

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., SEPTEMBER 26, 1900.

TEN THOUSAND POUNDS WOOL WANTED.

WE ARE OPEN TO BUY GOOD WASHED WOOL

in any quantity. We want some at once, and
want at least

10,000 Pounds.

We would solicit correspondence from any
who has Wool on hand and for sale.

GREATER OAK HALL, SCOVIL BROS. & CO.,

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

THE SEMI-WEEKLY TELEGRAPH.

An eight-page paper and is published
every Wednesday and Saturday at 11.00
a.m. in advance, by the Telegraph Publishing
Company, of St. John, a company incor-
porated by act of the legislature of New
Brunswick, Thomas Dunlop, Business Man-
ager, James Haggart, Editor.

ADVERTISING RATES.

Ordinary commercial advertisements taking
the run of the paper each insertion \$1.00
per inch.
Advertisements of 100 words or less, etc.,
costs for each insertion of 10 lines or
less.
Notices of Births, Deaths and Deaths
costs for each insertion.

IMPORTANT NOTICE.

Owing to the considerable number of com-
plaints as to the miscarriage of letters ad-
dressed to contain money, limited to this
office we have to request our subscribers and
others when sending money for the Tele-
graph to do so by post office order or reg-
istered letter, in which case the remittance
will be at our risk.
In remitting by checks or post office orders
our subscribers will please make them payable
to the Telegraph Publishing Company.
All letters for the business office of this
paper should be addressed to the Telegraph
Publishing Company, St. John; and all cor-
respondence for the editorial department
should be sent to the Editor of the Tele-
graph, St. John.

FACTS FOR SUBSCRIBERS.

Without exception, names of no new sub-
scribers will be entered until the money is
received.
Subscribers will be required to pay for
papers sent them, whether they take them
from the office or not, until all arrears are
paid. There is no legal discontinuance
of a newspaper subscription until all that
is owed for it is paid.
It is a well established principle of law that
a man must pay for what he has. Hence, who-
ever takes a paper from the post office,
whether directed to him or somebody else,
must pay for it.

RULES FOR CORRESPONDENTS.

Be brief.
Write plainly and take special pains with
names.
Write on one side of your paper only.
Attach your name and address to your
communication as an evidence of good faith.
Write nothing for which you are not pre-
pared to be held personally responsible.

THIS PAPER HAS THE LARGEST CIR-
CULATION IN THE MARITIME PROV-
INCES.

AUTHORIZED AGENTS.

The following Agents are author-
ized to canvass and collect for the
Semi-Weekly Telegraph, viz.:

T. W. Rainsford,
Allison Wishart,
W. A. Ferris,
Wm. Somerville.

MR. T. W. RAINSFORD, Travel-
ling Agent for the Daily and
Weekly Telegraph is now in Resti-
gouche County.

MR. ALLISON WISHART, Travel-
ling Agent for the Daily and Week-
ly Telegraph is now going through
Nova Scotia.

Subscribers are asked to pay
their subscriptions to the agents
when they call.

Semi-Weekly Telegraph

ST. JOHN, N. B., SEPTEMBER 26, 1900.

THE BRITISH ELECTION CAMPAIGN.

The Marquis of Salisbury has displayed
a considerable amount of worldly wis-
dom in bringing on the general elections
for the united kingdom just as the war
in South Africa is ending and before the
British army has returned home. There
is no doubt that when the officers and
men now in South Africa are relieved
from their duties and are once more in
England a great many disclosures will
be made, which will not be helpful to the
cause of the government. While the num-
ber of persons in the Liberal ranks who
are opposed to the war in South Africa
is comparatively few, there is a large body
of people in both political parties who
consider that the war was not well man-
aged, and that this bad management on
the part of the war office has been re-
sponsible for much loss of life. Among
the questions which will figure to a con-
siderable extent in this campaign is the
hummer in which the British troops
were armed for the war in South Africa.
Some time ago criticisms were freely
made with regard to the character of the
guns which had been provided for the
British army, and which were said to be
much inferior in range to those used by
the Boers. The subject had for a time
been British success at Ladysmith.
Kimberley and Mafeking took away the
sting of former defeats but now we ob-
serve that it has been revived by the
less a person than Captain Headworth
Lambton, of the royal navy, and one of
the defenders of Ladysmith. Captain
Lambton was the captain of the large
first-class cruiser "Powerful," the ship
whose officers and men were sent to the
front about the time that Ladysmith was
invested, and without whose assistance
that place could not have been success-
fully defended. Captain Lambton is the
third son of the first Earl of Durham
and therefore a grandson of the Earl of
Durham, who was at one time governor
general of Canada and to whose states-
manlike views on the proper policy of
Great Britain towards her colonies, Can-
ada owes so much. Captain Lambton re-
cently criticized the government for its
lack of preparation for the South African
war, and Mr. William St. John Brodrick,
the under-secretary for foreign affairs, re-
plied by describing "this was a curi-
ous way in which to speak of a man who
had been thought worthy to command one
of the two finest cruisers in the British
navy, and who had rendered such mag-
nificent service to his country at Lad-

