

FREE HAY OVER I. C. R.;
LINE BEING USED FOR
CAMPAIGN PURPOSE

Nova Scotia Given Benefit of Free Carriage from Quebec--
Matter Brought Out at North End Meeting by W. F.
Hatheyway--Dr. Alward, in Vigorous Speech, Points
Out the Right Way to the People.

Use of the I. C. R. as a campaign instrument came out in the Conservative meeting in Temple of Honor Hall Friday night. The electors also heard the issues of the present contest presented in plain, forcible way.

The speakers were Dr. Silas Alward and W. Frank Hatheyway and their speeches were warmly received and frequently applauded. Dr. Alward occupied the chair and in a few brief introductory remarks referred to the record of the Liberal party as in no way coming up to the promises made. He characterized them as having motion without progress and urged his hearers to united effort to place the supporters of the national policy--the present opposition--in power. He then introduced Dr. Silas Alward, K. C.

A hearty reception greeted the speaker on rising. He said in his introductory remarks that the country was on the eve of the most exciting and important elections in the history of the Dominion. There was no reason why the government should appeal to the country at the present time, it would have been consistent a year ago. After the redistribution act had been passed. As his hearers doubtless knew, a census was held every year and under the act of 1903 considerable changes had been made in the representation of the provinces of the Dominion. The maritime provinces had lost four seats which were gained by other provinces and there would have been justice in the call for an election.

The government say, however, that they desire "the people to ratify and confirm their railway policy. They first go to work, continued Dr. Alward, and commit the country to a liability of one hundred and seventy millions of dollars--for they had passed legislation for that amount--and then come to the people to ratify what was already done. Had they said to the people they proposed to build the transcontinental and that they proposed further to pledge the public credit for a large sum it would have been consistent. It was absurd to tell the people of Canada that the government had come to them for ratification and that they had to state that the act was binding already.

People Can Block It Yet. When the attorney-general recently said the act was past, Mr. Borden, while admitting that it was true, had given this assurance that if the Liberal Conservative party was returned to power they would repeal the act, because the will of the people is strong. To this came the reply that it would require special legislation and would never pass the senate, but, continued the speaker, the will of the people is more powerful than the cabinet itself.

An instance could be given by recalling the time when popular enthusiasm demanded that a contingent should be sent to South Africa in support of the mother country. Sir Wilfrid Laurier said it could not be done but he said to yield. "Now," said Dr. Alward amid cheers, "the government have the monumental cheek to take credit for the work the Canadians did in the war, whereas, if they had not yielded, they would have been shattered."

Dr. Alward proceeded to appeal to the records of the government and asked his hearers to condemn their policy when they had heard his statements. He first dealt with the conduct of the government in public affairs. They came into power by means of certain promises. He then asked them to consider their policy when they had heard his statements. He first dealt with the conduct of the government in public affairs. They came into power by means of certain promises. He then asked them to consider their policy when they had heard his statements.

The Cow Cartoon Goes From Halifax to Vancouver; "Best Ever" Says Mr. Tarte. 80,000 posters reproducing The Telegraph's cartoon of the G. T. Pacific cow, "fed in Canada and milked in Portland, Me.," are being distributed from Halifax to Vancouver. The sketch has been hailed everywhere as a most convincing summary of the G. T. Pacific scheme. By that scheme the taxpayers of Canada are asked to assess themselves for the benefit of a corporation whose Atlantic terminus is Portland. Mr. J. Israel Tarte describes the "cow" cartoon as the finest piece of campaign material he ever saw.

The citizens of St. John would be unworriedly named, continued the speaker, if they gave their votes in favor of a rival state. Alterations in the original bill had brought forth what was called a supplementary contract and every change made had been in favor of the company which, when they had repudiated the first act of 1903 proceeded to write concessions from the government. Dr. Alward then dealt with the extension of the time for completion of the railway, the return of the deposit of \$5,000,000 when the western portion was completed, and the changes in the terms of the common stock, and severely criticized the government for the concessions they had made. In conclusion the speaker put forward the alternative scheme of R. L. Borden. Borden rightly said if the government of the cost of the road was to be paid by the government they should own it and run it. Government owned railways were the only ones in other countries. If the C. P. R. were owned by Canada today there would not be a dollar of taxation. If fortunes were to be made the people should enjoy them. Dr. Alward said in his hearing what he said in this serious question. If the government proposition was sustained the country was estimated to \$170,000,000 of which those before him would pay their share. If it was not sustained it would do their duty like men and in giving the Liberal Conservative candidates their support on Nov. 3 they might feel sure that a happy and glorious future awaited them. (Loud cheers.)

