

# Mr. Robinson's Brilliant Defence of His Position Evokes Applause from Fifteen Hundred People

Before an Audience which Completely Packs Newcastle Opera House Ex-Member of Parliament Renders an Account of His Stewardship.

PEOPLE SATISFIED THAT MR. ROBINSON IS A MAN WHO DOES THINGS

Sentiment of Nomination Day Meeting Here Decidedly "Robinson" and Throng Disperses  
Amid Cheers for the Ex-Member, and for His Chieftain

R. L. Borden, "Canada's Next Premier."

Before an audience which completely packed the Newcastle Opera House, Mr. James Robinson, ex-M. P. on Nomination Day dealt effectively with the various issues of the present campaign. His observations were clear, concise and convincing; moreover, they were honest and straightforward and the big audience seemed to be thoroughly in sympathy with them.

Mr. W. S. Loggie, the liberal standard bearer, replied to Mr. Robinson. He dealt at length with his side of the case and when his remarks were concluded, Mr. Robinson again arose and apparently without effort completely refuted the arguments of his opponent.

Every section of the County was represented at the meeting and if the sentiment displayed there is any criterion of the general sentiment of the county Mr. Robinson is decidedly the favorite candidate. The ex-member was given a great ovation and at the close of his address was cheered to the echo.

Mr. W. A. Hickson presided and in opening the meeting stated that owing to the death of Mr. Samuel Thompson, K. C., the speech making would be confined to the two candidates.

Mr. Robinson said:

Mr. Chairman and Gentlemen, electors of the County of Northumberland.

Not quite four years ago I had the pleasure of addressing you as candidate for the House of Commons. At that time I laid down what was in my opinion the best policy for the country. Since then I have served as your representative in the House of Commons at Ottawa and during that time I have endeavored to discharge my duty to the best of my ability. After the dissolution of the House and the issue of the writs for a General Election, I hesitated to urge upon the Conservative party who had previously elected me my candidature for the seat until the voice of the party was made known. A convention of the Liberal-Conservatives of the County was duly called and met at Chatham, two weeks ago and at that meeting by the choice of delegates present from every section of the County I was unanimously chosen as the standard bearer of the party in the County. I accepted the nomination so tendered me and for the last couple of weeks I have been meeting as many of the electors as I possibly could, asking a renewal of the confidence, they placed in me on every occasion that I offered as a candidate. On last nomination day I ad-

vocated if you will remember, the taking over by the Government of the Canada Eastern Railway and making it part of the I. C. R. system.

I also stated to you that I would use my best endeavors to get for the people of the North Shore of our river a telephone or telegraph line. A short time ago the government submitted to parliament a resolution respecting the taking over of the Canada Eastern and without vote it was decided to do so. I worked for years in every possible way to effect this end and I think we may congratulate the Province of New Brunswick; and especially the counties of York and Northumberland on the successful completion of this undertaking.

I hope to see the government at Ottawa pursue a liberal railway policy in regard to the north shore of N. B. and it appears to me in taking over the C. E. it should not stop there but should provide for the opening up of the Railway from Newcastle to Blackville, the extension of a line to Redbank and the building of a line of Railway from a point on the I. C. R. at Newcastle down the north side of our river. I also look forward to the government providing further suitable railway facilities by giving to the people of Chatham a station on the water front. This should be done and I pledge myself heartily to work for its accomplishment.

I shall also advocate a daily mail service from Chatham to Esquimaux the same as the people of the north side of the river now enjoy. It is surprising to myself and no doubt surprising to you, gentlemen that my opponent at this time is Mr. W. S. Loggie, a true blue Liberal who, for the past two years has been an out and out supporter of the leader of the opposition in the Provincial Parliament, Mr. J. D. Hazen. I had expected my old time opponent, Mr. John Morrissey, would have been in the field again as the supporter of the Liberal banner; but it appears that he has been turned down by his more ambitious colleague, the present candidate.

The great question which is now agitating the public mind and the most important issue existing between the two great parties is the building of the Grand Trunk Pacific. So much has been spoken and written upon this question that it is unnecessary now for any politician speaking at nomination, to go fully into the matter of that controversy. It has been fully and ably thrashed out upon both sides both in parliament and in the press of the country, and the details are well understood.

The main feature for the Maritime Provinces is that they should be assured that the terminus of the road shall be in Canada and that the Grand Trunk shall not be permitted to divert the trade of this country to the United States.

"Canada for the Canadians" let us not forget that we mean what we say. There is nothing whatever in this Grand Trunk Pacific contract with the govern-

ment that will prevent the great traffic of the west being carried by this road (if it is ever constructed) to an American shipping port while our own two ports of St. John and Halifax are left out in the cold.

The policy outlined by Mr. Borden with respect to this work has my hearty approval in this. That as Canada is paying for the construction of the road, Canada should own the road and Canadian and not American ports should profit by the expenditure.

With large expenditures because if we expend with one hand we reap with the other. The greater the growth of the people the greater the demands of the country and I am satisfied that every one who has given a thought to the development of the country will agree with me that we are only on the threshold.