smith. Captain Lambton replied that
Mr. Brodrick was a self-satisfied jack in
office and he proceeded to lay before the
British people some facts which will in-
terest them and which may have a good
deal of effect on the coming campaign.
With regard to the state of unprepara-
ness of the government for the war in
South Africa he says:

"When hostilities began Gen. Joubert
took the field with ninety six pounder
(Long Toms) and fifteen-pounder field
guns, the former with an effective range
of at least 10,000 yards and the field guns
of at least 8,000, the latter being an es-
pecially beautiful weapon, firing not only
shrapnel, but common shell, with remark-
able accuracy. Besides these he had 4.5
howitzers with about 6,000 yards range,
and Pom Poms, a tireless and demoniacal
weapon, which, by the way, I am in-
formed was offered to and refused by
our authorities some four years or so
ago while Mr. Brodrick was at the war
office. To oppose these long-range weap-
ons our hard-pressed generals and gal-
lant army had but the fifteen-pounder
field gun throwing shrapnel shell (no com-
mon) with an extreme effective range
of 4,000 yards. They can hardly be kept
in describing them as 'ridiculous toys'.
No wonder that disaster followed dis-
aster. Our forces were shelled out of
Dundee without a possibility of return-
ing the fire, and had to abandon their
sick, wounded and stores. The same
fate might have befallen Ladysmith if
Sir George White had not wired an urgent
appeal to the Cape for naval assistance.
In all this what is there for the govern-
ment to glory in? If the British army
had had decent guns there would
have been no disaster at Nicholson's
Neck, no humiliation at Colenso."

If the above statements are true, and
there has been no reason to doubt them,
they place the present government in a
very unfavorable light before the British
people. In the homes of England, Scot-
land and Ireland, which have been made
desolate by the loss of sons and brothers
in this war, the blame of the reverses,
which the British suffered and of the loss
of life which was sustained, will naturally
be placed upon the government which
sent its soldiers into the field without
proper arms and so equipped that they
could not meet their enemies on equal
terms. Why should a paltry British re-
public like the Transvaal with very limited
means possess better field guns than the
great British empire? Everyone
knows that this disgraceful state of af-
fairs was brought about by the ineffi-
ciency of the war office, which is ruled by
red tape, by precedent and by a set of
old men long past their usefulness, who
regard any improvement in arms and
equipment as dangerous innovations, which
are not to be encouraged. The fact that
a man has been eminent in the field and
has rendered valuable service to his coun-
try as an officer in active service is by
no means a proof that he is fit to be the
head of a great department like the war
office. We have a notable example of
this in the Duke of Wellington, who, al-
though a very great general second only
to Napoleon, resisted strenuously every
improvement that was suggested, among
others the introduction of rifles into the
British army in place of the old smooth
bore muskets with flint locks, which had
been first used by Queen Anne. Captain Lambton's
disclosure with regard to the inferior
arms of the British artillery may not be
the means of overthrowing the present
government, but they will certainly
prevent any repetition of such a scandal
in a distant region without adequate pre-
paration.

PRESBYTERIAN UNION.