Mr. W. F. Hatheyway. Mr. Hatheyway was well received. He said it was hardly fair to ask his audience to stay as the hour was getting late, but he would detain them but a short time while he touched on one or two matters which he was deeply interested. He had had something to do with obtaining a subsidy from the Conservative government in 1903 for the first steamer to the port of St. John and he was disappointed to see the government of today rashly making a contract to benefit a foreign port.

Mr. Hatheyway then proceeded to refer to a matter which he said might be termed a bribe to Antigonish by the government. While, continued the speaker, it was right to help those who needed it as help was sent to St. John at the time of the fire, yet the government was sending hay to Antigonish farmers new under curious circumstances. There had been a hay crop this year, and the farmers in the district had no food for their cattle. They held a meeting a short time ago to consider the situation and on the subject of hay they were referred to the minister of railways in his private car. Hon. Mr. Fielding and Sir E. W. Borden, minister of militia. The farmers asked them for a reduction in the rates but nothing was done until shortly after Sept. 21, the day of the Conservative nomination. Then it was announced that 25,000 tons of hay were being sent to Antigonish. The freight amounted to nearly \$4 a ton and the speaker referred to a letter he had received from T. J. Bonner giving some interesting particulars. The cost of the government might not be a bribe and he (the speaker) did not call it one but, considering that this generous concession was made on an election, he was not a little curious. When a coal famine was causing trouble in this city two years ago there was no offer of reduction in rates to St. John.

Continuing, Mr. Hatheyway referred to work on the Magdalen Islands by the government which they disregarded the claims of Grand Manan. He also touched on the compensation of the local legislature and pointed out that Mr. McKeown had disregarded the claims of the fishermen and fishermen by excluding them from the fishermen. In conclusion, the speaker spoke strongly in favor of public as against private control and instanced the benefits which Antigonish, New Brunswick and the country received from state ownership. He hoped and believed that by adopting the policy of Mr. Borden in time would do this over all Nova Scotia. Mr. Borden's letter, referred to by Mr. Hatheyway, is as follows:--

W. F. Hatheyway, Esq., Oct. 13, 1904. Antigonish, N. S., Oct. 13, 1904. St. John, N. B. Dear Sir--Hay is being imported to a committee appointed by the county council, No. 1, \$3.75; 2, \$3.50; 3, \$3. and delivered to the county council. It is charged by the I. C. R. and therefore it is being delivered here to save a cartload, and if he does not need it all he sells to his neighbors at a profit. The cost of the hay is \$1.00 per ton. The cost of the cartload is \$1.00 per ton. The cost of the cartload is \$1.00 per ton. The cost of the cartload is \$1.00 per ton.

FORMAL OPENING NOV. 9
BIG DAY AT THE KINGSTON CONSOLIDATED SCHOOL IS PLANNED

Superintendent Inch and Principal Hamilton Were in the City Saturday Arranging Matters--There Are Now 165 Pupils in Attendance.

D. W. Hamilton, M. A., principal of the consolidated school at Kingston, was in the city Saturday and had a conference with Dr. Inch, superintendent of education in New Brunswick, relative to the formal opening of the school. They have arranged for this Wednesday morning and plan a day of unusual interest. In the morning it is proposed that all who come shall have opportunity to see the work of the school which is now going smoothly along with 165 pupils in attendance. Then in the afternoon the formal exercises will take place and there will be a banquet at the Hotel de Ville. The New Brunswick board of education and others, besides their interesting features. In the evening there may be a public meeting but this is not finally arranged for. It is hoped Lieut. Governor Knowball will be present at the opening. Dr. Inch returned to Fredericton Saturday evening and Mr. Hamilton to Kingston.

OYAMA, REINFORCED,
TAKES OFFENSIVE AGAIN

(Continued from Page 1.)

