declined before they could

GRANT HELD ON ROBBERY CHARGE

THE ESCAPED FREDERICTON PRISONER NOW IN BOSTON JAIL

Identified as One of Three Men Who Jostled Chelsea Man and Relieved Him of His Pocket-book Containing \$1,258.

Boston, Mass., Oct. 13.—(Special)—Arthur Andrews, alias Chas. G. Grant, who recently escaped from Fredericton jail, was this morning found probably guilty in the Charlottetown municipal court of the larceny of \$1,258 from Weston D. Cunningham, and was held in \$2,500 bonds for the superior court. In default of bail he was committed to jail.

Mr. Cunningham is a carriage merchant and lives at 19 Addison Street, Chelsea, riding in a Chevrol car. City Square, Charlottetown, shortly before 6 o'clock Thursday afternoon, Oct. 10th; three men crowded against him on the rear platform, one of whom took his wallet. Andrews has been identified as one of the trio.

SENATOR WOOD AND H. A. POWELL SPEAK AT MONCTON

Conservative Candidate Predicts That G. T. P. Eastern Section Will Never Be Built.

Moncton, N. B., Oct. 13.—(Special)—The weather tonight was rather unfavorable for the Conservative meeting in the Opera House, but the hall was fairly well filled. E. A. Reilly presided, and the speakers were Senator Wood and H. A. Powell.

The railway question was the principal issue discussed.

Senator Wood dealt with the contract between the government and company. He condemned particularly the amended contract made by the government last session, as it was all to the advantage of the company and to the disadvantage of the government.

Kropatkin Admits Defeat.

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"Our right army has been pursuing the enemy northward."

The Russian force around Benshikov is estimated at 100,000, and the 1st C. R. isolates or less would be a severe blow.

Estimates of the total forces engaged vary. One telegram from Liao Yang says that the Russians have two hundred thousand men with one thousand guns. The Japanese force exceeds the number engaged at the battle of Liao Yang.

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JAPS HURL BACK RUSSIAN FORCES

Terrific Battle of Big Armies is Still in Progress

Oyama Meets Kuropatkin's Attack With Counter Attack--Struggle Has Been Going on for Three Days and Nights--St. Petersburg Fearful of the Result as Defeat Means Ruin for Their General and Speedy Fall of Port Arthur.

Tokio, Oct. 13--9:30 a.m.--Field Marshal Oyama, telegraphing from the field yesterday, said that operations are progressing favorably.

Kuropatkin Fails to Drive Japs.

St. Petersburg, Oct. 12--1:37 p.m.--The battle below Mukden continues to rage along the entire front, and according to reports, the Japanese have gained some ground last night, after the fighting of the day had ended, the Japanese were stubbornly holding their own, offering a desperate resistance, and had even advanced their positions.

After an all day fight above Yentai, in which the Russians sustained their first check, the Japanese still held that position, the infantry practically was not engaged, the artillery hearing the brunt of the fighting. The Japanese stuck to their guns and the Russian batteries were unable to dislodge them.

According to a report received by the war office here, the Japanese hold entrenched lines extending in a semi-circle north of Yentai railroad station (erroneously reported to have been captured by the Russians). Thence they have a series of arcs covering the Yentai branch railway, enclosing the mines, whence they have swept southward toward the Taïse river, the river enclosing the mountainous region forming the triangle of their main position.

General Kuropatkin's right seemingly is carrying out a strong flank movement eastward, as reported by the correspondent of the Associated Press at Shantung.

Russian Force Out.

Tokio, Oct. 12, 4 p.m.--Generally it has been resumed in the theatre of war. It is believed here that a general engagement is progressing between Liao Yang and Mukden.

Field Marshal Oyama has met General Kuropatkin with a general advance of his army, but Russian success now seems a winter campaign and surely enhanced prestige, not only for Kuropatkin personally, but for the Russian arms in Manchuria in the eyes of the Chinese, which is an important factor in the present situation.

The effect of defeat upon the gallant force of the Japanese held entrenched lines across the Taïse river, 33 miles west of Liao Yang, has apparently been by the Japanese cutting its rear, as the report of its defeat or capture is received. The following report from the headquarters of General Kuroki's right wing was received today:

"On the morning of Oct. 9 a body of enemy crossed the Taïse river from a north at Weining Ying toward Chia-tu and entrenched between Chia-tu and Benshu. Its strength was one brigade of infantry and 2,000 cavalry, while the Taïse river, the enemy's route was reduced to one brigade of infantry and 90 cavalry with eight guns. The enemy's direction of Ta Pass consists of a red brigade. There is one regiment of cavalry at Menchou and another at Chia-tu, both of which are advancing. Their rear seems to be supported by forces of some strength."

Oyama's Report.

Field Marshal Oyama, telegraphing on October 9, says:

"Our right has dispatched a detachment to reinforce the garrison at Chia-tu. Since Oct. 8 we have been attacked at Shantung. To meet the forces of the enemy that have appeared at Benshu the garrison there has been reinforced."

"A battle is progressing, but no particular regard it have been received. The center and left are still fighting."