The formal union of the Free Church of
Scotland and the United Presbyterian
Church, which will take place in a few
weeks, is one of the most important re-
ligious movements of the day. The United
Presbyterian Church was formed a good
many years ago by the union of several
bodies of Presbyterians which had seceded
from time to time from the Church of
Scotland. The Free Church is the outcome
of the great secession from the Church of
Scotland in 1843 arising out of the ques-
tion of patronage. There has never been
any difference in the creeds of the Pres-
byterian churches of Scotland; their
separation has been entirely due to ques-
tions of church government. There never
has been any good reason why the Free
Church and the United Presbyterian
Church should not have become one body
long ago, and there is now no good reason
why these religious bodies should not re-
turn to the Established Church, the ques-
tions which separated them from it having
long since been settled in accordance with
their views. The maintenance of separate
and rival churches in small communities,
where there is no essential difference be-
tween them, is a great evil, because it not
only results in a waste of means but its
consequences sometimes are unfavorable
to the growth of a Christian spirit among
the people. The bitterness which arises
between sects, especially sects which have
once belonged to the same religious body,
is often more injurious to the cause of
religion than difficulties which arise from
ritual and fundamental differences of creed.
The Presbyterian churches of Canada,
with few exceptions, became united a
good many years ago, and certainly there
never has been any reason to regret that
union movement. We have no doubt that
the union of the two Presbyterian churches
in Scotland, which is about to take place,
will be helpful to the cause of religion
in that country, and it will encourage
efforts to bring about a still larger union
in which all the Presbyterian churches of
Scotland will be absorbed.

THE SUN'S SPECIAL PLEADING.

The article, which appeared in the Sun
of Friday endeavoring to controvert
the views put forward by the Hon. A. G.

Blair in his reply to Mr. Shaughnessy, in
regard to the impossibility of Mr. Shaugh-
nessy's offer being accepted for the present
winter, is a notable example of special
pleading. The Sun, which has no diffi-
culty in arguing that black is white when
there is any occasion for such efforts,
tries to make its readers believe that the
acceptance of 200,000 tons of additional
freight by the Intercolonial railway, and
its transportation for a distance of 750
miles, is a matter which can be disposed
of in a few days. If Hon. Mr. Blair pos-
sessed the lamp of Aladdin and was able
to create locomotives, cars and other
necessary equipment for such an extensive
service at a moment's notice, then per-
haps he might be excused for not accept-
ing Mr. Shaughnessy's offer. But as he
is subject to the usual limitations of hu-
manity, and has to purchase equipment
for his traffic wherever he can obtain it,
after getting from parliament authority
to do so, people who are moved by common
sense will see in his refusal to undertake
the great responsibility merely a yielding
to necessity. In other words Mr. Blair
refuses to do a work which under exist-
ing circumstances the Intercolonial rail-
way is unable to perform, but which it
may perform next year if provided with
sufficient appliances in the shape of rolling
stock. No one can doubt that Mr. Blair
has the greatest desire to advance the in-
terests of this city and port. He has proved
it in many ways, and anyone who wishes
an equal demonstration of it has only
to look at the elevator which stands
beside the Intercolonial railway depot,
and at the splendid deep water wharves
which are a few hundred feet away. But
Mr. Blair cannot undertake impossi-
bilities, and therefore he cannot be blamed
for not making up his mind to do at five-
teen days' notice what the president of
the Canadian Pacific railway demands of
him.

ATTORNEY GENERAL PUGSEY.

The attacks which are being made by
the Sun on Attorney General Pugsley are
quite characteristic of that paper, but
we do not think that they will make
anyone think less of the gentleman against
whom they are directed, because the Sun's
attacks are not to be taken seriously.
The Hon. Mr. Pugsley is a son of the
county of Kings, a member of a highly
respectable family, which has lived in
that county since the Loyalist immigration.
He is a man, who, by his fine edu-
cation, his knowledge of the law and
his natural ability, has raised himself to
a high position among the legal gentle-
men of Canada. Dr. Pugsley is cen-
sured because he has changed his opin-
ion in regard to the Conservative party
in recent years, but we fail to see any
ground for condemning him at that score,
because a man has a perfect right to
change his views with regard to a party
which is administering the affairs of the
country, if he thinks it is not doing its
duty. Some of the men who have been
very close to the Sun have also changed
their views and we need only instance
one man, the Hon. Judge McLeod, now on
the supreme court bench of this province,
who was at one time a Liberal and a
supporter of the Hon. Mr. Burpee and
who became a Conservative and supporter
of the late government. We do not
mention this as a fact that is at all
discreditable to Judge McLeod, but as an
illustration of the absurdity of the Sun's
censures on the Hon. Dr. Pugsley. Pres-
ident Sprague would make a better repre-
sentative for the county of Kings in the
legislature than the Hon. William Pugs-
ley? If it will really state this out and
in plain terms then its readers will
understand the value of its opinions.

