

The People's Candidates.

The Liberal Conservative Standard Bearers Who are in the Fight to Win.

QUEEN'S

ALEXANDER MARTIN ANGUS A. McLEAN

KING'S

JOHN McLEAN PRINCE

ALFRED A. LEFURGEY

The Man For Canada

ROBERT L. BORDEN

"Shall We Have a Railway Owned Government or a Government Owned Railway?"

THE HERALD

WEDNESDAY, OCT. 19th, 1904.

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Progress of the Campaign.

The Federal election campaign increases in intensity as the time limit approaches. All over Canada the battle is now in full swing. From all the Provinces comes the most cheering news for the Conservatives. The Maritime Provinces, Quebec, Ontario, Manitoba, the Territories and British Columbia have their Conservative candidates in the field and all are working as they never worked before to overthrow the Laurier Government and place at the head of the Government, the brilliant, able and honest Mr. Borden. There are no jealousies; there is no friction in the Conservative ranks. They are working for the one end, and are actuated by the desire of seeing our country once more freed from the grafters, the political corruptionists, the promise-breakers, the squanderers of the people's money. All are working to place at the head of the Government of our country, a man worthy to succeed Sir John McDonald, Sir Charles Tupper and Sir John Thompson, and that man is Mr. Robert Laird Borden. The thought of having Mr. Borden as our next Premier should inspire all patriotic Canadians and stimulate them to the utmost efforts in order to overthrow the Laurier Government. In this Province, from east to west, the Conservative prospects are the brightest. In King's County, the meetings held during the past week were largely in favor of Mr. McLean, who is conducting a most vigorous campaign. In Queen's County, the Liberal candidates can scarcely get a meeting worth addressing. There is no enthusiasm in the rank and file of what used to be the Liberal electorate. From Prince comes the intelligence of splendid work done by Mr. Lefurgey. Everywhere he is warmly received by the people and his addresses on the great political issues produce most telling effects. All this is as it should be. The present Federal Government attained power under false pretences, and have retained it by falsifying all their pre-election promises and violating every pledge given to the people. To crown their duplicity and deception they have saddled upon the people a liability of \$170,000,000 for the building of a railway that never was asked for, for which no surveys were made, and which is destined to carry the products of Canada to foreign ports for ocean transportation. They had no mandate from the electorate to assume this liability, and now the people have their opportunity to turn out of power, the Government and the party that have thus betrayed and deceived you. Electors of Prince Edward Island, a duty devolves on you on the 3rd of November. Rise in your might and hurl from power those who have played you false and place in power an honest Government under the leadership of Robert Laird Borden.

Minard's Liniment relieves neuralgia.

Left the Liberals.

The Liberal party in New Brunswick will miss, in this election, the support of Mr James F. Robertson, of the firm of Manchester, Robertson & Allison. Mr Robertson is one of the leading business men of St John, and has hitherto been a strong Liberal; but he could not swallow the Grand Trunk Pacific project. In an interview with a Sun representative, Mr Robertson said: "Much as I regret having to separate from the party with which I have been associated so long, I feel that there is no other course open to me. There is one great question before the people. That is the Grand Trunk Pacific project. On that issue I have strong and decided convictions, and have given to them in the resolutions unanimously adopted on three occasions by the St John board of trade. The government policy is directly opposed to what I regard as sound policy. On the other hand the liberal

conservatives in the house and the leader of the party have adopted the policy which I have advocated. Therefore they are entitled to my support." That is the frank and clear statement which Mr Robertson made of his position. It is exactly what might have been expected of any independent and consistent business man, in view of the part he has taken in the board of trade on this question. Referring to this matter the St John Sun says: There is nothing to excite surprise in the statement made and reasons given by Mr James F. Robertson in the interview which appears in the Sun today. It would be more surprising if, after advocating so strenuously the policy of government ownership of the transcontinental railway, Mr Robertson should now refuse his support to that policy when it is adopted by the conservative party. The associates of Mr Robertson in the Board of Trade would have had reason to be amazed if he had endorsed the government railway policy in this election, after having so strongly condemned it in their presence, and persuaded them to do the same.

In giving his support to Mr Borden and the conservative candidates, Mr Robertson is simply following the course which he marked out nearly two years ago. He agrees with Sir Wilfrid Laurier, with Mr. Emmerson, and with the government candidates in St John that the railway question is the paramount issue in this election. On that grave issue he votes with the party whose policy is the same as his own. To do otherwise is of course impossible for any independent elector.

