

The Semi-Weekly Telegraph

VOL. XLIII.

ST. JOHN, N. B., WEDNESDAY, OCTOBER 26, 1904.

NO. 11.

BLAIR STANDS FIRM; WILL SCORE THE G. T. P.

His Own Words Denying Story That He Would Withdraw His Resignation

Has No Thought of Doing So, and Within 48 Hours Date and Place of His First Public Campaign Meeting Will Be Announced--Story About Withdrawal Was a Fake Sent from Ottawa to Comfort Panic-stricken Friends of the G. T. Pacific.

Montreal, Oct. 24--(Special)--Mr. Blair gives the most emphatic denial, over his own signature, to the reports that he had withdrawn his resignation.

The following is from an extra edition of the Star published this evening: "Without any other reason, apparently, than to bolster up the drooping spirits of their workers and followers, the Liberals have been circulating reports in Montreal today that Hon. A. G. Blair had withdrawn his resignation of the position of chairman of the railway commission."

JAPANESE PREPARING FOR CRUSHING BLOW TO KUROPATKIN'S ARMY

There has been no resumption of fighting of general character on the Shakhe river. Both Russians and Japanese are entrenching their positions. The outposts are within 700 yards of each other and less than four miles separates the main armies.

A scarcity of fuel is causing the soldiers great suffering since cold weather set in. St. Petersburg has been notified that the Japanese army confronting General Kuropatkin is receiving heavy reinforcements from the Port Arthur army and direct from Japan.

Reports that Japanese reinforcements are arriving, taken in connection with the enforced inactivity of the Russian forces on account of weather, are felt to be a grave factor in the situation. There is reason to believe the Japanese are drawing heavily upon the Port Arthur army as well as on Japan in hopes of securing a numerical superiority that will enable Field Marshal Oyama to inflict a crushing blow upon General Kuropatkin when hostilities are resumed.

With the Japanese Army (Gen. Oku) in the field, Oct. 22, 4 p. m., via Pusan, Oct. 24--The respective armies retain somewhat peculiar positions. Their advanced forces are lying in the trenches 700 yards apart and their inaction cannot be explained.

FAKE "INTERVIEW" WITH STRATHCONA

LAURIER GOVERNMENT'S SUBSIDIZED PRESS ASSOCIATION SENT OUT FALSE REPORTS

High Commissioner Denies That He Ever Said That the G. T. P. Scheme Was a Benefit to Canadian Pacific, or That Borden, if Elected, Would Not Abrogate G. T. P. Contract.

Montreal, Oct. 24--(Special)--The Montreal papers continue to expose a false interview sent to Canada by the Canadian Associated Press, the institution subsidized by the Laurier government. The Canadian Associated Press endeavors to convey the impression that the Canadian high commissioner was casting doubt on the statement of Mr. Borden that if chosen as premier he would abrogate the Pacific railway, and would in no wise gladden in London. In full, it ran as follows:--

ANOTHER STATEMENT BY HON. MR. BLAIR

Ottawa, Oct. 24--(Special)--Hon. Mr. Blair was asked today as to the truth of the rumor that he had withdrawn his resignation as stated by La Patrie and he replied:--

"I have not withdrawn my resignation as chairman of the railway commission, nor do I intend to, and I have authorized no one to make a statement to that effect."

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For five days the Japanese have not attempted to make the advance for which the Russians seem to be waiting. The outposts and patrols of both sides are in close touch and there is occasional

THOUSANDS AT BORDEN MEETING

The Greatest Demonstration Moncton Ever Saw Monday Night

COULDN'T HANDLE CROWD

Curling Rink Holding 2,500 Packed and Opera House Likewise--Three Bands and Torchlight Procession--Opposition Leader Riddles G. T. P. Deal.

Moncton, N. B., Oct. 24--(Special)--It is no exaggeration to say that the Conservative meeting here tonight far surpassed any political demonstration ever witnessed in this city. It was generally conceded that the great Laurier demonstration in 1900 was not to be compared with cheering crowds greeted the Conservative leader. There was a reception calculated to cheer the heart of any public man and was a fitting tribute to the man leading the great party of this country.

The city was thronged with people from all sections of the county. Special trains were run from Sackville, bringing thousands of people. Another from Buctouche with a large number from Kent. Staid citizens marvelled at the magnitude of the reception and a casual observer could not but be convinced that it meant a popular uprising in condemnation of the government's railway policy and in favor of government ownership and government ports.

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A Great Ovation

In the evening the Moncton band escorted him from the house to the front of the I. C. R. depot, where a large procession was waiting to escort him to the rink. Along the route to the rink the Conservative leader was repeatedly cheered, while fireworks were set off along the streets.

Upon his arrival at the rink Mr. Borden and party were given a magnificent ovation. As the Conservative leader made his way through the densely packed audience to the platform, accompanied by H. A. Powell, Dr. L. H. Price, president of the Conservative Association, Senator Wood, and others, the scene was one of wild enthusiasm. The audience arose and cheered.

Borden Riddles G. T. P. Deal

Mr. Borden when introduced to the audience received a magnificent reception. He spoke for an hour and three-quarters, being cheered repeatedly throughout. He first dealt with the broken promises of the Liberals and scored them for the increase of taxation, prohibition, plebiscite fraud, and passed on to speak of the election scandals, the auditor general's appeal to the people, the Dunderdon incident and finally to the transportation policy of the government. The mention of Dunderdon's name was a signal for cheers.

In discussing the G. T. P. railway project, Mr. Borden said: "Laurier brought the scheme without consulting the men of the department having knowledge concerning it and without consulting Mr. Blair whom Laurier declared the greatest railway authority in Canada."

BRITAIN DEMANDS QUICK REPARATION OF RUSSIA

Foreign Office Acts Promptly on Baltic Fleet Outrage on Fishermen

It Will Be Hard for Innocent Party to Marry Again Under the Rule--Matter Only Settled for Three Years--Sessions Will Finish Today.

London, Oct. 24--Great Britain today sent a long and urgent note to the Russian government, officially detailing the circumstances of the amazing and unexplained attack by the Russian second Pacific squadron during the night of Oct. 21, on British fishing boats in the North Sea. The text of the note has not been given out, but it is officially stated from the foreign office that it contains the significant announcement: "That the situation is one which, in the opinion of his majesty's government, does not brook delay."

Meanwhile the conservative public press are remarkably unimpressed. As usual the jingo element demands war, and even in official quarters some go so far as to say that it may be necessary to stop the Pacific fleet pending settlement of the whole affair, though this extreme measure, it is believed, will not be necessary. Everywhere there is evidence of the very positive opinion that this is no time for the usual diplomatic dilly-dallying; that there must be no delay and no limit set by Russia to her apology or the extent of compensation for sufferers by what King Edward himself terms the "unwarrantable action" of the Baltic squadron commanders.

The text of the king's message of sympathy to the mayor of Hull is as follows:-- "From Francis Knollys, Buckingham Palace, Oct. 24, 1904. "To His Worship the Mayor of Hull:-- "The king commands me to say that he has heard with profound sorrow of the unwarrantable action which has been committed against the North Sea fishing fleet, and asks you to express the deepest sympathy of the queen and his majesty with the families of those who have suffered from this most lamentable occurrence."

The deep resentment of the whole British public, however, is reflected by the occurrence into a deliberate act of war; but in view of the present inability to find an explanation, there is being poured upon the heads of the officers of the squadron a flood of invectives and insinuations, through incompetence first, and thereafter complete panic is the most generally accepted explanation.

ROSS GOVERNMENT IN SORE STRAITS

Hon. Mr. Stratton Resigns, and Hon. J. M. Gibson Going Too.

Toronto, Oct. 24--Provincial Secretary Hon. J. R. Stratton has not yet handed in his resignation to the executive of the West-Quebec Liberal Association, although it is understood the resignation as a minister of the crown is already in the hands of Premier Ross. Mr. Stratton declined to be interviewed. He sent out word that within a few months he would be out of the Ontario cabinet. Col. Gibson, however, is understood to have consented to remain in the legislature as a private member.

1100,000 Factory Fire

Orange, Mass., Oct. 24--A fire in the factory of the New Home Sewing Machine Company this evening caused a loss of \$1,000,000, covered by insurance.

DIVORCE QUESTION COMPROMISE REACHED

BOTH HOUSES OF EPISCOPAL CONVENTION AGREE ON TERMS

It will be hard for innocent party to marry again under the rule--Matter only settled for three years--Sessions will finish today.