THE C. P. R. AND THE GOVERNMENT.

Some of the aldermen, at the meeting
of the common council on Thursday, were
very anxious to disclaim any intention of
making political capital out of the pre-
sent relations between the Minister of
Railways and the Canadian Pacific Rail-
way. We will be ready to believe these
disclaimers when we find the men who
made them treating the government in a
fair fashion, and dealing with the subject
on a business basis. There are no doubt
some members of the common council who
are willing to do this and treat the gov-
ernment fairly, but there are others, we
fear, who are not looking after the in-
terests of St. John so much as the sup-
posed interests of the Conservative party,
which they think may be benefited by
raising difficulties between the govern-
ment and the Canadian Pacific Railway
Company.

We do not think that any reasonable
man will say that the present government
has treated St. John badly. When we com-
pare the manner in which we were dealt
with by the late government with our
treatment by the present government and
by the present Minister of Railways, we
must confess that the Conservatives have
not a leg to stand on. When Mr. Foster
was the cabinet minister from this port
and had the ear of the government
we got absolutely nothing, except jeers
and insults, for venturing to ask any
favors or any terminal facilities for St.
John. We know that if the Conservatives
got into power again tomorrow they
would simply repeat their former
tactics in this respect and would
give us nothing. Mr. Haggart, the late min-
ister of railways, who would be minister
of railways in any future Conservative
government, devoted a good deal of his
time last session to ridiculing the idea of
carrying the products of the west to this
port, and he attacked the Hon. Mr. Blair
with great vigor because he had expended
money in St. John for the building of
wharves and a grain elevator. These facts

will serve to show the feeling of the op-
position towards us as compared with the
acts of the government, and it will assist
voters in coming to a conclusion as to
what party they should follow in the
coming elections.

With regard to the manner in which
the Canadian Pacific Railway has dealt
with us we can only say that while that
corporation has done a very considerable
service for this port by making it a point
of export, it has exacted from us very
high terms, terms so high that very many
of our citizens have objected to them. We
were required to hand over to the Cana-
dian Pacific Railway the line of railway
from Fairville to Sand Point, and the
large area of land connected with it, a
property which we understand Sir Wil-
liam Van Horne values at \$10,000,000. We
paid the late government for it \$40,000 in
solid cash, but it was understood
that this was merely a nominal
price, to cover the value of the rail-
way, because the land itself, had previously
been transferred by the city to the
government, a gift of inestimable value in
view of the future possibilities of this
port. We have no doubt that the esti-
mate of Sir William Van Horne of the
value of this property is within the mark,
although the price might relate to a future
period rather than to the present. When
we had presented the Canadian Pacific
Railway Company with this very valuable
property we gave them a bonus of \$40,000
as an inducement for them to build an
elevator upon it, and we proceeded to
erect the deep water wharves at Sand
Point for the purpose of accommodating
steamships which might discharge and
load their cargoes there. First and last
the city of St. John has expended about \$750,
000 at Sand Point, every dollar of which
has been for the purpose of promoting
this trade for the Canadian Pacific Rail-
way Company, for they have the exclu-
sive right to use those wharves during the
shipping season.

Considering the manner in which we
have treated the Canadian Pacific Rail-
way Company, we think that we are fairly
entitled to candid treatment in return, but
there are many people who think that we
have not received this measure of justice
from that great corporation. The Canadian
Pacific people seem to take a peculiar de-
light in keeping our citizens in a state of
uncertainty as to the future, and although
they have built a second elevator and ex-
pended a large sum of money in making
their road in a fit condition to carry the
heavy traffic over it, they are always tel-
ling us that the business does not pay and
that they will abandon St. John unless
the government can be coerced into grant-
ing them terms which they would not
venture to ask of any other corporation.
We must confess that this method of
doing business becomes tiresome in the ex-
treme, and it is open to the remark that
the company is using its position and the
desires of St. John, as a means of obtain-
ing terms from the Intercolonial Railway
which in a business point of view are in-
admissible. It is well-known that the
Canadian Pacific Railway Company has
been very hostile to Mr. Blair's proposals
to build deep water wharves and an ele-
vator at this port in connection with the
Intercolonial Railway, and that the offi-
cials of the Canadian Pacific Railway Com-
pany have made many complaints on that
score to the business men of St. John. This
would seem to suggest that the Canadian
Pacific Railway Company desire to have
a monopoly of the export business of this
port, and finding that they cannot ob-
tain this, they are seeking to create
trouble for the government and for the
Minister of Railways, who has been rash
enough to undertake to give us terminal
facilities of which they did not approve.
That at all events is the conclusion to
which most people in St. John are arriv-
ing, and it is one which is not calculat-
ed to raise the Canadian Pacific Railway
Company in the estimation of our people.