In 1867 the revenue of the country was 12 millions, to-day it is 60 millions and I believe that in twenty years from now

not supporting the Government many of my recommendations have been carried out and many works beneficial to the County have been completed.

With the assistance of Mr. Turgeon of Gloucester I was able to carry out and complete a telephone system to Altwick. I also pressed upon the different departments that dredging should be done on the river and I am happy to be able to state that a great deal of good work has been carried out in this direction.

I have at all times endeavored to promote the best interest of the county and have ever been attentive to the suggestion and advice that was tendered to me with that in view and if elected on the third of November (as I have no doubt I will) I will endeavor to represent your interest in the future as faithfully as I have done in the past. Looking carefully over the whole Dominion I have no doubt that the reign of the Liberal party is ended and that the third day of November next the Liberal Conservative party will once more be called upon to govern the destinies of this Canada of ours.

I thank you for the support you have given me since 1896 in face of great opposition and I trust to be able to retain the confidence reposed in me by this great county of Northumberland, a county which it is a high honor for any man to represent.

Mr. Loggie spoke about the strides the country had made during the last seven years. He dealt with the Preferential trade, showing what a great impetus had been given to trade between the Mother Country and Canada and that preferential trade was just a forerunner of a large and greater trade policy. He referred to the Grand Trunk Pacific scheme and other matters and closed with an appeal to the audience to support the party which had managed the business of Canada so efficiently.

Mr. Robinson rose to reply, and a gang of half drunken Loggie men near the door whooped and shouted so loudly and continued that only those on the front benches had a chance to hear him. They had, he said, heard Mr. Loggie boast that the Laurier government had valued the debt \$1,000,000, but he had not mentioned the fact that they had taxed the people ten to twenty millions a year more than was required to meet even their extravagant expenditure. And what was there to show for all this excessive seven years' taxation besides this one million of reduction of debt? Most of it had been distributed, on one pretext and another, among government boot-lers. [great cheering]

The Loggie men didn't like this and the howling grew louder; but

Mr. Robinson, speaking with great energy and rapidity, continued to give them hot shot.

Mr. Loggie he said, had argued that the bonds which the government was to guarantee were not a public liability. He was surprised at his hardihood in standing up before an audience and making so absurd a statement. Did he think he was addressing a lot of school children? [Cheers and counter cheers.] The same Mr. Loggie, from his place in the Legislature, had denounced the government for guaranteeing some railway bonds and, with a solemnity only equalled by the tone in which he had professed today that he believed his own statements, had declared that the government would have to pay every dollar of the bonds they had so guaranteed. [cheers and great confusion.]

Mr. Robinson's voice rang through the din like a Tangle call to battle as he continued:

Mr. Loggie solemnly tells you that he is conscientiously opposed to government ownership of railways. How long ago was it, only a few short months ago, that he moved a resolution in the Chatham Board of Trade in favor of extending the Intercolonial to the North-west? How and where was he converted, and who was the missionary that converted him? [Great cheering and uproar.] But we need not go back even a few months to find Mr. Loggie speaking in favor of government ownership of railways. Has he not been congratulating the people of this county, from a dozen platforms, and praising the government and telling what good results are to come, because of the government ownership of the Canada Eastern? Why does he do this if he is sincere in declaring against government ownership? [Cheers and confusion]

Peter Mitchell who worked so hard to secure the Intercolonial for the North Shore, and Michael Adams who labored for its improvement so zealously, would turn in their graves at this scheme of the governments, a scheme that is supported by Mr. Loggie, to ruin that great railway. [Long continued cheering, and great uproar.]

Mr. Blair, who knew all the ins and outs of this Grand Trunk scheme for taking Canadian exports to Portland, Maine, resigned rather than be a partner in the crime—resigned rather than share in this treason of his country. New Brunswick's share of the liability that this scheme will entail will be \$10,000,000, and you, gentlemen, will not get one cent's



MR. JAMES ROBINSON, CONSERVATIVE CANDIDATE.

Mr. Blair whom Sir Wilfrid Laurier says is the highest and best authority upon railways in Canada can't come in the strongest terms the contract made by the government with the Grand Trunk Pacific.

My opinion as a business man with respect to our great North West is, that the great development and progress that section of Canada is making will, in the near future, necessitate the building of other lines of railway than those now projected. When we look at the narrow belt of that great country now served by the C. P. R. and the great possibilities of other portions of our western heritage—the thousands of acres of land lying there yet unproductive we can readily understand how necessary to the full development of that country railways are, and I confess I am not afraid of a

it will reach 140 millions

Having this opinion, I say that so long as the interests of the country are properly safeguarded and no matter what government is in power I will work for Railway development. A good many charges have been made against the Government with regard to its fiscal policy. In my opinion there is not much difference between the policies of either. The national policy was the off spring of the Conservative party and now it has become the adopted child of the Liberal party.

Adhering to my own party as a Liberal-Conservative but being on most friendly terms with many of the leaders of the Liberal party I have endeavored during my term as a representative to deal fairly and without prejudice or bitterness to anyone, and I can claim while