Boston, Oct. 24--An agreement on the divorce question was reached today by the house of bishops and the house of deputies of the Episcopal convention, after many days of discussion. That section of the canon bearing directly on the re-marriage of divorced persons which was amended by the bishops Saturday was assented to by the deputies today, and becomes effective at once, it follows:--

"No minister, knowingly after due inquiry, shall solemnize the marriage of any person who has been or is the husband or wife of any other person then living, from whom he or she has been divorced for any cause arising after marriage. But this canon shall not be held to apply to the innocent person in a divorce for adultery; provided, that before the application for such re-marriage a period of not less than one year shall have elapsed, after the granting of such divorce; and that satisfactory evidence touching the facts in the case, including a copy of the court's decree, and records if practicable, with proof that the defendant was personally served or appeared in the action, and before the ecclesiastical authority, and such ecclesiastical authority, having taken legal advice thereon, shall have declared in writing that in his judgment the case of the applicant conforms to the requirements of this canon; and, provided further, that it shall be within the discretion of any minister to decline to solemnize any marriage."

The bishops adopted an amendment to a section referring to the administration of the sacraments providing that if a clergyman shall have reasonable cause to doubt whether a person has been married "otherwise than as the word of God and discipline of this church allow" such clergyman shall refer the matter to the bishop before administering the sacrament. The deputies had made an exception in favor of the innocent party divorced on the ground of adultery who had remarried, but the bishops struck out the exception. Their action was accepted by the house of deputies today.

The opinion of the leading clergymen is that the restrictions placed upon the re-marriage of the innocent person are of a stringent nature, that the re-marriage of divorced persons will be rare in the church hereafter.

It is understood, however, that an attempt will be made to have the next convention especially declare against re-marriage under any conditions, so that the matter is settled for only three years. The house of deputies today rejected, after a long debate, a resolution introduced by Rev. B. Talbot Rogers of Fond Du Lac (Wis.), to strike out the words "Protestant Episcopal Church" in the United States' action upon which was declared inexpedient at this time.

Both houses have appointed a joint committee to consider the advisability of electing a presiding Bishop of the Church. As president, the senior bishop occupies this position, and it is claimed that the duties are too heavy for an aged diocesan. The committee will report to the next convention.

Rev. Francis Tait, of Chester (Pa.), was today elected assistant bishop of South Dakota to aid Bishop W. H. Hale. Many deputies left for home tonight and the convention will adjourn finally tomorrow.

BRITAIN WANTS QUICK ANSWER

London, Oct. 24--Sir Henry King, member for the central division of Hull, went to the foreign office today to insist on the representations of his constituents, among whom the most bitter feelings have been aroused by the Russian attack on the British fishing fleet.

"This is a most monstrous thing, a cruel outrage," said Sir Henry after he had been with his fishermen constituents to the foreign office. "For six hours the Russian sent a ship to watch the damage they had occasioned without assisting the victims. There is no possible excuse for the attack. The trawlers saw the squadron before midnight coming on in three lines with all their lights showing. The leeward line, which is believed to be composed of colliers, steamed right through the fishing fleet. When they had passed a signal flashed out from the leading ship of the port division, whereupon the two lines changed their course, bringing the trawlers on their starboard quarter and, without the slightest warning, a broadside was fired. The squadron then steamed off, leaving a ship to watch the results of the operations."

RUSSIA EXPECTED TO APOLOGIZE

London, Oct. 24--Lord Lansdowne is expected to instruct Ambassador Hardinge late this afternoon. No instructions have been received through the Russian embassy here and no communications are expected until Ambassador Hardinge has made his presentations at St. Petersburg. The Russian ambassador, Count Benckendorff will not be in London till near midnight, hence he cannot see Lord Lansdowne until Tuesday, when it is expected Minister Lansdowne will have translated his instructions. Beyond making apologies, however, it is pointed out at the Russian embassy that no explanation could be given until the squadron was heard from. Steps are on foot to get a communication to Rojstevsky, but some days may elapse before Rojstevsky can communicate with St. Petersburg. In the meantime only regret can be expressed.

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THE SEMI-WEEKLY TELEGRAPH is published every Wednesday and Saturday...

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AUTHORIZED AGENTS The following agent is authorized to canvass and collect for The Semi-Weekly Telegraph, viz: Wm. Somerville.

Semi-Weekly Telegraph ST. JOHN, N. B., OCTOBER 26, 1904.

WHY? When, a year ago, this country was prosperous and confident and the treasury was in good condition, why was it necessary for the government to subsidize the Grand Trunk Pacific and present to that corporation as a gift privileges of inestimable value?

Why was it necessary to permit the agreement to be so framed that the company could not Canadian ports?

Why was it necessary to commit the country to a scheme involving the expenditure of \$150,000,000 before surveys had been made to prove that the proposed route was practicable?

Why was it necessary to postpone the surveys until after the coming election?

Why is it that Hon. Mr. Blair's destructive criticism of the G. T. P. scheme remains unanswered today?

Why should not the people of Canada own, build, control and profit by the next transcontinental, instead of presenting the road to a corporation which has \$25,000,000 invested at Portland, Maine, and which intends to send the traffic to that coast?

Why is St. John side-tracked—St. John whose geographical position and harbor make it the natural Eastern winter terminus of any new all-Canadian railroad?

Why are the people of this country to be taxed for a gigantic scheme over which they will have no control?

Why did the government rush the job through before the people had a chance to pass upon it and when it was known that they were opposed to it?

What right had the last Parliament to saddle upon the country a project to which the taxpayers had not consented and to which a majority of them were and are opposed?

Why is a hybrid railway plan forced upon Canada when from all quarters there was a demand for a line built and operated by the government, guaranteed to carry every grade of freight, winter and summer across Canadian territory to Canadian ports?

Why shall not the people of Canada condemn the Government's railway policy, root and branch, on November 3 next?

MR. WAINWRIGHT'S ERROR Mr. Wainwright, second vice-president of the Grand Trunk Pacific—and controller of the Grand Trunk whose port is Portland—appears to have "given away" his employers' scheme. Attention is directed, in one of our despatches this morning, to an interview which the Globe printed, in which Mr. Wainwright is reported as saying that "facilities must be provided" here and at Halifax, "to take care of" the traffic which the G. T. Pacific promoters say will be brought to those ports by their railroad.

Mr. Hays, of the Grand Trunk, and Grand Trunk Pacific, as saying there will be plenty of traffic. That implies need for plenty of terminal facilities also.

Now Mr. Hays and Mr. Wainwright know that St. John is in no position to provide facilities, and that, indeed, the city is on record as having refused to provide further terminal facilities for the C. P. R. (The Wainwright interview is viewed by the Toronto World as indicating the

Grand Trunk's determination to prevent, by any means, the diversion of traffic from Portland, Maine, where it has \$25,000,000 invested in wharves and elevators, and Mr. Wainwright's words would certainly bear that construction.

St. John has had experience in wharf building. It's taxpayers have spent a million of money to make this the winter port.

The geographical advantages of the city, the free conditions of its harbor all the year round, its rights as the situation stands, all argue against any further expenditure by the citizens. The city cannot afford it. Moreover, it is rank injustice to even propose that the people should go deeper into their pockets to benefit the railway corporation to which the government proposes to present a \$150,000,000 transcontinental road.

The Wainwright interview, in the light of these facts, may be accepted as an intimation that the traffic will go to the port where the Grand Trunk—and not the citizens of Portland—have already provided facilities.

Mr. Wainwright has been on parade here in the government interest. His visit and his inspection of branch lines are all of a piece with the surveys now being made in New Brunswick—the results of which we are to know after the elections. It is certain, however, that his mission here before election will be damned utterly by his talk about St. John providing facilities to coax to the best port available a portion of the western traffic to the lion's share of which it is entitled by its position alone.

St. John registered its verdict against the Grand Trunk-Portland enterprise at the bye-election last winter. The G. T. Pacific scheme is much more objectionable now than it was then. It will be the duty of the electors on November 3 to bury the candidates who seek to make St. John a party to its own betrayal for the benefit of the Grand Trunk and its backers and the people of the Maine seaboard.

A BANQUET FOR HON. MR. BLAIR The pleasant announcement is made that the business men of Montreal will give a great banquet after the elections to Hon. A. G. Blair in recognition of his great public service in standing forth against the Grand Trunk Pacific scheme. The banquet will be a tribute to the statesman by men who recognize the value of his protest and the immense significance of his resignation to fight, on behalf of the taxpayers of Canada, against the un-Canadian transportation policy of the government.

There is good reason to believe that Mr. Blair's efforts will be successful. Even if they did not prove so he will have done his duty, and the business men feel that their debt to him, in any case, will be great.

While the idea has taken form in Montreal and the business men of that city will carry it out, the event will be all-Canadian in character and will be a memorable tribute to the strong man who left high office on two occasions to protest against the unwarrantable and unnecessary sacrifice of his country's interests.

The plans which are being made for the banquet give every reason for the belief that it will be a function hitherto unequalled in the history of such events in Canada.

The idea is a happy one at a time when from every city of importance in Canada come requests that Mr. Blair utilize the closing days of the campaign to voice again his views regarding the G. T. Pacific scheme and the developments in regard thereto which have arisen since he left Parliament. The impression made everywhere by Mr. Blair's resignation from the Railway Commission and the announcement that he will speak, has been remarkable, and his course has given and will give renewed force to the already intense public feeling against the Cox gift enterprise.