Nor is it right for a man who feels strongly on this question to conceal his position and intentions from others. There were many business men not usually interested in ordinary party politics who four years ago early and openly expressed their intention to support Mr Blair. They expressed the opinion that his railway policy was sound and progressive, and that he would be able to do good service to his party and the country. If some or all of these citizens find the government of today committed to a policy which Mr Blair condemned, and which their own reason and science also condemned there is no reason why they would conceal their opposition to it.

The reports of the Board of Trade meetings show that Mr. Robertson is one of a large number of leading business men who feel as he does on this question. It may be that some of these will not have the courage or the independence to give expression in words, or effect at the polls to their convictions. But we know for a certainty that there are more than one or two who have been supporters of this government, but having advocated Mr. Borden's policy in the Board of Trade and elsewhere will vote for it in November.

The issue before the public is not whether the Railway shall be built. The issue is, whether the Laurier Government has fulfilled its trust and has in its railway policy conserved the best interests of the Country.

Why did it not take over the Canada Atlantic Railway when it was for sale and make the system of Government Railway a paying proposition? Why should the people contribute in cash and credit 9-10's of the whole cost without a chance of participating in gains if the road is a success?

Millions on Millions Of the people's money thrown to "Grafters" with a lavish hand.

The 1903 session of Parliament broke the Record for reckless extravagance. To raise election funds, the Liberal Government poured out the People's Money into the grafters' "barrels" like water. Read for Yourself the official statement of the enormous votes the Government forced through Parliament last session, in spite of the strenuous protests of the Opposition.

Table with financial data: Main Estimates, First Supplementary estimates, Second Supplementary estimates, Third Supplementary estimates, Fourth Supplementary estimates, Fifth Supplementary estimates, Bounties on Iron and Steel, Railway subsidies, Canadian Northern Railway, Quebec City Bridge, etc.

Remember that the Liberals used to denounce an annual expenditure of \$38,000,000 as excessive, and promised to reduce the expenditure by from two to seven million dollars a year. This is the way They Have Kept Their Promise.

If you approve of this voting of \$256,280,703 of your money in a seven month's session, you will keep the present Government in power. If not, you will put in the Conservatives, who protested against it.

Lastly and most important why has it failed to seize its opportunity to protect the people on the transportation question and effectively control freight rates over all the various railways of Canada by itself controlling and operating one of the transcontinental railways.

Electors: You Are Honest.

YOU WOULD NOT OBJECT TO HAVING YOUR ACCOUNTS CHECKED, WOULD YOU?

But the Liberal Government of Canada does not want its expenditures audited.

That is a point for you to think over. At the last session of Parliament, the Government introduced a bill to deprive the Auditor General of a large amount of his powers.

The Auditor General had been investigating too closely into the Government's methods of book keeping.

With the enormous expenditures it is going to make on the Grand Trunk Pacific scheme, the Government did not want any more of this careful investigation.

The Government would have succeeded in this attempt to prevent a proper audit of its accounts, but for the strenuous opposition of the Conservatives. When the Conservatives made the country realize what was about to be perpetrated, public indignation forced the Government to drop its bill.

Is a Government that cannot stand an audit of its expenditure of your money worthy of your confidence?

Are you going to vote to keep such a Government in power for another five years?

The Honest Elector will vote to put in power the Conservative Party, which believes in a Full and Thorough Investigation of the Way in Which the People's Money is Spent.

Vote for the Borden Candidate.

The Conservative Leader is an able lawyer, a sound jurist, an accepted authority on constitutional and international jurisprudence.

As a Parliamentary Leader he

is respected, and feared by his opponents.

He is a constructive statesman with a Wide Range of Vision and a deep knowledge of historical precedents in economic matters.

He is unstinted in His Efforts in the Public Weal. Ever he is fighting the battle of the people in and out of Parliament.

The Conservative candidate in this constituency is the standard bearer of Mr. Borden's party. It follows that he is a Public Spirited Citizen And A Loyal Canadian Vote For Him And Vote For Borden? Your Confidence Will not be Betrayed under the Conservative leader's administration.

Surely the discussion of such questions is not futile and the issue is not dead, But in another form the issue is directly before the people and takes this form—shall the Grand Trunk Pacific be built entirely by and for the people of Canada or shall it be built principally on Canada's credit and money but be owned and controlled exclusively by private promoters? The Liberals propose the latter, Conservatives the former.