Despatches indicate the resumption of fighting on both extremities of the Russian front. The night of October 30, the Japanese attacked the Russian entrenchments east of Sinchinpu, but were repulsed through the bombardment of the Russian positions at Tungunao, a mile and a half north of Benaisipute, where they encountered a heavy Russian fire. Thus it appears that the Japanese are becoming aggressive against the whole front from Benaisipute on the extreme east to Sinchinpu, which is west of the Shakkie river, where that stream bends south after crossing the railroad. This probably constitutes the extreme Russian wall, making the battle front about the same as when General Kuropatkin began his southern movement. The latest reports from Port Arthur are not so encouraging. General Stoessel is making a good defense, but the Japanese are pressing a parallel movement. While this form of attack is less spectacular and less costly in men than repeated assaults it is no less conclusive in ultimate results, and demanding a sleepless defense and being almost impossible to frustrate.

Stoessel's Pathetic Message.

St. Petersburg, Oct. 31--Both General Kuropatkin and General Sakhharoff's reports today seem to indicate that Field Marshal Stoessel is preparing to assume the offensive. Japanese reinforcements are reported to be coming up from Wang Cheng and the south and a movement eastward is being made. There is also a Japanese movement west of the railroad.

Armies Entrenched Within Holding Distance.

Mukden, Oct. 31--(via Pekin)--The manifestations of the Japanese in their camp which now converges at a point where the plain meets the hills, have attained the greatest importance. These manifestations are being fully met by the Russians, so that the situation at this point of the prospective battle field is now one of the greatest interest and apprehension. The Japanese have now entrenched on both sides are crowded with troops and at many places the Japanese and Russians are within hailing distance. At the Mukden front the Japanese have captured four Russian guns and bayoneted 800 Japanese. The situation is perhaps the most remarkable in the history of the war. Two armies, each with the other as an objective, are approaching while constructing siege works and making of which both sides are working day and night, so that the observation stations on every hilltop.

The Japanese, after their disaster at Maitso, returned to the Mukden front by turning the Russians on a pyramidal hill opposite Fenchiang, seven miles to the east. The Russians were bombarded from three directions and sustained a loss of 60 per cent from artillery fire on the afternoon of the 27th before they were forced out by the Japanese infantry at night. The Japanese abandoned the position immediately after it was taken. This event does not equal in importance the capture of Manzhou Hill. The Japanese, who are posted on a similar hill to the east of the Mukden front, have not yet been driven from their position.

Last night there was the heaviest bombardment of the week from the Russian batteries and the pressure are seemingly comprehensive of a crucial surprise. The bombardment was accompanied by a continuous rifle fire, while the infantry advanced by means of quick trenching at intervals of a few hundred feet under cover of darkness.

Great Battle Likely Soon.

The outcome of this activity is a tense vigilance on the entire extended front. This tension, taken in connection with the reported reinforcement of the Japanese by one and one-half divisions from Port Arthur, is likely to precipitate a great battle within a few days. The combatants, however, apparently are not disinclined to winter in their positions, as since the last winter the Russian position has been the correspondent of the Associated Press the forces have adopted a system of winter housing in the field.

Japanese shells are daily breaking on Pagoda Hill, which is most conspicuous in the Russian position, and in front of which the villagers remain in their houses, indicating that by some prearrangement with the Japanese their homes will not be shelled by the latter.

The present plan of Russian operations apparently has not been influenced by the promotion to the position of commander in chief of General Kuropatkin, who is leaving with his army in the field. The present cold weather has influenced the Chinese to return to the fields with the object of reaping their remaining crops. The exodus of Chinese villagers from the regions west of the railway connects the Russian position with Mukden has been relieved by the return home of families who had become unduly alarmed.

In many districts the houses are disappearing owing to the fact that the wood of which they are composed has been or is being removed for use as fuel. In the Mukden region the trees have been felled and used for the building of fortifications or the building of bridges.