The man whom Sir Wilfrid Laurier described in Parliament as the greatest railroad authority in the country has condemned anew the transaction which forced him to leave the cabinet. The effect has been profound. That further utterances by Mr. Blair will turn the scale against the Portland scheme there is every reason for confidently believing. It is noteworthy that his public-spirited attitude has made

him the man of the hour, and that public esteem, a few weeks hence, will make him the guest of leading men of all parties who resent the bargain between the government and the Grand Trunk.

MESSRS O'BRIEN AND MCKEOWN That ill-fated alliance between Mr. O'Brien and Mr. McKeown was formed, it appears, some time before the Liberal ward meetings. The backers of each man seem not to have been altogether frank with the backers of the other. Mr. O'Brien and Mr. McKeown have lost strength as a result of the manner in which the primaries were manipulated, and also because of the failure of the O'Brien delegates to stand by Col. McLean to whom, it is said, many of them were pledged. They were swung to Mr. McKeown's standard somehow as soon as it was plain that Col. Tucker was out of it. The explanation apparently is that promises had been made to both Mr. McKeown and Colonel McLean and that the promises held only in the case of one of them. Colonel McLean is understood to be doing what he can for the party but there is no certainty that he can control the action of his friends. They, like the friends of Colonel Tucker, will feel that they were unjustly treated.

Irritation over Mr. O'Brien's control of the primaries, or rather over the manner in which it was secured, is a source of growing trouble. The candidate's brother announced before the nominating convention was held that Mr. Richard O'Brien's hold on the prize was sure. He printed this statement in The Monitor. Evidently he spoke ex cathedra, for the convention did as he said it would do. The Monitor's editor had been one of the agents charged with the handling of the primaries and openly admitted that the attempt had been made to defeat Mr. Edward Lantulum in his ward because he had been heard to express views hostile to Mr. O'Brien's candidacy.

In other words the attempt was made to ignore one who had formerly been influential in the Liberal ranks, and in many cases the attempt succeeded. These machine tactics brought a nomination; but they did not improve Mr. O'Brien's chances of election.

Farther back in the history of the unfortunate O'Brien-McKeown alliance is the bye-election incident. The friends of one were disturbed by the tactics of friends of the other. After the bye-election there were dire threats about things to come, to and from both sides.

The alliance, therefore, is not one born of or productive of harmony in the party. It is the result of a strange and ill-advised concession to expediency. Thus handicapped, the Liberal candidates are further weighted down by the necessity for departing from the Grand Trunk Pacific job. In so far as Canada is there such hostility to that project as exists in the St. John constituency. This hostility is born of the honest instinct and the knowledge that the interests of the whole country, but especially of the port of St. John, are being not only disregarded but sacrificed through a contract to which the people of this city have already expressed their hostility at the polls.

There is already panic in the ranks of the Liberal supporters here. As that panic grows it will be interesting to note the effect of devil-take-the-hindmost tactics upon the O'Brien-McKeown compact. This is a great city for cross-currents in politics. Never were the cross-currents more in evidence than in the present campaign.

HOW CAN A CANADIAN VOTE FOR THIS SCHEME? Consider the following and then ask yourself where St. John and Canada come in: Construction work cannot be commenced upon any part of the line between Moncton and Winnipeg, until the plans and specifications have been approved by the chief engineer of the Grand Trunk Pacific, whose action in the matter will be of course be governed by the instructions he may receive from the president of that company. But the president of the Grand Trunk Pacific is also president of the Atlantic and St. Lawrence railroad of Maine, the road over which the Grand Trunk has running powers to Portland.

year lease of the Moncton line runs out, the Portland lease will still have nine hundred years of life. The Grand Trunk cannot afford to develop through traffic over a route held on short lease, as against an alternate route held virtually in perpetuity.

The Grand Trunk lease of the Portland line, on a six-year rental for nine hundred and ninety-nine years, ratified by acts of Parliament of the Province of Canada in the years 1874, and 1878, gives that company the right to send its export traffic via Portland. Every bushel of grain loaded into a Grand Trunk car, in the Canadian Northwest or elsewhere, for export to Great Britain, the Grand Trunk may lawfully send to Portland, for the term of its lease. Any attempt to divert such traffic to another route will necessarily involve the question of compensation therefor.

The first effect of the construction of the Grand Trunk Pacific, west of Winnipeg, will be to enable the Atlantic and St. Lawrence Company to raise capital for doubling the track of its road from the Canadian boundary to Portland.

MR. BLAIR WILL SPEAK Hon. Mr. Blair Monday denied, over his own signature, the foolish campaign story that he had withdrawn his resignation as chairman of the Railway Commission. His denial is important because the report that he would recede was sent from Ottawa all over Canada and so framed as to give it some semblance of truth. It was, however, simply a campaign yarn, manufactured to lessen the panic in the ranks of the Grand Trunk Pacific supporters.

Mr. Blair, it is known positively, will speak publicly against the railroad scheme and there is the best authority for saying that within 48 hours the time and place of the first meeting at which he is to be heard will be made public. This definite announcement will set at rest a great number of campaign rumors born of disorder in the government ranks, and will give pleasure and renewed vigor to the anti-Grand Trunk forces throughout Canada.

In St. John, Fredericton, Montreal and many other places yesterday afternoon speeches were received from Ottawa the substance of which was to the effect that Mr. Blair had decided to make his peace with the government. The rumor was soon known throughout Canada, and it was coupled with the statement that Sir Wilfrid Laurier had called upon Mr. Blair in Ottawa on Sunday. But the friends of the Grand Trunk Pacific deal had not long to enjoy the "roarback." Hard after it came Mr. Blair's signed statement which stamped the withdrawal story as utterly without foundation. Mr. Blair's telegram was printed in a special edition of the Montreal Star last evening and, about the same time, the St. John Times issued an extra giving the news in conspicuous characters.

The authoritative correction was sent to every city in Canada last night by correspondence of the press, and so the "roarback" was exploded.

Other attempts had previously been made to lessen the effect of Hon. Mr. Blair's resignation and decision to speak against the railroad. Without exception they have fallen flat. But from all quarters come evidence that Mr. Blair's stand has given the fight against the Cox gift enterprise an immense impetus. The reappearance of Mr. Blair on the public platform at this juncture will be hailed everywhere as a most important public service.

The circulation of foolish campaign lies about him is proof that his opponents are in a funk. They have cause. The government and the Grand Trunk together have sought to impose upon the country a burden which it is in no mood to bear.

MR. EMERSON'S EFFORTS. Hon. Mr. Emerson addressed a meeting at the Opera House last evening. Having a weak case he defended it weakly. It should have been Mr. Emerson's business, first of all, to answer the destructive criticism of the un-Canadian and impracticable G. T. Pacific scheme to which the government is attempting to finally commit this country. Mr. Emerson did not answer that criticism, and it was very clear that he knew he could not answer it.

The bargain is indefensible. Greater men than Hon. H. R. Emerson have sought to defend it successfully, and they have failed, not so dimly as the present Minister of Railways, it is true, but signally nevertheless.

The minister could not meet the charge that under the contract there is absolutely nothing to prevent the Grand Trunk Pacific from sending the freight to Portland, and he knows that unless, as Mr. Blair says, the company is tied hand and foot, they will send it there. Mr. Emerson knows, too, that there is but one way to make absolutely certain the carriage of that freight to Canadian ports, winter and summer, and that way—a government road—the government has avoided. Scolding phrases cannot allay the fears. Mr. Emerson's speech was a lawyer's plea for a client condemned beforehand by the sheer weight of the direct evidence.

Mr. Emerson has visited this constituency before. If, on one occasion, to name the railroad policy as the chief issue of a campaign here—at the time of the last bye-election. He defended the prisoner on that occasion with what ability he could command. The evidence was overwhelmingly against his client and the

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It isn't the first suits sold that build a business—it's the desire of men to keep coming for their suits. We'd rather lose a good many dollars than let a man go out with clothing that would make him feel badly toward the store.

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Men's Overcoats and Suits

For Now and Winter

Table with 2 columns: Item and Price. Overcoats \$6.00 to \$20.00, Rain-or-Shine Coats 8.50 to 16.00, Business Suits 5.00 to 25.00, Full Dress Suits 25.00, Prince Albert Coat and Vest 20.00 to 25.00.