KINGS COUNTY ELECTION.

The attorney general has issued to the
electors of Kings a circular letter of
which the following is a copy:

Montreal, Kings County, Sept. 22, 1900.
My Dear Sir—Having been appointed to the
office of attorney general, it has become
necessary, in accordance with the consti-
tutional provisions that I should come back to
the people of Kings for an endorsement of the
action of his honor the lieutenant governor
in the selection of me as one of his advisers. I
trust that my discharge of my public duties
as a representative of my native county
during the greater part of the fifteen years
since I was first honored with its confidence
has been such as to meet with your approval.
Owing to the short time prior to the elec-
tion, it will not be possible for me to ad-
dress many meetings in the county, as I
should have liked to have done, in order to
meet the many false charges which are
being made by my opponent against the
government, and also against myself, and
to you that while general charges have been
made against the government, yet, although
the opposition have had the opportunity be-
fore committees of the legislature of proving
the charges there has never been a tithe of
evidence given of mal-administration or
mis-use of the public funds. The lamentable
failure of our opponents to give proof of
their charges was most strikingly shown
in connection with the bridge investigation,
when, although the officers who had built most
of the steel bridges within the province, pro-
prietors of the company, which were open to
the fullest investigation, Mr. Hazen and the
counsel who were acting for him, after an
examination of the books, asked no question
in reference to any contributions by the
company to the support of political pur-
poses, or attempted to show that the chief
commissioner of public works, or any of the
other officers of the government, had received
any pecuniary advantage from the contracts,
and thereby admitted that in their opinion
there had been no fraud or wrong done, but
that the question was simply one of policy
as to whether it was better to give the
work of bridge building to foreign com-
panies, or to expend the money among the
working people of our own province.
This government intends to pursue the
wise and economical, and yet progressive
course which has marked the conduct of its
predecessors in developing the dairy and

other agricultural interests of the province,
and I trust that in the election which is to
take place on the 27th inst., you and the
other electors of the county of Kings, will
emphatically express your approval of this
policy.

I am, yours faithfully,
WILLIAM PUGSEY.

As Mr. Pugsley states, since the present
local government party assumed office in
1893, while reckless charges of mal-admin-
istration have been made against the gov-
ernment, there has never been a particle
of evidence offered in support of the
charges. Over and over again the govern-
ment have challenged the fullest investi-
gation and as often have their accusers
either shunk away from the charges or
where they have attempted to prove them,
have indignantly failed. Whenever in-
vestigations have been held the govern-
ment have come through more strongly
entrenched than before in the confidence
of the legislature and the country.

THE BRITISH ELECTIONS.

The leaders of the British Liberal
party, Lord Rosebery and Mr. Morley,
have issued a manifesto in the form of a
letter addressed to a Liberal candidate
in which they give their views in regard
to the government. In this they condemn
the manner in which the war in South
Africa has been conducted and say that
it has exposed Great Britain to humili-
ations unparalleled in her history since the
American revolutionary war. They further
declare that nothing can be hoped for
from the present Tory government
either in the matter of domestic reform or
the reform of the war office. There is no
doubt that these views will appeal strong-
ly to a large section of the British peo-
ple, especially to the working men who
do not seem to be much in favor of the
present war. At the recent meeting of
the Trades and Labor Congress in Eng-
land the war was condemned and this
trade and labor congress represents a
million and a half of English working men.
But whatever may be thought of the pos-
sibility of avoiding this war, and the opin-
ions of the best thinkers differ on this
subject, there is no question but that the
manner in which the war has been con-
ducted has exposed the government to
severe condemnation. No doubt the diffi-
culties to be encountered were very great,
but these difficulties might have been pro-
vided for much sooner than they were.
For instance, there were many British
officers who had experience in South Af-
rican warfare, and who knew precisely
how the Boers would fight and in what
manner their military operations would
be conducted. Among those was General
Buller, the husband of the celebrated ac-
tress, who painted that fine military pic-
ture, The Roll Call, himself a literary
man, who will be well remembered in
Canada by his two volumes on our North-

west, The Great Lone Land, and The Wild
North Land.