"It is my intention to win the offensive on the tenth, before the enemy succeeds in concentrating his force on the left bank of the Hun river, and to thus attack the enemy's main strength."

Reporting on Oct. 10, General Kuroki says:

"Communication has been established with our detachment at Benshu. Our detachment fought against superior strength for two days, but the most severe engagement was near Benshu."

"All our positions were successfully held."

"As Weining Ying the Russians have one brigade."

"A large column of the enemy reached Ta Pass on the ninth."

"The Russian strength at Tumenen is one brigade."

"Last night the Russians attempted a close attack against our position and we repelled with a portion of our force."

"Reinforcements from our army reached Hsüeh-chia at 4 o'clock on the afternoon of the ninth. A portion reached Benshu at night and another portion occupied Tumenen."

"The Russians are assembling at Pin-shan-kou and Tayou."

St. Petersburg Very Anxious.

St. Petersburg, Oct. 13--20 a.m.--No official news of the result of today's battle south of Mukden is available at this hour. General Kuropatkin has remitted his regular report to Emperor Nicholas at Tsaritsko Selo, but the despatch was not sent back to the general staff to night. So the latest word from Russian sources is contained in the Associated Press despatch from Mukden. As is natural, the absence of official news is pessimistically interpreted in many quarters.

commanding the Sixth Siberian Rifle division, who is wounded, shows that Field Marshal Oyama's corps is also in the field, and the full extent of the Russian forces engaged is not known.

The latest despatch indicates that Kuropatkin is transferring the weight of his blow to the Japanese right.

The extreme Russian left extends to the Taïse river, where it bends northward to form the Liao river. The distance includes the villages of Ulitz and Tamtsaputzy, three miles south of Beishantun and then turns westward through the valley of the upper Schil, a few miles northwest of the Yentai mines.

There is no evidence yet or mention in official despatches of operations west of the river.

Intense public interest is manifested in the fighting at the front. Everybody is awaiting eagerly news of definite results. Great tension and nervousness are displayed at the War Office.

CANDIDATES PREACH LIBERAL DOCTRINE

(Continued from page 1)

\$106,184,733, the increase under Tory rule by \$105,593,522, and under Liberal rule by \$181,077,432.

In 1898 the national debt was \$258,497,422, and in 1899 it was \$251,063,729. The increase under the Conservatives in eighteen years was \$18,355,363, and under the Liberals in seven years, \$3,112,288.

The net surplus of revenue over ordinary expenditure in the seven years of Liberalism is \$41,350,092, and the surplus in the previous seven years of Conservative rule is \$10,467,410.

The last year of the Conservative rule the post office deficit was \$751,142. Mr. Foster had said that owing to this deficit the time was far distant ere a reduction in postal rates could be possible. Under Liberal rule, though the postal rates were reduced and a sum of \$2,700 annual was given to Mr. O'Brien, he said this was a record to be proud of. He allotted to the exodus of people from the dominion during Conservative administration and said that since Wilfrid Laurier assumed the reins of power the exodus had stopped. He believed the electors would not permit a change of government. He urged the electors to stand shoulder-to-shoulder in the fight and there could then be but one outcome—a sweeping victory for Liberalism.

HON. H. A. McKEOWN.

Mr. McKeown was given a fine reception, being greeted with applause and cheers. He spoke forty minutes, but with some effort, as he is suffering from a heavy cold. After a few introductory remarks, he said nothing but what was natural keeping, and political matters were judged to be minor judges the success of his business. If a merchant had a manager pursuing a policy for sixteen, seventeen or eighteen years and a change was made, and the new manager made \$10 to the other's \$1, he would be greatly pleased.

He advised the electors to stand shoulder-to-shoulder in the fight and there could then be but one outcome—a sweeping victory for Liberalism.

Defeat Means Kuropatkin's Ruin.

A apprehension is caused by the Tokio despatch saying that Field Marshal Oyama reports that he is gaining ground and has cut off a Russian column below the Taïse river. It is only natural, and the reported reversed victory, that the Japanese will sweep southward toward the Taïse river, giving evidence of the wide nature of the turning movement.

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HON. Wm. PUGLEY.

Mr. Pugley was then introduced and was given a hearty welcome. After a few moments reference was made to Mr. McKeown and Mr. O'Brien, the attorney general commenced his speech by remarking that the Star of last evening stated that the people were wondering what William Foster had done to get out of the campaign, indicating it had been one of the important factors in increasing the export and import trade through the port of St. John. It was impossible, the attorney general said, for Canada to expect to increase her exports unless her imports also increased. In order to carry on the export business successfully, vessels must have return cargoes.

CANADA'S FOREIGN TRADE INCREASE

He desired to call the attention of the audience to the wonderful increase which had taken place in the foreign trade of Canada during the seven years of Conservative rule, and contrasted it with the last seven years of Conservative rule. During the last seven years of Conservative rule the total trade was as follows:

1890. \$21,607,290
1891. 20,384,334
1892. 21,269,443
1893. 24,768,620
1894. 20,999,889
1895. 22,420,485
1896. 29,025,360

How vastly greater was the increase during the last seven years of Liberal rule. He gave the figures as follows:

1897. \$27,168,962
1898. 30,475,739
1899. 31,691,213
1900. 38,157,236
1901. 386,903,157
1902. 423,910,444
1903. 467,064,685

Thus we find, he said, that while the total foreign trade of Canada during the last seven years of Conservative rule only increased by about \$20,000,000, during the last seven years of Liberal rule it increased by about \$20,000,000, and in the year 1903 the total foreign trade was double what it was in 1896. These were most striking figures and told a wonderful story of Canadian development. (Loud applause.)