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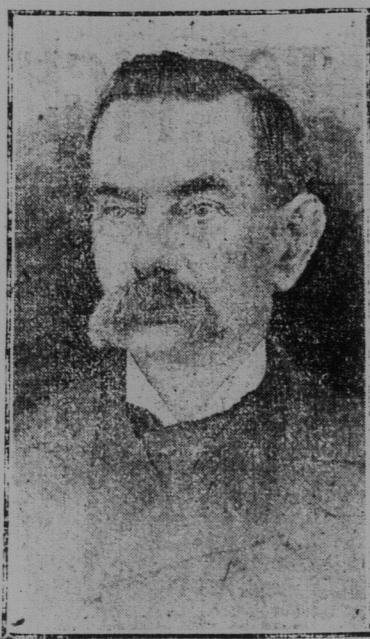
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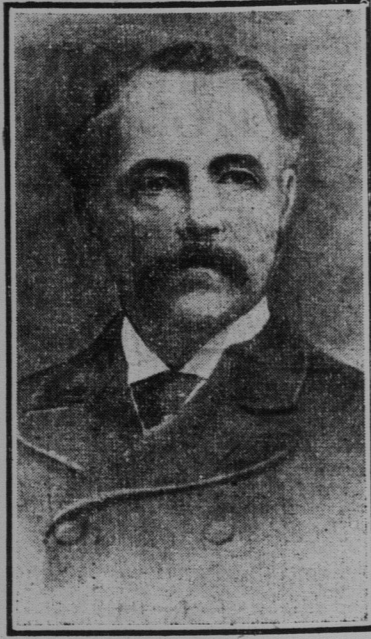
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THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., WEDNESDAY, OCTOBER 26, 1904.

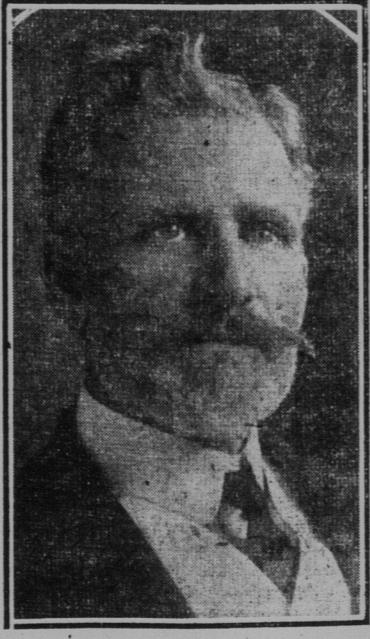
SOME MORE OF THE CANDIDATES IN NEW BRUNSWICK



O. TURGEON, Liberal Candidate in Gloucester County.



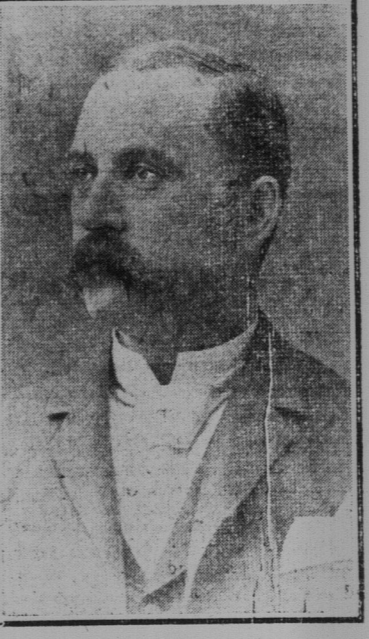
HON. JOHN COSTIGAN, Liberal Standardbearer in Victoria-Madawaska.



DR. H. B. HAY, Liberal Candidate for Queensbury Seat.



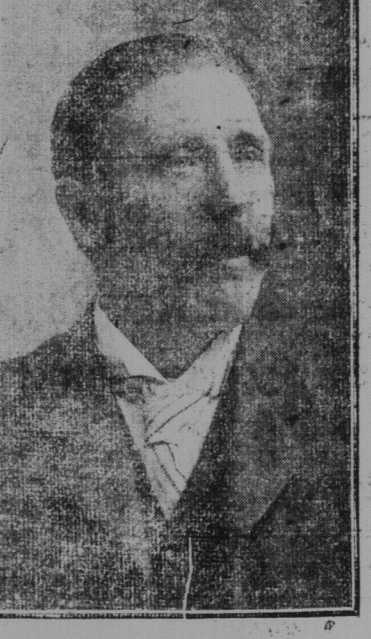
O. S. CROCKETT, Conservative Candidate in York County.



GEO. V. McINERNEY, K. C., Conservative Candidate in Kent County.



H. A. POWELL, He is Opposing the Minister of Railways in Westmorland.



JAMES ROBINSON, Conservative Candidate in Northumberland.

THOUSANDS AT BORDEN'S MEETING

(Continued from page 1.) by quoting Mr. Blair and showing that there were no safe guards in the contract to prevent western freight of the G. T. P. going via Portland instead of Canadian ports.

Meant Crippling of I. C. R.

He proceeded to show that the construction and operation of the eastern section of the G. T. P. meant the crippling of the Intercolonial. Did Moncton want a greater Intercolonial? (Cheers.) Then the way to make a great Intercolonial and secure through freight for the maritime ports was for the government construction and ownership of the transcontinental.

way to make the Intercolonial a profitable enterprise for Canada, and that was by extending the line. The government did not believe in the extension of the Intercolonial, nor in the operation of a government railway, yet they extended the I. C. R. to Montreal and recently acquired the Canada Eastern.

The Conservative leader's policy on the railway question was received with enthusiasm and marked favor by the audience. At the close of the speech cheers were given for the King, Borden and Powell.

At a reception held in the rink on Mr. Borden's return from the Opera House, hundreds were presented to the Conservative leader.

The Conservatives of Moncton are greatly enthused over the demonstration, which is taken to mean that the people are thoroughly aroused over the railway question. The appearance of Mr. Blair here is largely looked forward to, and is the talk of the hour.

A pleasing incident at the close of the speech was the presentation of a bouquet to Mr. Borden by Master Willett, son of G. B. Willett, who was decorated in Scotch plaid.

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O. M. Melanson was called upon at the rink, and spoke briefly in French, being given a hearty reception. Mr. Powell followed in an hour speech, being given an equally cordial reception as his leader.

Mr. Powell spoke on the Conservative fiscal policy, railway question and touched on broken pledges of the government. Dealing with the railway question he showed that the Conservative policy of protection and ownership of railways meant that the money now being sent to United States concerns would remain in Canada for the benefit of Canadian industries and Can-

adian workmen. The Conservative candidate was given a splendid hearing and was extended throughout his speech.

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ST. JOHN MARKETS

The wholesale markets of St. John do not show much change this week. Onions, lard, pork and some lines of canned goods, very firm. Oatmeal, smoked herring are lower.

The following were the principal quotations yesterday:

COUNTRY MARKET.

Table with 2 columns: Item and Price. Includes Beef, western; Pork, domestic; Canadian plate beef; American plate beef; Lard, pure; Lard, compound.

GROCERIES.

Table with 2 columns: Item and Price. Includes Cheese, per lb; Rice, per cwt; Cream of tartar, per box; Soda, per lb; Molasses; Porto Rico (new); Barbados (new); New Orleans (dressed); Salt; Liverpool, per sack, ex store.

FISH.

Table with 2 columns: Item and Price. Includes Large dry cod; Medium; Small cod; Finnan haddie; 60 Manana herring; 60 Manana herring, h' bills; Herring, 40 lbs; Cod, fresh; Halibut, per lb; Smoked herring.

FLLOUR, ETC.

Table with 2 columns: Item and Price. Includes Oatmeal; Standard oatmeal; Medium oatmeal; Manitoba; Canadian high grades; Beans, 7, 6, 5; Beans, Canadian; Beans, prime; Split peas; Cornmeal; Pot barley.

PROVISIONS.

Table with 2 columns: Item and Price. Includes American clear pork; American mess pork; Pork, domestic; Canadian plate beef; American plate beef; Lard, pure; Lard, compound.

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SUGARS.

Table with 2 columns: Item and Price. Includes Standard granulated; Austrian granulated; Bright yellow; No. 1 yellow; Paris lump; Pulverized.

GRAIN, ETC.

Table with 2 columns: Item and Price. Includes Middlings (car lot); Middlings, small lots, bagged; Bran, small lots, bagged; Pressed hay (car lots); Ontario oat (car lots); Cottonseed meal.

FRUITS, ETC.

Table with 2 columns: Item and Price. Includes Currants, per lb; Dried apples; Dried apricots; California prunes; Brazilia; Filberts; Pecans; Dates, per box; Raisins, Val. Layers, new; Lemons, Messina, per box; Coconut, per sack; Coconut, per doz.

MAINTENANCE OF THE STOMACH.

Some ten marvelous cures have been made of this disease by our Constitutional treatment. There is a peculiar condition of the stomach which is the forerunner of Cancer in all its forms and it is the mission of our Cancer treatment to change this condition and restore health and vigor to the diseased. Dept. 6, Scott & Terry, Bowdoinville, Ont.

Evaporated apricots

Table with 2 columns: Item and Price. Includes Evaporated apricots; New Canadian onions, bags; Valencia onions, per case; New apples; Sweet apples; New apples.