News of the War.

London, Oct. 12.—For the past three days there has been sharp fighting north of the railway town of Yantai, between Liao Yang and Mukden. The Russian advance has been checked and the attacking force compelled to retire to the north side of the Schilli River, where at latest advice a ten-day military fight is in progress. In military circles at St. Petersburg the fighting is not considered as being of the magnitude of a general engagement such as was expected to come possibly within a few days, somewhere within the triangle indicated by the lines connecting Liao Yang, Yantai and Sykwaotin. This battle which was expected to be decisive of the year's campaign. The wounded Russian soldiers who were taken back to Mukden show by their cheerfulness the improvement produced in the spirits of his troops by Kurapatkin's course in assuming the offensive.

London, Oct. 13.—Kurapatkin's advance met with a counter advance of forces under Field Marshal Oyama. According to advices received from Tokio, a general engagement is in progress between Liao Yang and Mukden, but reports from Russian sources describe the fighting there as merely of the nature of an advance guard action. Kurapatkin is reported to be aiming to strike at two widely separated points on the left. There has been some hard fighting a short distance north of Qenshin, in which the Russian loss was 150 killed or wounded. It is reported that the Japanese claim to have cut off the Russian column south of Taisse River. No official reports from the front have been received by the Russian war office last night and this fact is regarded in some quarters as indicative of the non-success of Kurapatkin's forward movement. Military authorities point out that owing to the magnitude of the movement planned it is too early to expect news of a decisive result.

London, October 14.—No progress has been made in the projected advance of the Russian army, under Kurapatkin, since its initial success movement, resulting in the capture of Benning. Fighting of the most stubborn description continues along practically the entire front. Field Marshal Oyama reports the capture of 30 guns from the Russians, and claims distinct successes in forcing the Russians to retire from some of their advanced positions. Kurapatkin's report to the Emperor was couched in guarded terms and claims nothing in the way of accomplished results. Reports from the Russian military commander at Port Arthur show that the Japanese have brought shell fire to bear upon the inner fortress. The garrison however is represented as hopeful of the outcome of the siege.

Mukden, Oct 15.—Fighting raged yesterday with the same bitterness as on previous days. The engagement and the result is still in the balance. Losses on both sides are enormous, that of the Russians being fifteen thousand. Wounded soldiers are being brought in all directions. The roads are crowded with long trains of wagons, baggage and transport wagons as well as ambulances being pressed into service, and even the Chinese two wheeled carts are obeying the mandate of military men afoot, limping and using their guns as crutches. The last severely wounded are supporting their comrades after first aiding in dressing their wounds on the firing line. Even across the field you meet them taking the shortest and straightest road for help and shelter. The most pitiful feature of the bloody drama is being enacted at the front when stiffened with wounds, their pain racked bodies sank upon the road side, after the danger and glory of active fight have been withdrawn.

The Prices.

Table with market prices for various goods: Butter, Beans, Cabbage, Carrots, Ducks, Eggs, Flour, Hides, Hay, Lard, Mutton, Oatmeal, Pork, Potatoes, Raisins, Sheep pelts, Turnips, Turkeys, Wheat, White oats, Pressed hay, Straw.

DIED

At the residence of his daughter Mrs. A. Simpson, French River, on Oct. 4th, 1904, Thomas McNeill, 88 years of age.

At Emerald, on the 28th of Sept. ult. after a lingering illness, Mary beloved wife of Mr Peter Greenan, aged fifty-five years, leaving a disconsolate husband, three sons and one daughter to mourn the loss of a kind wife and mother. May her soul rest in peace.

At Wainipeg, Man., Sept 27th, 1904, aged 10 days, Emma Frances Margaret, infant daughter of Dr. C. E. and Mrs. Kennedy.

Suffered 15 Years.

Mrs. Wm. Ireland, 170 Queen St. East, Toronto, wife of the well known shoemaker suffered from indigestion and constipation for over 15 years. Nothing did her any good till she tied Laxa-Liver Pills, which cured her.

The Liberal Party would have the road built through Grand Trunk Pacific promoters under the present agreement. The Conservative party undertake to place on the Statute Book legislation whereby the Railway shall be taken over by the nation on equitable terms, and be operated under a management "absolutely free from party influence and political interference."