HIS INTEREST IN THE CITY'S GROWTH

When he had come to St. John a good many years ago from his country home, he had a great faith in the marine provinces, and in the future of the maritime provinces. He was brought up in Nova Scotia and the Maritime provinces, and he had a right to oppose the policy which would bring the trade of the west through the maritime province ports. No government, he said, would force on a community what it deliberately says it does not want.

He believed the electors would not permit a change of government. He urged the electors to stand shoulder-to-shoulder in the fight and there could then be but one outcome—a sweeping victory for Liberalism.

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JAP Capture Blockade Burner.

Tokio, Oct. 12, 5 p.m.--Admiral Hosoya commanding the third squadron of the Japanese fleet, reported that 11 a.m. to-day a Japanese torpedo boat, the "Oshio," had been captured by the Japanese. The "Fuping," which was carrying a great quantity of munitions of war, had been captured by the Japanese. It was said, was attempting to sweep away the blockade of Port Arthur.

Many Russ. Wounded.

Mukden, Oct. 12, 1:40 p.m.--Stubborn fighting still in progress, the third division of the Japanese army, which had been captured by the Japanese, had been captured by the Japanese. The "Fuping," which was carrying a great quantity of munitions of war, had been captured by the Japanese. It was said, was attempting to sweep away the blockade of Port Arthur.

Japan Shells Damaging Port Arthur Ships.

Tokio, Oct. 12, 7:15 p.m.--Japanese shells were still in progress, the third division of the Japanese army, which had been captured by the Japanese, had been captured by the Japanese. The "Fuping," which was carrying a great quantity of munitions of war, had been captured by the Japanese. It was said, was attempting to sweep away the blockade of Port Arthur.

Three Days' Battle Still Raging.

St. Petersburg, Oct. 12, 5:22 p.m.--Still no definite news has been received from the front, the battle of the Schil river, reaching to the conclusion that all the indications show it was still in progress that day.

The latest reports indicate that the fighting is of a much longer duration than was anticipated.

The government, however, is continuing the fight, and the Japanese remain in six other captured fortifications south of Shushien-ho, which were mentioned in these columns.

St. Petersburg Very Anxious.

St. Petersburg, Oct. 13--20 a.m.--No official news of the result of today's battle south of Mukden is available at this hour. General Kuropatkin has remitted his regular report to Emperor Nicholas at Tsaritsko Selo, but the despatch was not sent back to the general staff to night. So the latest word from Russian sources is contained in the Associated Press despatch from Mukden. As is natural, the absence of official news is pessimistically interpreted in many quarters.

The government builds and owns and lets the road to the company from here to Winnipeg on certain conditions, and if the conditions are not kept the government can take the road from the company. (Applause.)

Mr. O'Brien had read them the conditions to which the company had bound itself and if they did not keep the conditions the government could take away the road from the company. He wasn't trusting so much to the honesty of the company as to the strength of the contract. (Applause.)

Mr. McKeown asked if his auditors had ever read those things in the Sun newspaper. The Star agrees that Kuropatkin is transferring the weight of his blow to the Japanese right.

The extreme Russian left extends to the Taïse river, where it bends northward to form the Liao river. The distance includes the villages of Ulitz and Tamtsaputzy, three miles south of Beishantun and then turns westward through the valley of the upper Schil, a few miles northwest of the Yentai mines.

There is no evidence yet or mention in official despatches of operations west of the river.

Mr. McKeown referred to Mr. Borden's scheme as the ill-begotten scion of the imagination, born under an unlucky star, it deserved the condemnation of every resident of the province. He reviewed Mr. Borden's proposition and said that New Brunswicks did not like the transcontinental railway to stop at Quebec, but through New Brunswick. Mr. Borden's policy meant to stop at Quebec and no new line through New Brunswick. They never saw that in the Sun. (Applause.)

The same measure of prosperity had not come to the maritime provinces as the result of the transcontinental railway, and when the statement was made by Sir Wilfrid Laurier that he had been the result? Not only have imports from Great Britain greatly increased, but there has been an enormous increase in the exports of the products of Canada to Great Britain. (Applause.)

Mr. McKeown had said that the Star of the year before had agreed to oppose the policy which would bring the trade of the west through the maritime province ports. No government, he said, would force on a community what it deliberately says it does not want.

He asserted by the Conservatives we should build the railway through the Maritime provinces, and that the main line should be built at North Bay, where the connection would be with the system of the Grand Trunk Pacific.

The Liberal party, however, insisted that this should not be; that in order to give to the maritime provinces the benefits which they had a right to expect from the building of a new transcontinental line, the rail should be carried east from the city of Halifax to the west to the city of St. John, so that the connection with the Atlantic ocean could be made.