CANNED GOODS.

The following are wholesale quotations per case: Fish—Hump back brand, \$1.25; cod, \$1.25; spring fish, \$1.00 to \$1.25. Other kinds of fish are: Roman haddie, \$1.75 to \$1.85; kippered herring, \$1.75 to \$1.85; kippered halibut, \$1.25; lobsters, \$3 to \$3.25; clams, \$1.75 to \$1.85; oysters, \$1.35 to \$1.45; oysters, \$1.25 to \$1.35.

OILS.

Table with 2 columns: Item and Price. Includes Pratt's Astral; White Rose and Chester; High grade Sarnia and Arc; Light; Silver Star; Lined oil, raw; Lined oil, boiled; Turpentine; Olive oil, commercial; Suet oil, commercial; Suet oil, refined; Extra lard oil; Extra No. 1 lard.

Don't give Young Mother's

Don't give baby a sleeping draught, soothing mixture or opiate of any kind except by the order of a competent doctor who has seen the child. Remember that all so-called soothing mixtures contain dangerous opiate. If your child is restless give it Baby's Own Tablets, as they are, absolutely harmless and in a natural way promote healthy sleeping.

Don't give medicine to check the movement of baby's bowels. In fact, except on the advice of a doctor, keep the child naturally and give it Baby's Own Tablets to clear the bowels of irritating opiate. Keep the abdomen warm. The treatment will cure diarrhea.

Don't give young children harsh cathartics, such as those of which gripe and lock are made. Baby's Own Tablets have a gentle laxative action and never fail to cure constipation.

Mrs. J. D. Healy, Headerton, Que., says: "I had used Baby's Own Tablets for stomach and bowels troubles and have always found them a most satisfactory medicine."

Don't fail to keep Baby's Own Tablets in the house. Sold by medicine dealers or by mail at 25 cents a box by writing the Dr. Williams Medicine Co., Brockville, Ont.

Basco—"He went to the fancy-dress ball in a costume made of old letters." Robert—"Sort of a suit of mail, eh?" Vonkers Statesman.

Griggs—"Doctors is a good sort of chap?" Griggs—"Yes, nothing small about Doctors; when he makes a mistake in spelling he owns up to it like a man; he never tries to lay it on his overwriting machine."

Teacher—"I suppose you know it is very, very wrong to gamble, Willie?" Willie—"Not the way pa does it. All his gambling is in the stock market."

Heavy Storm at Halifax.

Halifax, Oct. 23.—(Special)—An unusually heavy rainstorm from the southwest swept over the city Saturday night. The downpour did considerable damage to streets, especially on the hills.

Advertisement for MANITOBA FLOUR. The Demand for MANITOBA FLOUR Has Been Steadily Increasing in the Maritime Provinces. The People Find That it is More Profitable to Purchase Flour Made From Manitoba Wheat. KEEWATIN "FIVE ROSES" FLOUR Is the Best Flour Made From Manitoba Wheat. It is Manufactured by the LAKE OF THE WOODS MILLING CO., LIMITED.

6
RISING TIDE AGAINST G. T. PACIFIC INCREASED BY BLAIR'S DECISION TO FIGHT

Feeling All Over Canada That Railroad Scheme Must Be Beaten.

Ex-Minister's Resignation and Future Course Still the Chief Topic Everywhere --- Country Has Not Been So Shaken Politically for Many Years --- Liberals Who Oppose Their Party Because of the G. T. P. --- Newspaper Comment.

Montreal, Oct. 21--(Special)--Telegrams from all quarters show that there has been in Canada no such political ferment for many years as has followed the announcement of Mr. Blair's decision to fight the Grand Trunk Pacific scheme to a finish.

This news has swelled the rising tide of hostility to the railway deal throughout the Dominion, and friends of the Grand Trunk combination are shaking in their shoes as they consider the prospects.

All sorts of reports are afloat about disclosures to come, and it is realized on all sides that Mr. Blair's resignation was but the beginning. The impression is gaining ground in all directions that the railway project is doomed. The appearance of Mr. Blair in the arena lends new fire to the opposition in every province of Canada, for he exposed the injustice which the government's plan would inflict upon every section of the country.

There is panic in the ranks of the Grand Trunk gang. They were taken by surprise, and cannot hope now to stem the torrent of popular feeling against a plan which would rob Canadian taxpayers for the gain of a corporation whose interests centre largely in Portland, Maine.

Conservatives, Independents and an army of Liberals, are united in their desire and determination to beat the G. T. Pacific deal. The closing days of the campaign, therefore, will fight such as Canada never before witnessed. The demand that Mr. Blair take the stump against the railway is increasing, and when he does so the confusion of the Grand Trunk forces will be complete.

RESIGNATION OF BLAIR WAS BRIEF

Ottawa, Oct. 21--(Special)--The resignation of Hon. A. G. Blair is couched in the briefest terms. It reads: "I hereby resign the position I hold as chief commissioner and member of the railroad board."

Hon. Mr. Scott, in acknowledging the receipt of the copy, expressed to his former colleague the regret which he felt at Mr. Blair's resignation of an office which he was eminently qualified to fill.

BLAIR CHEERY OVER SITUATION

Ottawa, Oct. 21--(Special)--Mr. Blair was at his office in the commission building this morning. He appeared in great humor and spirits. The public may be moved in the matter, people may indulge all sorts of speculation, but Mr. Blair is not worrying. With his wonted cordiality, he received press representatives, chatted somewhat freely, but as to the crucial question of what's in the wind or what his resignation means, Mr. Blair said he had no statement. He wouldn't vouchsafe an opinion as to when there would be one or if there would be any at all.

Mr. Blair was reminded of the persistent rumors about his acceptance of a big railway commission. "I have only laughed at that," he remarked.

WANTS BLAIR TO DISSECT SCHEME

Ottawa, Oct. 21--(Special)--The evening Journal (Independent and anti-Grand Trunk Pacific) says editorially in part: "It would be interesting to have the prin-

WHY FREIGHT WILL GO TO PORTLAND

The Grand Trunk has been spending a great deal of money recently in improving its terminal at Portland. Take that fact in connection with Hon. Mr. Blair's closely reasoned explanation as to the manner in which the Mr. Hays of the Grand Trunk Pacific, who is also Mr. Hays, of the Grand Trunk, may evade the flimsy agreement to send even unrecruited traffic to Canadian ports. Said Hon. Mr. Blair:

"Of course the company agree that they will not in any manner encourage the transportation of such trade by routes other than those provided. Of course, they agree to that and very possibly will adhere to the agreement as far as first is concerned. But they will say: We do not encourage the diversion of traffic. We have adhered to the letter of our contract. Whatever others may have done we have not done anything contrary to our agreement. These people have routed this traffic in that way and in that way it must go and you have the trunk acknowledgment of Mr. Hays that he would not undertake to control any traffic which might be routed in any other direction."

"All this, I think, points very clearly in one direction and one direction only that it emphasizes to my mind in a sense the position which I have taken for some time past and which I took in my opening remarks this afternoon in respect to this measure. It shows that if it were so important that we should spend \$120,000,000 to try and get the western traffic to find its outlet through Canadian ports, then, it is vital that the government should not only own but operate these railways, because in no other way can you guarantee that the traffic will go through a Canadian outlet."

"We are spending the money and we are getting nothing for it. I know whereof I speak in this regard."

He could not be seen. His name is withheld for that reason. James Kennedy, president of the Canadian Drug Company, said: "I think the government is all at sea in regard to this G. T. P. scheme. I look at the question purely from a business standpoint, saying nothing as to the choice of route or the management; and as a business man I must strongly condemn this transaction which causes the people to pay nine-tenths of the cost of construction and then hands the road over to a private company, to make what it can out of it. It is altogether one-sided and wholly in the interests of the Grand Trunk. A shareholder in that railway would undoubtedly support the measure because it is the greatest gift any government ever proposed to bestow on a railway or other company. Again I oppose this scheme because no provision has been made to ensure the traffic passing through Canadian ports. If thought Borden brought out this had feature of the scheme in an excellent manner when he questioned Hon. Mr. Fielding in the house."