All Stuffed Up

That's the condition of many sufferers from catarrh, especially in the morning. Great difficulty is experienced in clearing the head and throat. No wonder catarrh causes headache, impairs the taste, smell and hearing, pollutes the breath, deranges the stomach and affects the appetite. To cure catarrh, treatment must be constitutional—alterative and tonic. "I was ill for four months with catarrh in the head and throat. Had a bad cough and raised blood. I had become discouraged when my husband bought a bottle of Hood's Sarsaparilla and persuaded me to try it. I advise all to take it. It has cured and built me up." Mrs. Helen Robinson, West Lincoln, N. S. Hood's Sarsaparilla Cures catarrh—it soothes and strengthens the mucous membrane and builds up the whole system.

Grand Trunk RAILWAY SYSTEM.

WORLD'S FAIR

ST. LOUIS, MO., April 30th to Dec 1st, 1904.

Grand Trunk Will take you to ST. LOUIS in Patriotic style at a Popular Price.

All the World is Epitomized in this Exposition.

It is the Wonder of the Century. A Fifty Million Dollar Fair.

Ask Grand Trunk Agents for descriptive matter and further information.

J. QUINLAN, District Passenger Agent, Montreal.

Encas A. McDonald—P. J. Trainor. MacDonald & Trainor, Barristers, Solicitors, etc. OFFICE—Great George Street, near Bank of Nova Scotia, Charlottetown, P. E. I.

MONEY TO LOAN. May 20, 1093.

POLITICAL MEETINGS

Messrs. Martin and McLean, the Liberal-Conservative Candidates in the forthcoming election will meet the electors of Queen's County at the following times and places:

Wheatley River, Thurs, 13th, 7 p.m.

Rustico Bank, Friday, 14th, 7 p.m.

Cavendish Hall, Sat., 15th, 2 p.m.

Hope River, Mon., 17th, 7 p.m.

Clifton, Tues., 16th, 7 p.m.

Irishtown, Wed., 19th, 7 p.m.

Gravelly, Thurs, 20th, 1 p.m.

Springton, Thurs, 20th, 7 p.m.

Ensayale, Fri, 21st, 1 p.m.

Afton Hall, Fri, 7 p.m.

North River, Sat., 22nd, 7 p.m.

Fort Augustus Hall, (near church) Mon., 24th, 7 p.m.

Other meetings will be announced later.

MEET ME AT THE ALWAYS BUSY STORE

Stanley Bros. Confidence ---IN--- Buying LADIES' COATS. Image of a woman in a coat.

You can place your fullest confidence in buying your coat from us. Only the best of the world's manufacturers have contributed to our stock, making you SURE of long-wear qualities, and genuine novelty of design—two points worth considering.

Price Marks are always Moderate, qualities considered. ALL SIZES.

Stanley Bros.

MORE NEW FALL COATS AND WATERPROOFS. Recently we opened up another large lot of New Fall Coats direct from Germany.

The Coats we are showing this fall came direct from the best coat makers in Canada and Germany. The coats are radically different from any previous season—there's a finish and style to them that's most becoming.

F. Perkins & Co., The Millinery Leaders, SUNNYSIDE.

EXCELSIOR Clothing!

For Fall, 1904 AT PATON & CO'S One Hundred and Eighty Men's New Fall Overcoats From \$5.00 to \$15.00.

Short lengths up to the long Raglanette. 89 Men's Ulsters, \$5.00 to \$12. 96 Fur Lined and Leather Lined Overcoats and Reefers. 33 Dark Grey Raglanette and Rainproof Coats, \$10, \$12 and \$14. 15 Blanket Coats, red hoods, for boys. 55 Youths' Overcoats, same style as father's, velvet collar and swagger style, all prices. 159 Boys' Reefers, all grades from the cheapest to the best, \$1.90, \$2.50, \$3.50, \$4.50 to \$6.50. 298 Two Piece Suits from \$1.30 to \$3.75. 189 Three Piece Suits with short pants, from \$3.75 to \$18. 110 double and single breasted Worsteds Suits, best make, \$14. 55 double breasted, double and twisted Island, Nova Scotia and New Brunswick made tweed in this suit. Good value, \$12. Yours for \$10 each. 80 Men's Reefers, \$3.75 to \$10.50. 63 Rainproofs from \$3.50 to \$18. 1/4 off the \$ on this line for cash. Come quick if you want one. 83 Canadian made Tweed Suits, \$3.75, \$5, \$6.50 and 8. Big lot of sample suits made to sell at \$14 for \$10. 400 pairs odd pants for men and boys. Come this way for Ready-made Clothing.

JAS. PATON & CO.