He urged the connection with the main line, however, insisted that this should not be made, as the Atlantic ocean could be diverted to the St. John connection, and that the connection with the St. John connection should be made with the St. John connection, and that the connection with the St. John connection should be made with the St. John connection.

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THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N.B., SATURDAY, OCTOBER 15, 1904.

FROM ALL OVER NEW BRUNSWICK

FREDERICTON.

FREDERICTON, N. B., Oct. 11.—(Special)—The Conservatives of York, in convention here this afternoon, nominated Oswald S. Crocket, barrister, of Fredericton, as their standard bearer for the house of commons. The convention was well attended and fairly representative.

The nomination was first tendered to Rev. Mr. McLeod, who was defeated by Mr. Gibon in the last election, but he declined to accept. He explained that he had work to do that made it impossible for him to engage in an election at the present time. It was agreed that Mr. Crocket be the candidate, and the meeting adopted the motion. A standing vote being called for, about two-thirds of the delegates rose to their feet.

Mr. Crocket accepted the nomination in a brief speech, and predicted victory for himself.

Speeches were made by Harry McLeod, John H. Gunter, and the gathering closed with cheers for the king.

A determined effort was made by the Conservatives to induce George J. Colter, of Keswick, to run, but he declined.

The annual meeting of the law students, to have taken place Oct. 18, has been postponed to Nov. 8. Attorneys' examinations have been postponed to Nov. 7 for oral, and No. 8 for written.

It is understood that when the supreme court meets on Tuesday, Oct. 1, only common motions will be heard, while adjournments will be made on Nov. 8.

The C. P. R. have decided to cancel the contracts for freight under which Fredericton merchants have been working for some years. Under this decision the contracts will terminate on the last day of this month. The contract is for freight from Fredericton to St. John at ten cents 100, with a minimum of ten cents.

Under the new arrangement the rate will be twenty-five cents 100, with twenty-five cents as a minimum. Merchants are naturally disappointed with the action of the C. P. R., and set out themselves to remedy the situation by a union of the business men to import from Montreal the goods which they have been buying in St. John, and which goods would come in over the Intercolonial.

BEAVER HARBOR.

Beaver Harbor, Charlotte county, Oct. 9.—Miss Smith, who has been visiting Mrs. H. J. Eldridge, has returned to her home in Fredericton.

James Gillibrand, of St. George, visited the harbor last week.

Mr. and Mrs. Dan. Thompson have returned home after a three months' stay in Nova Scotia.

Miss Simpson, of Oak Bay, has charge of the advanced department of our school.

Miss Pearl Eldridge has returned from Sydney (C. B.), where she has spent the last two years.

L. N. Waddington has gone to Fredericton to attend the University of New Brunswick.

Alce Raye, an old and respected citizen, of Black's Harbor, died on Thursday last. Interment was in the Episcopal church yard Saturday.

Mrs. Farrin and Mrs. Bowman of Bristol (Me.) have been visiting their mother, Mrs. Mary Holmes.

Scholar F. E. Givan, Capt. Melvin, has been undergoing extensive repairs at this place.

James McLaughlin, of the firm of E. N. Cross & Co., is receiving surgical treatment for cancer.

A number of our leading citizens attended the Liberal convention at St. Stephen last week.

CAMPBELLTON.

Campbellton, N. B., Oct. 12.—(Special)—A member of the Intervenational Navigation Co., Ltd., was held today. This company has given a contract for a steamer to be built in Scotland, which will run twice per week between Campbellton, Duffus and several Quebec ports ending at Gaspe Basin.

Among those present at the meeting were Dr. T. C. Armstrong, Dr. H. L. Lovasik and John G. Keay, M. P., representing Quebec interests; James Reid, M. P.; Hon. C. H. La Billiois, H. F. McLachy, M. P.; P. David Richards, Joseph Bourdouneau, Geo. G. McKenzie and Frank Blair. The question of wharf accommodation at Campbellton was discussed and a largely signed petition will be forwarded to Ottawa asking for these improvements.

The new steamer will have a tonnage of

1,600 tons and will carry 600 passengers. Rudolphe Lemieux was nominated at a convention held in Gaspé. His opponent will be Dr. Renier, of Perce. Charles Marcell, M. P., arrived at Metapedia today and will stamp Bonaventure county at once. He will be assisted by John Hall and Thomas Blanchet, two popular bartenders practising at New Carlisle.

MONCTON.

Moncton, N. B., Oct. 11.—Rev. E. B. McWhelley, I. C. R. cashier, and his wife, who has received a call from the Moncton Free Baptist church, will spend this week in the city, looking over the field and will occupy the pulpit of this church on Sunday next. Mr. McLatchy has yet given the Free Baptist an answer, but it is expected that he will accept the call.

St. John's Presbyterian church guild opened tonight with a social, after being closed for the summer months.

At the monthly missionary meeting in the church hall, the speaker for the evening, Mr. George (N. B.), who have been spending a week with relatives here, returned to their home Friday.

Miss Lottie Dixon, who is attending school at Edmundston (D. I.), is spending a few days with her parents.