TAXING THE PEOPLE FOR A PRIVATE CORPORATION

Toronto, Oct. 21--The Mail and Empire says editorially of Mr. Blair's resignation: This is the second time that Mr. Blair has called the attention of his fellow-countrymen to this great subject. His first, and not less startling, appeal was embodied in his historic speech in parliament protesting against the deal. It was said on that occasion that Mr. Blair had sacrificed his cabinet position to oppose the government scheme in a fit of petulance and not on principle. But anyone who studies the history of the question will be forced to the conclusion that this is an altogether mistaken view of the case. The Laurier government had proceeded on a definite plan with regard to transportation for several years, and it was only when that plan was changed and its policy that Mr. Blair stepped out. It was impossible, after the position Mr. Blair had taken, for that gentleman, as minister of railways, to become responsible for the new proposition. The judgment passed upon this affair by Mr. Blair was a keen and sweeping condemnation. It was proven that the scheme was hastily prepared, that it was a reversal of the policy so far pursued by the government; that it actually transferred us for government ownership, but at the control and the profits over to a private company, and that it called for an outlay of \$130,000,000 for no satisfactory purpose. If the scheme was had in 1903, what can be said of its condition today? At the last session of parliament the contract was altered at the instigation of the company, and was made much worse for the country. The cost has been increased; the guarantees have been reduced. What Mr. Blair condemned in 1903 was a modest blunder compared with that now before us. But this is not the worst feature of the situation. Why was the contract of 1903 revised and made more favorable for the company? Simply because the company demanded better terms. The company had merely to require the Ottawa government to alter the conditions and every minister was at once busy at the work. This means that today the bargain is not really final. The government cannot so revise it as to make it easier for the country, but it may alter it, as it has already done, to make it a heavier burden.

As a matter of fact, the scheme is un sound, because it taxes the people to build a public road for a private corporation. More than this, it is perilous, for it calls for a vast sum of public money, and threatens more exacting demands. This thing ought to be fought by everybody, not in order to delay development, but to promote progress on national lines. Mr. Blair, who so ably criticized the first scheme, would render a service to his country were he to come forward, as he is free to do now that he is out of office, and give his views of the affair in its present shape. Pronounced by Sir Wilfrid Laurier the greatest and ablest railway expert in Canada, his opinion would be received with great respect, and it might go a long way towards saving us, not merely from a blunder, but from a national disaster.

LOCAL EFFECT OF MR. BLAIR'S COURSE

The political market grows more panicky every day. Mr. Blair's resignation is having greater effect in each succeeding twenty-four hours. An array of prominent Liberals has already lined up on the side of opposition to the G. T. P. scheme for they see that St. John's interests do not rest in the imposition of this deal upon the country; but there are no converts to the government's transcendent scheme.

Leaving the Ranks.

But, perhaps, more than anything else which is begetting the G. T. P. support here, is the defection of leading Liberals from the ranks into the support of the opposition candidates. First was James F. Robertson who saw what harm the G. T. P. was to work St. John. Street rumor now tells of another prominent Liberal business man who has decided to vote for Daniel and Stockton. A reporter called to see him last night but as he was

ill he could not be seen. His name is withheld for that reason.

James Kennedy, president of the Canadian Drug Company, said: "I think the government is all at sea in regard to this G. T. P. scheme. I look at the question purely from a business standpoint, saying nothing as to the choice of route or the management; and as a business man I must strongly condemn this transaction which causes the people to pay nine-tenths of the cost of construction and then hands the road over to a private company, to make what it can out of it. It is altogether one-sided and wholly in the interests of the Grand Trunk. A shareholder in that railway would undoubtedly support the measure because it is the greatest gift any government ever proposed to bestow on a railway or other company. Again I oppose this scheme because no provision has been made to ensure the traffic passing through Canadian ports. If thought Borden brought out this had feature of the scheme in an excellent manner when he questioned Hon. Mr. Fielding in the house."

W. Malcolm Mackay is quoted as in doubtful mood about the propriety of continuing his support of the government. Ex-Ald. T. J. McPherson comes out squarely and says because of the G. T. P. he will vote the opposition ticket. H. D. Troop, of Troop & Son, has declared himself opposed to the G. T. P. and Capt. E. C. Elkin is quoted as finding the railway gift too much for him. And so it goes on with each day, all pointing to a great expression of opinion against the unpopular railway measure.

WAINWRIGHT GIVES AWAY THE G. T. PACIFIC GAME IN HIS INTERVIEW

Says St. John Must Provide Facilities to Handle Western Traffic, or--There's Portland

He and Hays Both Know St. John Has Refused and Cannot Afford to Build More Wharves--A Veiled Threat, Disclosing the Grand Trunk's Determination to Favor Its Own Terminal in Maine --St. John Correspondent of the World Exposes the Game.

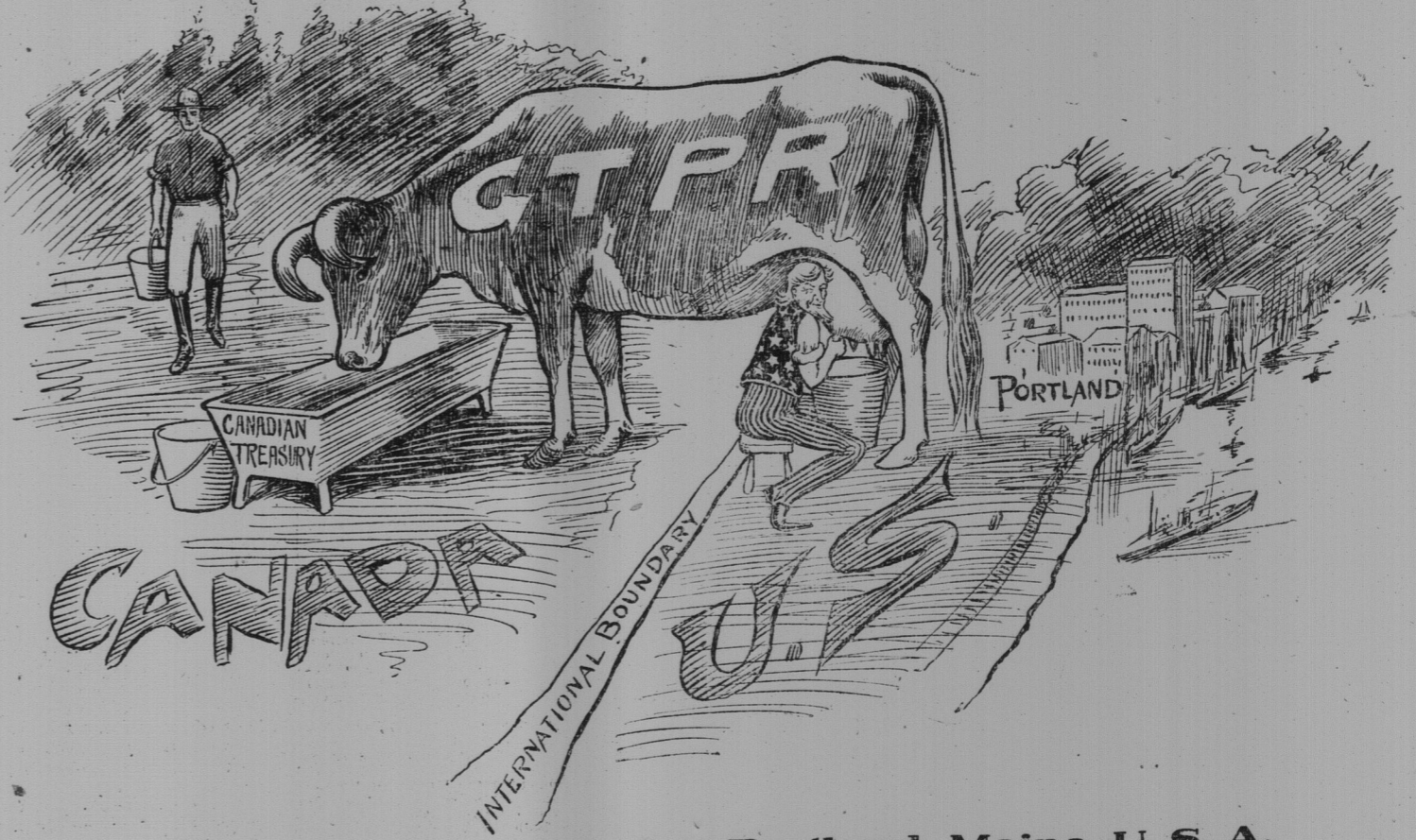
Montreal, Oct. 23--(Special) The Toronto World prints the following:--

MUST PROVIDE FACILITIES FOR GRAND TRUNK PACIFIC

Mr. Wainwright Creates a Sensation at St. John and Halifax by a Thinly Veiled Threat.

St. John, Oct. 22--(Special)--Mr. Wainwright, second vice-president of the Grand Trunk Pacific and general assistant controller of the Grand Trunk, whose presence in St. John the past two days has caused considerable speculation, left this morning to inspect the Central railway, which runs from Norton to Minto, with

THE KIND OF COW WE DO NOT WANT



Fed in Canada--Milked at Portland, Maine, U. S. A.