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PLAIN WORDS

Before the agreement was made between the Laurier administration and the Grand Trunk people, the Grand Trunk Railway had its two terminal points at Chicago and Portland respectively. The effect of the agreement will be, when the road is built to give the Grand Trunk access to the northwest and a port on the Pacific coast which it had not before. But the only port which its system will reach on the Atlantic over its own rails will be Portland, Maine. This is important; it is vital to Canadian interests. When the road is built Grand Trunk will connect the Great Canadian wheat fields directly with a foreign port on the Atlantic. Grand Trunk will connect the northwest with no Canadian Atlantic port. Montreal, where the eastern end of the Grand Trunk system will end in Canada, is not a seaport, it is a mere inland town. St. John and twice as far from Halifax. Northwest products can therefore only reach a Canadian Atlantic port by passing over another road than the Grand Trunk Pacific. Nothing can then be clearer than that the one only Atlantic port of the transcontinental railway system which it is proposed to build at enormous cost to our people is a foreign port, a rival to our Canadian Atlantic ports and their most serious competitor. It is true that there is a condition embodied in the agreement intended, we may say, to bring the products of the west to Canadian ports. What is it worth? Mr. Blair says in effect that it is worthless and cannot be enforced. And Mr. Blair has been accredited by the Laurier government as the most capable railway man in the country. It will be to the interest of the Grand Trunk to take the freight of the west to Portland, whether it can go by the shortest route, or by the Grand Trunk Pacific, and in which case Grand Trunk will get the entire freight receipts. If the freight from the interior to the Atlantic seaboard passes over the Grand Trunk Pacific to Montreal and then to St. John or Halifax the freight receipts must be divided with the Intercolonial. The Grand Trunk has already broken and it is now breaking its agreement with the Intercolonial, diverting at Montreal and to Portland what the government contends should be transferred to the Intercolonial. The government has so far been powerless in this matter. How will it be when the transcontinental is built? It is obvious that the Grand Trunk has broken an agreement with the Intercolonial and has been and is now, as is the government contention, refusing to the Intercolonial what of right and by agreement belongs to the latter road, that we cannot expect better things when the new road is built. The freight will go to Portland. Be it observed that this has been done while the transcontinental is built before parliament and the country and when the company would have every reason to keep its agreement and stand well with the country. We can see no other result, no other prospect, than that the contract so foolishly entered into by our government will make Portland more than ever the Atlantic port of Canada, to the detriment of St. John, of Halifax, of the maritime provinces and of the entire Dominion.

Enormous Jap War Fund.

New York, Oct. 31--A Tokio despatch to the Times says: "From the most trustworthy information it appears that Japanese financiers are determined upon resolute measures to provide war funds during the coming year. These measures are estimated to produce 770,000,000 yen (about \$385,000,000) part by new war taxes and 350,000,000 yen from loans."

Dr. J. Collis Brown's CHLORODYNE

(THE ORIGINAL AND ONLY GENUINE) Colds Coughs Asthma Bronchitis. CHLORODYNE is admitted by the profession to be the most wonderful and valuable remedy ever discovered. CHLORODYNE is the best remedy known for Coughs, Cold Consumption, Bronchitis, Asthma. CHLORODYNE acts like a charm in Diarrhoea, and is the only specific in Cholera, and Dysentery. CHLORODYNE effectually cuts short all attacks of Epilepsy, Hysteria, Palpitation and Spasms. CHLORODYNE is the only palliative in Neuralgia, Rheumatism, Gout, Cancer, Toothache, Meningitis, &c.

LOCAL AND PROVINCIAL

The steamer Majestic, which was held up at Scovill's Landing on account of an ice block, was towed here Saturday by the tug Fannie. Edmund Fox, of Thorncroft Cottage, London (Eng.), has sent a letter to the Mayor asking for information concerning Edmund Fox, a former resident of this city, who died about 1872 or 1874. Nine deaths were reported in the city last week from the following causes: Heart disease, 2; asthma, diphtheria, consumption, scalds, heart failure, congestion of brain and pneumonia, one each. Last Friday afternoon, as Angus McGinnis, of Pictou, was chopping down a tree in the Maine lumber woods a branch flew back, breaking his nose. He came to this city Saturday and is now in the hospital. A very pleasant surprise was given Mr. and Mrs. Chas. A. Clark, of Grand street Monday evening when a number of their friends called on them in honor of their ten anniversary of their wedding. A very pleasant evening was spent and after many good wishes the party broke up leaving behind them many useful gifts appropriate to the day. Joseph Collins, an elderly man, fell from a staging in the rear of his house in B. t. street Monday afternoon, a distance of about 20 feet. He struck against a projecting board and this broke his fall somewhat. His head was cut and back injured. The ambulance was summoned and the injured man was taken to the hospital for treatment. This morning he was resting as easily as could be expected. Buffalo Elevator Collapses. Buffalo, N. Y., Oct. 30--From some cause which cannot be definitely explained, the Ontario elevator collapsed today and sank into the waters of the Evans slip. The elevator contained about 70,000 bushels of barley, a large portion of which lies at the bottom of the slip. The loss on the grain and the building is estimated at \$50,000. Urban Observer (seeing "For Sale" sign in open lot)--"When do you think of selling your house?" Countryman--"When somebody comes along who can raise the wind."