Mr. and Mrs. Thomas Macowan, of St. George (N. B.), who have been spending a week with relatives here, returned to their home Friday.

At the annual meeting of the C. P. R. on Wednesday, Mr. George (N. B.) was elected president.

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Semi-Weekly Telegraph

ST. JOHN, N. B., OCTOBER 15, 1904.

MORE NOMINATIONS

The more conventions were held Tuesday, one by the Conservatives in York and the other by the Liberals in Restigouche. In the last named county a three-cornered fight appears likely for which Mr. James Reid, M. P., had a large majority in the convention, Mr. William Murray, who also sought the nomination, declined to abide by the decision of the meeting and will appeal to the electors. Thus two Liberals and Mr. W. A. Motte, Conservative, are in the field. Mr. Murray, as The Telegraph intimated some weeks ago, maintains that an agreement was made in 1900 wherein it was stipulated that Mr. Reid was to retire in his favor after one term at Ottawa. The Reid men give a different version of the events leading up to the nomination in 1900. Mr. Murray, however, appears determined to give a test of strength. The appearance of a third candidate has a tendency to make the case an awkward one from the Liberal standpoint, but the Reid men will point with confidence to their candidate's large majority in 1900—it was 477—as indicative of his hold upon the constituency. To what extent Mr. Murray will split the Liberal vote is not clear from the information at hand.

Mr. O. S. Crockett will oppose Mr. Alexander Gibson in York. The Conservatives endeavored to persuade Rev. Joseph McLeod to run, but he declined, desiring to devote more time to his religious work, and being especially mindful of the cause of Baptist union, whose stalwart champion he is. The Conservatives will miss him, but a great many of his friends and admirers will be glad to see him quit active politics. Mr. Crockett is a brother of the Fredericton Gleaner's proprietor, and as that journal is liberal at present, it may be inclined to regret the plunge of a young brother. Mr. Crockett's strength is an unknown quantity, but the Gleaner intimates that the Liberals will have to work hard to beat the Conservative nominee.

SAFETY ON THE RAILWAYS

A question of prime importance to everybody is raised by the agreement of all the railway companies in the Dominion to formulate a set of rules to govern uniformly the operation of all trains in Canada. This action is taken at the suggestion of the Railway Commission, which proposes uniformity of regulations and certain other radical changes looking to the safety of passengers and crews. At a time when shocking railway tragedies are of daily occurrence in the neighboring Republic, the Commission's circular is a reminder that on many roads in this country devices intended to prevent accidents are by no means as common as they should be.

It is proposed, for instance, to compel the adoption of the block signal system wherever traffic is sufficiently heavy to justify such action, and automatic devices to give warning against open switches will be another feature of the proposed reform. It is the intention to make the signals by lights and motions the rule on all roads, and no train shall be permitted to work more than a certain number of hours, willingly or unwillingly. This regulation becomes necessary in view of a recent case in which a train had responsible for a wreck had been on duty voluntarily for more than twenty consecutive hours. The tendency of the railroad is to make no more improvements for the protection of the passenger than the law compels them to make, and the proposal to enforce uniform regulations of a sensible character will meet with quick and general approval.

A NEW PHASE OF THE WAR

London observers are somewhat puzzled by General Kurupatkin's change of front. It is commonly agreed that the fighting reported yesterday indicated the beginning of a struggle which will be decisive of the present campaign, though it will be recalled that similar predictions were made before the great engagement ending in the Russian retreat from Liao Yang. As General Kurupatkin's retirement on that occasion was heralded in some quarters as a triumph of strategy, it is not easy to see how he now hopes to reconquer the immensely strong position of his own choosing from which he was driven. That Oyama will be unable to defend successfully the stronghold he wrested from the enemy a few weeks ago is most improbable. There certainly is much reason to believe that the Russian movement southward will not extend be-

yond the river at Liao Yang. The relief of Port Arthur by the force now in Oyama's front is a dream fostered by St. Petersburg despatches.

The purpose of the Russians to maintain the offensive was announced with a flourish of trumpets which in itself tends to throw doubt upon the good faith of the proclamation. It is not customary to publish the plans of large military movements in advance. In some quarters the Russian advance is regarded as due to some such pressure from St. Petersburg as preceded Stakeholder's ill-starred attempt to relieve Port Arthur. The advance was checked by the Japanese yesterday, and an artillery duel, apparently preliminary to a general engagement by both infantry and guns, was in progress at last accounts.

London is inclined to regard the Russian line of communication as foolishly impeded by the present tactics of Kurupatkin. The value of such comment would be more apparent if the force now at Field Marshal Oyama's disposal were known. It is not known, but there is little cause to believe that the Russians could have received many reinforcements of late than the Japanese. A decisive trial of strength must be expected within the next few days.

IT WAS TIME

The action of the Common Council Wednesday in regard to the West Side berths must be accepted as a definite determination to loose from the C. P. R. as far as possible from its control. The joint-ownership plan, get rid of a partner who takes all the profits, and give the city complete control of the property paid for by its citizens. That done, the aldermen will be in a position to make advantageous terms in matters affecting the future of the port, with the government, the C. P. R. or anybody else. By solving the weak-minded report of the treasury board and deciding to return \$30,000 to the C. P. R. and terminate the existing agreement, the council made a distinct step toward a progressive harbor policy.