J. S. CLIMO SCORES G. T. P. PROJECT

To the Editor of the Telegraph:

Sir: The present is, perhaps, the most momentous crisis in the history of New Brunswick. The votes we will soon cast will count for the future weal or woe of this magnificent province, this province possessing an ever open seaport on the eastern seaboard, which with national development could easily accommodate the greatest possible output of freight the west could send in the future. The destiny of the nation is before the people of Canada in the all important problem of the G. T. Pacific Railway. This railway, with its terminus at Moncton, would infallibly divert the trade which should come to St. John to the city of Portland (Me.) Surely such a possibility is worth every man's most serious thought. What this country wants immediately are men who can follow in the wake of the only sturdy representative New Brunswick has thus far produced--the Hon. A. G. Blair--a man who has with the most indomitable energy worked for the best interests of Canada. The men we need to represent us

on the floors of the house are men of sufficient independence to stand up for a cause that is just, and sufficient ability to support the right of St. John to a fair share of the trade of this country.

Heretofore (vide Senator Wark's article in the Globe) New Brunswick has been cast aside to the advantage of the sister provinces, Nova Scotia, therefore do we can produce, and I say it without fear of contradiction that in Dr. A. A. Stockton we may find as truly a champion of our rights as the Hon. A. G. Blair. We have seen it time and again when he was in opposition in the local parliament here. He has shown his independence in the same manner as Hon. A. G. Blair has shown his, by giving to party allegiance when he thought a wrong was being done his country.

Partisan politics as the country advances in education will be more and more

of the past. In Mr. Stockton we have a deliberate and fair minded thinker and not a craven follower of party. With Mr. Borden for Nova Scotia, whose best interests he will be expected to espouse, and Mr. Stockton for New Brunswick we shall have a chance of at least a fair share of the business of Canada as both men agree to nationalize the ports of Montreal, Quebec, St. John and Halifax.

There is no side-tracking in this arrangement, all is equitable and fair. In regard to the main line of the G. T. P. as now arranged there is no possibility of using the proposed eastern section until years, probably, after the traffic is conveyed to Portland route by the earlier mentioned western end of the line, which is tantamount to shutting off New Brunswick from sharing benefits of the present scheme. Canada for the Canadians is the cry all the time, but Canada for Pons and

There are two men in the field seeking to represent us at Ottawa and the choice rests with the people.

I am, yours, etc.
J. S. CLIMO,
St. John, N. B., Oct. 21, 1904.

Recent Truro Deaths.

Truro, N. S., Oct. 21--(Special)--Mrs. Mary Fleming, widow of William Fleming, one of the oldest ladies in Colchester, died at her home this afternoon. Had she lived till tomorrow she would have been 95 years seven months old. Deceased was the third daughter of the late Alexander and Jane Kent, born March 25, 1809, and married at Truro to William Fleming who died thirty-one years ago. There was a family of nine children, of whom there are living Isabel, wife of Hon. F. A. Lawrence, Liberal candidate in Colchester; Susan, wife of Major Lawrence; Mrs. Kennedy and Alexander Fleming.

Read What the Liberal Leaders Say

H. A. McKEOWN, EX-M. P. P.

ST. JOHN, N. B.

says: "I take great pleasure in stating that I have used Hawker's Tolu and Cherry Balsam for the last eight years and consider it the best cough cure I ever used. I find Hawker's Liver Pills an excellent liver regulator."

THOMAS McAVITY, ESQUIRE

ST. JOHN, N. B.

writes: "I take great pleasure in stating that I have used Hawker's Tolu and Wild Cherry Balsam in my family for years, and find it an excellent remedy for coughs and colds."

Then Take the Other Side of Politics. For Instance:

W. S. FISHER, ESQUIRE, of the well-known firm of Emerson & Fisher, St. John, N. B., says: "I have much pleasure in stating that I have found Dr. Manning's German Remedy most effective for the treatment of Neuralgia, Pains, etc. As a general family liniment I consider it unequalled."

The Canadian Drug Co., Limited

Sole Proprietors, St. John, N. B.

WANTED.

Our New Line of Holiday Books
At popular prices in preparation. Cambray's Portfolio outfit showing the complete line now ready.

WANTED—Second or third class Female Teacher for coming school year 1904.

WANTED—Second or third class Female Teacher for coming school year 1904.

WANTED—Reliable men for the month and over; \$2.00 per day reliable men in every locality.

HUNTER-TRADER-TRAPPER
Hunters of all species, mostly mammals and birds, for sale.

FOR SALE.
FOR SALE—Kocher's Breton, 60 tons, well found.

FOR SALE OR TO LET—Farm of 200 acres near Bloomfield.

FOR SALE—Cherry Island, Grand Manan, N. B.

MONEY TO LOAN.
MONEY TO LOAN—On city, town, village or country property.

Our Flower Seeds Have Arrived.
Large and very fine assortment to choose from.

JAMES COLLINS, 208 and 210 Union Street, St. John, N. B.

BRINGS
A catalogue of FREDERICK BUSHNESS COLLARS.

HUNDREDS OF DOLLARS
Send for free catalogue. Address: W. J. OSBORNE.

What 25c will buy at The 2 Bakers, Ltd. 100 Princess Street

8 Bars of Barkers' Soap... 25c
8 Bottles Extract Lemon... 25c

M. V. PADDOCK, PH. C., Analytical Chemist and Assayer. Office and Laboratory, 131 Union Street.

DEATHS
FERRIS—Reena R., daughter of Capt. Jas. D. and Lizzie P. Ferris, died in Boston.

CALLAHAN—On Oct. 23, Ellen, wife of Dennis Callahan, aged 76 years.

JACKSON—At 1212½, Sunday, Oct. 22, Geo. R. Jackson, aged 71 years.

FOREIGN PORTS
Danzon, Oct. 21—Arr. schrs R. D. Bibber, from Boston.

IN RETALIATION FOR KULL OUTRAGE?
Steamer, With Supplies for Baltic Fleet, Found With Hole in Hull

SHIP NEWS.

PORT OF ST. JOHN. Arrived.

Sch. Myrtle Leaf, 335, Meridian, from New York, J. W. Smith, coal.
Schooner—Schrs C. C. Clark, 16, Joy, from Grand Harbor.

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A Pill in Time

will cure a serious sickness especially in the case of Bileus, Colic, Stomach Disorders, etc.

Beecham's Pills

Sold Everywhere. In boxes 25 cents.

Something, perhaps the violence of passionate malignant hate, the accumulation of years—and intended by intricate

CHAPTER IX.—(Continued.)

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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" etc.

Exclusive Copyright for This Province Secured by The Telegraph

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THIS MAN'S MYSTERIOUS POWER

HEALS WHEN ALL OTHERS FAIL

DEFEATS DEADLY DISEASES

Cures Hundreds by New and Marvellous Method of Treatment

MAKES THE LAME WALK AND THE DEAF HEAR

And Performs Other Seeming Miracles That Pass Understanding—No Disease He May Not Cure

HAS HE SUPERNATURAL GIFTS?

Discards Useless Drugs and Medicines, Yet Heals Hopeless Invalids Pronounced Incurable by Physicians.

Offers Service and Home Treatment Free of Charge to Rich and Poor Alike—Believes It His Duty to God and Man to Labor for the Sick and Afflicted Who Stand in Need.

New York, Oct. 20.—(Special Correspondence.)—The mysterious healing power of Professor William Wallace Hadley, of this city, which enables him to cure hopeless

invalids when doctors, drugs and all other means have failed, has aroused widespread wonder and comment in all circles, physicians and scientists being as much in the dark for an explanation as those outside

of the medical profession. Various attempts to discover this man's secret have failed, since he has refused to disclose the source of his most marvelous control over disease and his strange power to stay the clutch of death.

The proven facts and evidence show that in hundreds of instances when patients have been pronounced hopelessly incurable and given up to death by doctors, Professor Hadley has restored them to health

and given up to death by doctors, Professor Hadley has restored them to health easily and quickly that it borders closely upon the miraculous or divine. These cures are the more striking and startling since it is known that he has discarded the useless drugs usually prescribed by physicians and accomplished these marvels by means of a wonderful method of treatment, using any heretofore known to science, including any woman given up to death by doctors.

Professor Hadley said he had prepared for the grave, and he has performed dozens of other seemingly marvelous healings in the face of death, and he claims that there is no disease he cannot cure, and that there is every reason to believe that he can claim, starting as it does, not more than the literal truth, that he has cured a number of cases of cancer, consumption, paralysis, deafness, drug and alcohol habits, and other diseases supposed to be incurable.

Hadley's ability, almost equally remarkable thing about this man is the fact that he gives his treatment free of charge to rich and poor alike, devoted himself to the relief of afflicted humanity independent of race or reward. He is quoted as saying that he looks upon this power as a divine gift, and that he feels it is his duty as a Christian to help all who stand in need, without attempting to extort money for his services.

During a recent interview with Professor Hadley, the eminent scientist firmly but courteously declined to discuss the secret of the power that he holds, but finally was induced to speak of some of the almost miraculous cures he has made.

Speaking of the case of Joseph R. Stewart of Camden, N. J., one of his recent patients, Professor Hadley said: "Mr. Stewart had been told by various physicians that he had cancer of the stomach, complicated with kidney disease and bowel obstructions, and that he would die within a few days. He had been told by his physician that he had cancer of the stomach, complicated with kidney disease and bowel obstructions, and that he would die within a few days.