These officers pointed out to the govern-
ment the difficulties of the situation, and
the manner in which they should be met,
but they received so thanks for their sug-
gestions. General Buller even was de-
nounced as disloyal because he ventured
to say that the war would be a difficult
and protracted one. Nothing would do
the British jingoes but a holiday march
to Pretoria, and any one who ventured
to say that this would not be realized
was a traitor and disloyal to the flag.
Their conduct was precisely similar to that
of some loud-mouthed Tories in Canada,
who denounced everyone as a traitor who
differed from them, yet who are now
doing their best to separate Canada from
the mother country by putting an end to
the preferential tariff, and giving the
Americans an advantage over Great Brit-
ain in our markets.

The facts which we stated the other
day on the authority of Captain Lambton,
in regard to the inferiority of the British
guns to those possessed by the Boers,
should be sufficient to condemn the gov-
ernment if there were no other reason.
Why should a great empire like the Brit-
ish empire, which has vast possessions all
over the world, arm its soldiers with in-
ferior weapons? Why should its army
be commanded by officers who are not
competent to discharge their duties? In
the first case inferior weapons were used
because the war office is too much bound
with red tape to take measures to obtain
better ones. The same system which was
condemned by Charles Dickens in one of

Sussex Exhibition,

October 1st, 2nd, 3rd, 4th and 5th.

The Best Agricultural Display in
the Maritime Provinces.

TWO DAYS RACES,
October 2nd and 3rd,
\$1,000 in Purses.

Bessie Gilbert, the Queen of
Lady Cornetists.

Auguste Dewell, the Best of all
Equilibrists.

Frank L. A. Mondue in his origi-
nal, unequalled high wire act—
"Fun on a Clothes line"—to be
seen every afternoon and evening
without extra charge.

Continued concerts from 2 p. m.
until 10.30 p. m.

Very low fares on all railways.
COL. E. B. BEER,
Manager.

his novels still prevails in England to a
considerable extent, and the Circumlocu-
tion Office of that time has its living pro-
totype in the war office of today. It is
true that the military affairs of the
United Kingdom are not well managed,
and it is equally true that no reform is
likely to come from the present govern-
ment. There are too many family in-
terests to be served; too many useless ac-
cessions of a noble stock to be provided for,
to give the government a free hand or to
make it possible for them to reform the
services in accordance with the principles
of utility and justice.

These considerations will give the Lib-
erals a powerful lever in the coming cam-
paign, and the fact that nearly every man
who is in the government, who formerly
belonged to the Liberal party is now
going out of it will further show that the
administration of Lord Salisbury is again
drifting in the direction of the old hide-
bound systems of Toryism. What can be
expected from an administration which
follows political ideals which have long
since been discarded by advanced think-
ers? The only Liberal Unionist of any
consequence who will remain in the gov-
ernment after the elections is Mr. Cham-
berlain, whose aspirations for the lead-
ership of the party will prevent him from
leaving the administration, although he
is very far from being a favorite with most
of the men who are supporting it. The
prospects of the Liberals in the coming
elections have not been thought to be
good, but they seem to be improving
somewhat, and possibly they may make a
much better showing than has been anti-
cipated. Certainly the present Conserva-
tive government, if again returned to
power, will not have such a majority as
it had in the parliament which has just
been dissolved.

MR. FOSTER'S EXODUS.

The report which came from Toronto,
and which we published Monday that
Mr. George E. Foster is to be a candidate
for West Peterboro will not surprise any
one who has watched Mr. Foster's
recent movements. No doubt it
will be contradicted because such a
story getting abroad at this
time would be very damaging to the
Conservative cause in New Brunswick,
but there is no good reason to doubt that
Mr. Foster will run for some Ontario
constituency. West Peterboro may not be
the one selected, but it will be some
new, safe, little pocket borough, which
has been created as the result of a gerry-
mander, and which will put the ex-min-
ister of finance in a position of safety.
The fact that he has devoted all his at-
tention to the campaign in Ontario shows
that that province is first in his thoughts,
and that New Brunswick, the place of his
birth, only occupies a very secondary