A glance back over the long lane which developed a turn yesterday shows that from its heavy investment at Sand Point the city has derived practically no direct revenue, and has been for years paying in its own light, mainly for the benefit of a railroad corporation. The proposal to build two wharves—four berths—some years ago led to an agreement whereby the C. P. R. was to pay \$30,000 and have two berths free of charges for through freight. The city was to pay \$30,000—half of the estimated cost. A wharf was built on posts, on the advice of a C. P. R. expert. It fell down. It was rebuilt at an expense of \$6,000. It was then agreed that the city could cost the C. P. R. at any time within five years by repaying \$6,000, and after five years for \$60,000. The city could not charge wharfage on berths 3 and 4 under the agreement with the railroad, and, to avoid discrimination, it became a fixed policy to make no charges at berths 1 and 2. As the city was thus deriving no revenue from the wharves, Alderman MacAfee moved to dissolve partnership with the C. P. R., repay their contribution, and get down to a business basis. The council thought it better to wait until the specified five years had elapsed, so that they could resume control for \$30,000. He brought the matter up again, and the new boards were organized early in the past summer. The treasury board was then persuaded to make the recommendation which had been repeatedly advocated.

The council took alarm. The C. P. R. was feared by some aldermen and loved by others, and these together refused to give the company notice to quit, and sent a report back to the treasury board with the intimation that it would do well to revise its opinion before reporting again. The chairman of the treasury board, after considerable delay, appointed a committee to deal with the matter and this committee reported in favor of another agreement with the C. P. R. The public had heard much of agreements with the C. P. R. but little of that much was favorable. Even some members of the treasury board said another agreement would be unwise. This led Alderman MacAfee to move again at yesterday's council meeting for the cancellation of the existing agreement; and the resolution went through at once.

What is the financial history of these berths? The city has invested in one way and another, at Sand Point, the sum of \$81,690. This included the Carlton Branch, \$80,000; land damages, \$66,463; dredging, \$16,889; interest and law costs, \$24,723, as well as \$45,500 spent on the wharves since the fire at Sand Point. The city has had an interest on its bond issue of \$10,000, which, added to the \$81,690, makes more than a million since 1892.

The city has been unable to put charges on the lumber taken away by the Winter Port steamers and has thus lost \$4,000 a year. Beyond the government grant and the summer business, there has been no revenue from the berths. The city has received \$4,000 a year for supplying water to steamers, \$2,000 for anchorage fees, \$2,000 for harbor-master's dues and \$1,100 from local freight. In all the city's income from this business has been referred to as \$18,100, but the talk of this would be received without the Winter Port business—water charges, anchorage and harbor-master's fees at least. Indeed under other circumstances the income from these sources would have been larger. The government grant

is given on account of the Carleton Branch purchase and the elevator. In reality the \$18,000 cannot properly be regarded as income derived from this investment of a million dollars.

The city paid for the property, but derives revenue from it not controls it. But the city goes on paying interest, maintenance and improvement charges.

The council can now change this by dissolving partnership with the C. P. R. so far as control of the property is concerned, and putting charges on the traffic at all four berths. Once in control the city will be able to use its investment to advantage. Legislation will be sought, no doubt, giving the council power to regulate charges on all the traffic. This will mean the collecting of such charges as the traffic can bear, and it will be enough to give the city a reasonable revenue from the property from which it now derives practically none.

THE BATTLE IN NEW BRUNSWICK

WICK

Thursday's nominations, added to those previously made, fill nearly all of the gaps in the ranks of both parties in New Brunswick.

There will be considerable disappointment in some quarters, no doubt, because Mr. Thorne, Mr. Hazen and Mr. Molnerney deemed it necessary to decline the Conservative nomination for the city and county. There was a seemingly well-founded impression at one time that Mr. Molnerney would be chosen if Mr. Hazen decided not to run, but it appears now that other counsel prevailed. Perhaps the mention of candidates other than Dr. Stockton was merely complimentary. That was probably true at least in Mr. Hetherington's case. Mr. Stockton and Mr. McKeown are both experienced campaigners, and it must be admitted that each of them is pretty well acquainted with the other. That may tend to make the fight in the county more interesting. Dr. Daniel, of course, was sure to be renominated. The interest Thursday night centred in the election of a man for the county.

The Conservatives have yet to choose candidates in Kent, Gloucester and Victoria-Madawaska. The Liberals will today select their standard bearer in Northumberland, where there are several aspirants for the honor of opposing Mr. Robinson. In Kings-Albert, York, Westmorland, Charlotte, Queen-Sunbury, Carleton and Restigouche full tickets are in the field on both sides, and the campaign is on in earnest.