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MAGNIFICENT WELCOME HERE TO MR. BORDEN

Huge, Enthusiastic, Cheering Crowd With Torchlight Parade and Bands of Music Attend Opposition Leader from Carleton Public Hall Where He Addressed a Fine Meeting.

Red fire, bands and cheering, hat-waving thousands centered around R. L. Borden, the leader of the opposition, Saturday night.

Young men drew Mr. Borden's barouche from City Hall square on the west side of King street in the city. Men of all ages helped extend the procession's length.

The flare from scores of torches illuminated Carleton's streets; the music of bands coursed from hall to fronts and along the route the roar of the phantoms swelled and died away as the leader's carriage passed.

The ferry never carried a heavier or more hearty cargo. She seemed infected with the spirit of the hour. It didn't take her more than half an hour to cross and she would unquestionably have resented any insinuation about foundering in midstream in order to win a deathless distinction.

Speech—speech—Borden—Borden—Borden—that was all you could hear after the parade had squirmed through the density of King, Charlotte, Union and Sydney streets to come to a final halt at Breezy Corner.

Then Mr. Borden removed his hat, beamed on the gathering and for the second time that evening launched forth his doctrine. His companions in the barouche were W. H. Thorne, Dr. Daniel and J. D. Hazen, M. P. P. The latter also spoke.

Mr. Borden's speech was a masterpiece of all that was said, and by midnight the crowd was as vacant as it had been thronged an hour previous.

The responsibility of setting in motion the demonstration machinery was assumed by the R. L. Borden Club and their efforts met with most gratifying success.

The Carleton Meeting. The meeting of the evening was held in Carleton City Hall and though Mr. Borden did not arrive until 9 o'clock the fact that he was to come was sufficient to not only hold those already assembled but induce many to come from long distances when they learned of the hour of his appearance.

opinion intelligently and gracefully. They learned how to think on their feet and were orators while hardly more than boys. It afforded him pleasure to see the young men willing to interest themselves in the questions of the day, and he therefore hailed as a good omen for the future the number of organizations throughout the country, similar to the one under whose auspices he was speaking, for it was on the public interest in matters affecting the country that depended the success of responsible government.

Review of Recent Events. The speaker had last been in St. John on Sept. 8. Since then many things had happened. He had been travelling up and down and across the country in some respects not unlike a certain man mentioned in scripture. Parliament was dissolved and the government was again appealing to the people for support. The promises now being made the same as those made in 1900. Pledges had been unfulfilled, promises broken, the confidence picture of national prosperity drawn by Liberal orators was but a picture still. In 1900 the promises of 1896 had not been kept. The Laurier administration proclaimed that it would reach the four years mark in a time in which to accomplish the programme of reform.

The speaker believed, and he was under the impression that his audience would agree with him, that it was hardly necessary to enter into detailed treatment of the government's railway policy. He said about it, to make clear to every elector what kind of a deal the government was attempting to press on the country.

The G. T. P. Assailed. The speaker believed, and he was under the impression that his audience would agree with him, that it was hardly necessary to enter into detailed treatment of the government's railway policy. He said about it, to make clear to every elector what kind of a deal the government was attempting to press on the country.

Another Talk at King Square. The addresses at Breezy's corner, King square, were necessarily brief, but were very warmly received. Mr. Borden said: "In the past six weeks I have seen a good many demonstrations made by those who are in favour of the Liberal-Conservative policy, but I have not seen any to equal what I am witnessing tonight. (Cries of hear, hear.) Let me say that it indicates public approval of the Liberal-Conservative policy, not only as regards the tariff, but also as regards the transportation question as well. In 1878 Sir John A. Macdonald formed the government of this country and since that time it has prospered. Here in 1904 has been added a national policy in transportation which I believe will prove as equally successful for us as Sir John's policy in 1878. It is not my purpose to speak at length, except to say that I believe this demonstration to be the forerunner of that victory we already see in sight. (Cheers.) I feel sure that whatever may be the fortune of constituencies in other parts of the dominion, Dr. Daniel and Dr. Stockton will triumphantly return to their city and county of St. John. (Applause.) Let me again from the depths of my heart, thank you all for this magnificent reception. (Cheers.) As Mr. Borden resumed his seat a great shout went up for Dr. Daniel, who said: "I thought that when the chief spoke, all others would be silent but it gives me satisfaction to be able to say that I am proud to see tendered to him such a splendid reception. He is a clean, an able man, and when the Conservatives called on him to lead them to victory, they made no mistake. Today his policy is the policy of the people. You can accept it without party bias. Liberal as well as Conservative can do no better than accept it, for it is a policy to build up the country. I believe it will be accepted by the mass of Liberals, and under such auspices the next administration cannot but be headed by Borden. I hope and trust that the same enthusiasm you show tonight will be carried right through the campaign. For a moment, following the conclusion of Dr. Daniel's speech, J. Douglas Hazen and W. H. Thorne were apparently unable to determine which should be the next speaker. The surrounding thousands wanted to hear both and called on their favorites in a noisy and somewhat unbecoming manner. Mr. Borden, however, was willing to take precedence. You were reminded of Gaston and Alphonse, but in response to a particularly superb effort on the part of the Hazen men, Mr. Hazen arose and said: "I want to thank you for this extreme cordiality. While it is gratifying to me personally to be requested to speak on such a noticeable occasion, it is doubly gratifying for me to witness such a magnificent demonstration in honor of my leader, Mr. Borden. (Applause.) This reception means that St. John is in accord with the national policy, and that the citizens have faith in Mr. Borden. They believe that whatever promises he makes will be carried out. I am further delighted with your reception of Dr. Daniel, and from it I predict that Dr. Daniel and Dr. Stockton will be returned with majorities of not less than one thousand. (Cheers.) The cries for Mr. Thorne were by this time redoubled, but already the barouche was in motion, the bands had commenced and about all Mr. Thorne could do was to smile on the cheering faces and shake hands with occasional enthusiasts who had shouldered close enough to clap hands with the occupants of the vehicle. Mr. Naggen—"Perhaps you recall, it was on a railroad that we first met and— Mr. Naggen—"Yes, but it's too late now for me to shake hands with you. (Philadelphia Ledger.) Miss Passay—"My fiancé is so different from other fellows that we first met and— Miss Pert—"Of course he is, since he proposed to you." (Philadelphia Ledger.)

He Sees Victory. In conclusion, Mr. Borden expressed his gratification at being greeted by so large an audience of hearty supporters. He was delighted at the enthusiasm pervading not only the Conservative ranks in St. John but also throughout the province. He had spoken in all the leading New Brunswick towns, and in each the outlook portended an ever increasing triumph. He knew the electors would not out of office a government guilty of such corruption as the government led by Sir Wilfrid. He would await with confidence the 3rd of November, and he felt assured that the glad tidings to come in from coast to coast, would be news that Dr. Daniel and Dr. Stockton had been returned to worthy representation such as the city and county of St. John. (Cheers.)

Dr. J. W. Daniel. Dr. Daniel was well received. He made reference to the dismissal of Lord Duns-

MANCHESTER ROBERTSON ALLISON, LIMITED, - - ST. JOHN, N. B. Warm Stylish Dressy Winter Overcoats To Suit Every Man's Purse. We have stocked up largely and stylishly in Fall and Winter Overcoats. When the time for wearing them arrives we venture to prophesy our goods will again lead the van in all those points which distinguish good clothing from clothing that is indifferently made. Just scan the following list, and if you are curious, try to find a dealer who can give you the same value for the same money.

Doawling Brothers 95 KING STREET. St. John's Greatest Stylish Coats for Ladies, Maids and Children. Ladies' Grey Frieze Cloth Jacket. Ladies' Black Cheviot Cloth Jacket. Ladies' Black or Navy Jacket. Ladies' Black or Navy Jacket.

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EXPERIENTIA DOCEAT. A CUSTOMER has written the E. B. Widd Company as follows:—"DEAR SIR, As regards the use of Widd's impervious Sheathing, I was recommended to it by the architect of my summer cottage, and by merely using it for the walls of the same, it has answered admirably for the purpose. I used it to cover the walls externally of my ice house and painted the same light olive color, and it has withstood the storm, snow and ice for the same period, and is now in good condition. I most willingly recommend it to you." (Signed) THOMAS WHITLEY. SCHOFIELD BROS., Selling Agents, St. John, N.B. Dorchester, N. B., Oct. 24 (Special)—Rev. B. H. Thomas, of this place, has informed the First Baptist church of Salisbury that he has been obliged to decline the call of that church, and will continue to serve the Baptist cause in Dorchester. The decision gives satisfaction in the church at Westmorland's shiretown, which he has served for more than four years. Some men die hard and others are easy—Philadelphia Record.