IT LOOKS LIKE DEFEAT

The conjecture may safely be hazarded that any assumption based on the theory that the Japanese have been caught napping is absolutely erroneous, and it may even be submitted to be highly improbable that the Russians have succeeded in effecting any serious dislocation of the plan of a man of Chamberlain's years. Others may wait, but he is an old man in a hurry. Besides, he now has full control of the question of a Colonial conference and waiting for a general election, Mr. Chamberlain was ever sharper in his criticism of the Prime Minister. The prospect of "endless delay" with repeated consultation of the constituencies, is naturally disastrous to a man of Chamberlain's years. Others may wait, but he is an old man in a hurry. Besides, he now has full control of the question of a Colonial conference and waiting for a general election, Mr. Chamberlain was ever sharper in his criticism of the Prime Minister. The prospect of "endless delay" with repeated consultation of the constituencies, is naturally disastrous to a man of Chamberlain's years.

This comment was written by an American observer before the Russian advance was checked. If we may be guided by the latest advice from Tokio, the "forward movement" of General Kurupatkin has not only failed to seriously shake Oyama's forces but has been met with a strength so formidable and so skilfully applied that the fate of the Russian Manchurian army now depends upon its ability to fight its way back to the fortifications at Edinburg a couple of days before he did not favor protection, seems to have netted Mr. Chamberlain. He himself does not desire the protection of Sir Wilfrid Laurier. The Chinese are playing into each other's hands like skillful whist players." The anti-Chamberlain journals say the Premier and his former Colonial Secretary have nothing in common. The New York Evening Post—anti-Chamberlain—holds the latter view, and says:—

"That an open breach between Chamberlain and Balfour can long be delayed seems improbable after the former's latest speech."

There was a distinct note of resentment and warning in it. The Premier's announcement at Edinburg a couple of days before he did not favor protection, seems to have netted Mr. Chamberlain.

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THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., SATURDAY, OCTOBER 15, 1904.

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LOCAL LIBERALS PASS STRONG RESOLUTIONS

Must Have G. T. P. Line to St. John

Large Meeting in Berryman's Hall Ratifies Nomination of O'Brien and McKeown --Speeches by the Candidates, Dr. Pugsley, Colonel McLean and Others.

The nomination of Richard O'Brien and Hon. H. A. McKeown as the Liberal candidates for St. John city and county was ratified at a large and hearty meeting in Berryman's hall Tuesday night. The hall was filled, the seats all being occupied and a number of electors standing. Thomas McAvoy presided and on the platform were Hon. William Pugsley and the candidates.

A number of resolutions were passed including endorsement of Hon. R. Emerson as minister of railways, pledging the candidates to advocacy of nationalization of the ports of Montreal, Quebec, St. John and Halifax; the reduction of the federal administration, the trade and transportation policy, extension of the I. C. R. to St. Stephen and calling for a direct line from St. John to the main line of the G. T. Pacific.

Administration Endorsed.

The first resolution of the evening was moved by John Keefe and seconded by E. Lantulum, M. P. P., as follows:

Resolved that the Liberals of this constituency place upon record their cordial appreciation of the Laurier administration during its course of office.

That the principles of Liberalism, applied to the government of Canada, 1886, in a large and extended trade; an increased immigration, marked general prosperity throughout the land, unrivaled in the preceding history of the country.

That the preference to British goods, as well as to products of the West Indies, continues to increase, and that the government believes, recommend among other things, the improvement in public expense of the Canadian administration.

In the opinion of this meeting the four principal ports of Canada, Quebec, Montreal, St. John and Halifax, should be taken over by the government, and thorough control maintained over them, and the same will be given to the provinces, as an act of justice to the people.

That the prompt action of the government in the construction of a transcontinental railway to the northward of the C. P. R. across the entire continent has been a great boon to the west and progressive general policy of the government, and will lead to the further development of vast fertile areas in the provinces of Quebec and New Brunswick, and to the opening of new Canadian terminals on the shores of the Atlantic and Pacific oceans within Canadian territory.

Mr. Keefe's speech, after his resolution had carried, was not long. He offered congratulations because of the presence of so large a meeting. It showed that the old spirit of Liberalism still lived. By united effort the constituency could be redeemed. The signs indicated that the Laurier administration would be in power for the next four years at least.

Confidence in Minister of Railways.

George Robertson moved the following resolution:

That the confidence expressed in him, and in the Honourable Henry R. Emerson, minister of railways and canals, as leader of the party in this province.

The motion was carried unanimously.

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The Eleventh Hour

BY SIR WILLIAM MAGNAY, BART.
Author of "The Red Chancellor," "The Fall of a Star," "The Heiress of the Season" &c.

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CHAPTER V.—(Continued).

Tokelove knocked at the door and announced luncheon. During the meal Fauconberg gave instructions for the necessary orders to be sent by that night's post to London firms, since the Drewford tradesmen had the impudence to insist upon ready money. "I am determined to do the thing in style," Tokelove, he said; "so get a full list out before post time. Stint nothing."

"Very good, sir," the man replied reluctantly, reflecting that it was no business of his how the bill was to be paid. "I think, sir," he added deferentially, with the privilege of an old confidential servant, "it is certain you don't care for the honor of the house and family—to do the luncheon on a first-class scale, sir."

"You are right, Tokelove," his master retorted, "and I mean to do it. Why, what do you think?" he added in a burst of reckless confidence, "Mr. Rousfield wanted to see me about just now:

"I couldn't say, sir," answered Tokelove, covering his intense curiosity by laying an unnecessary fork by his master's plate.

"Had the impudence to come and offer me a thousand guineas to walk out of Gains tomorrow and let him come in and entertain the Grand Duke on Monday. A thousand guineas; pretty swell swagger, eh, Tokelove?"

"Which of course you declined, sir?" Mr. Tokelove preened, too much occupied in calculating how the retort affected him to make further comment.

"I should think I did," Fauconberg replied with more energy than perhaps he felt. "I nearly kicked him out of the place."

"It was a splendid offer, sir," Tokelove ventured, still preoccupied with his own position in the matter, and uncertain whether he ought not to owe his master a grudge for having done him out of a good thing. "No doubt a business person like me saw it would pay him. I suppose he was going to do the thing in grand style."

"Going to have a special train down from town, with a small army from Burwood and a whole staff and kitchen from Vincennes."

"All! Hired waiters, sir, Swiss and German," etc., Tokelove observed with infinite interest. "It would give their Serene Highnesses and the rest of the distinguished company a poor opinion of the way we have done things at Gains, sir."

"Well, that was his plan, Tokelove. He was going to turn the place into a metropole coffee-room."

Tokelove was now satisfied that he had missed much.

"Then I am very glad he is not coming, sir," he said emphatically. "And, begging your pardon, sir, I think I know just what right to reject his patricious offer."

Presently, however, Tokelove had prepared for his orders for Monday's entertainment, the doorman came round to take him to Lord Davenham's private room, at which the Royal tourists were to make their first semi-public appearance of the way we have done things at Gains, sir."

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POOR DOCUMENT

M C 2033

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N.B., SATURDAY, OCTOBER 15, 1904.

BALANCE ON THE RIGHT SIDE FOR THE EXHIBITION

Preliminary Financial Statement Submitted to Directors Showing Some \$550 Balance--Directors Favor Fair Next Year, But the Matter is Left for a Special Meeting.

A preliminary statement of the receipts and expenditures of the St. John exhibition of 1904 shows a surplus of some \$550, but accounts yet unsettled will reduce this somewhat. There will be all likelihood, a small surplus. The directors Tuesday afternoon expressed themselves favorable to holding an exhibition in 1905, but deferred decision on this matter until a special meeting. The directors met yesterday afternoon, R. E. Emerson presided and also present were W. W. Hubbard, Henry Gallagher, R. R. Patchell, S. S. Hall, Alex Macaulay, J. H. McAvity, E. L. Rising, C. B. Allan, D. J. McLaughlin, John F. Gleeson (secretary); C. A. Everett, J. W. Myers and Col. Markham.

Mr. Emerson said the meeting was called to receive a report of the executive and to arrange for securing use of the government grant to the exhibition.

Report on the Fair.

The executive report, read by Mr. Emerson, gave the following interesting details:

A vigorous effort was made to arrange a good program, to advertise it as effectively and attractively as possible. In this connection we were fortunate in having the services of F. M. Sclater, who has given his ability freely to the exhibition. The unusually large number of visitors which came to St. John, and the extra effort and expense put into advertising, departmental exhibits, etc., were a judicious expenditure.

The attendance was:

Paid entrance admissions	46,688
Sunday tickets, day books (4 times)	6,364
Exhibitors and attendees, total attend	9,126
Passenger train (twice per day)	9,126
Tickets and staff (twice per day)	9,126
Total attendance	70,290

The total attendance in 1902 was 78,965.

The weather on the last two days this year was very unfavorable, otherwise the attendance would have been larger.

The demand for space in the industrial building was greater than we could supply, and there was a call on us from some of the most prominent manufacturers and dealers in Canada for space shown at an exhibition to be held here next year.

Our exhibit of stock was much larger than ever before, and that was due to the fact that we had to ask city exhibitors to keep their horses in their own stables, and a considerable number of them did so at our expense.

We were forced to build a number of temporary stalls for the horse exhibit from outside the city.

The horse show features were a decided success, and they should be continued, warm weather visitors to keep in comfort in the boxes, and on the grand stand, it would have drawn in more people.

Mr. Hubbard said he intended to add a number of gentlemen in the city who gave us most valuable assistance.

The experiment in getting a band which we could use at any time and place, was, so far as we know, a success, and it will be of great service to our visitors, and it was well seen, at a comparatively small increase in cost.

The prize list was heavier than ever before.

The addition of the children's wood competition and school garden exhibits.

Our natural history department under the management of W. W. Hubbard, was said by several competent judges, to be the most complete and interesting natural exhibit of the kind ever shown in Canada.

In this connection we desire to express our appreciation of the services of Dr. Fletcher, Dominion entomologist and botanist, who gave unremittant attention for four months to the work, and who has collected over 3,000 specimens, and which could be judged only by a skilled botanist.

In the field of agriculture, and carrying on the programme of judging in other departments, we had a most successful year in having the advice and assistance of F. W. Hodson, dominion live stock commissioner, and the agricultural work was done by a skilled board of judges.

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