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SUN PRINTING COMPANY.
 ALFRED MARSHALL,
 Manager.

THE SEMI-WEEKLY SUN
 ST. JOHN, N. B., OCTOBER 31, 1900.

HONOR TO MR. POWELL.
 Mr. H. A. Powell has during his five years' service in the Dominion parliament received perhaps more honor than any other private member. The leaders of his party have called upon him to perform various important duties. The people of Ontario have made him their orator on many platforms. He shared with Mr. Borden the credit of exposing the West Huron election frauds. He was a member of the special committee on the Drummond deal, and he is regarded as the best authority in the house on matters connected with the Intercolonial railway.

But if the conservative party and its leaders have honored Mr. Powell, Sir Wilfrid Laurier and his colleagues have done more. They have selected the brilliant candidate for Westmorland as the special object of attack. The minister of railways has strained to the utmost the power and patronage at his disposal to destroy the man who has proved so formidable an opponent in the house. Some half a dozen ministers have at the time or another visited the county to do what they could to defeat Mr. Powell. No less a man than the premier of the province had to be dragged into the field to make the fight against him. Members of the old Mercer government have been sent to Westmorland to use their arts among the French speaking voters. But all this was not deemed sufficient, and Premier Laurier himself hurried to the spot to take the leading part in a great anti-Powell spectacle. Sir Wilfrid has made his personal appeal without giving many good reasons why Mr. Powell should be defeated, and Mr. Blair stood by his side and rejoiced that he was able to bring so great a man so far in order to assist him to remove a formidable obstacle from his path.

Still there was more to do and now the government organs announce that the pay of the Intercolonial employees is to be raised. The statement is made that yardmen are to have an increase from \$1.10 to \$1.20, and that all mechanics are to have their wages advanced, the new scale to date from the first of October. For our and a half years Mr. Blair has refused this increase, though Mr. Powell, Mr. McAllister, Mr. McIsaac and other members who are interested in railway men, have pressed the matter on the attention of the minister. The minister has claimed to be running the road at a profit. He has certainly increased the wages of some of the men. The policy of the government, or some other cause, has grossly increased the price of clothing and other necessities of life, so that even with the increase of ten cents per day the railway man is worse off than he was four years ago without it. Yet for years, than four years the railway men have appealed to the minister in vain. Less than a fortnight before the election he offered this pitiful, evidently not as a measure of justice, but as an inducement to him to vote for Mr. Emmerson. Surely it comes too late for that object. Mr. Emmerson has been living and moving among the railway men for years without a thought of their welfare. It is Mr. Powell who has won this small and insignificant favor for the working men. If he could have been beaten without it the men would have had the same old pay. After the present purpose is served the bleeding heart of Mr. Emmerson will be heated and scarred over. The men will then turn to their old friend Mr. Powell, who, in spite of all that Mr. Blair and his premier can do, will be in a better position than Mr. Emmerson to help them.

We rather think that Mr. Powell will not be crushed by all the combination that has been made against him. But whatever may be in store he can always remember with satisfaction that he has been selected by the Laurier cabinet for most notable attention and honor. And he deserves it.

THE CAMPAIGN SITUATION.
 (Daily Sun, Oct. 27.)
 It is easy for a newspaper to say that its party is about to sweep the country in an election campaign. Nothing is simpler or cheaper than such boasting. This journal does not propose to join the boasters, but it ventures, with due modesty, to express the opinion that the Laurier government will be badly beaten at the elections next week. It may be a great overturn like that of 1878, or a milder one like that of 1886, but it will be decisive. It is our belief moreover that the government will carry only one province, and that there will be a considerable loss of majority even in

Quebec. Probably the campaign managers of both parties in Ontario and Quebec, if they speak their minds, would admit that Ontario will give a large majority against the government, and that Quebec will give in proportion to its vote, a similar majority in favor of the administration. As Ontario returns 88 members and Quebec only 55, it seems probable that the two provinces together will give a considerable majority against the government. In view of what has happened in the West, it does not appear likely that the government can hold more than two seats west of Lake Superior. If indeed its sweep is not a clear one, Mr. Richardson, who will be elected in Ligonier, is an anti-machine liberal, whom the conservatives are supporting against a government candidate, and both candidates in Winnipeg are independent. The conservatives have candidates in the other seats and seem to be sure of a majority of ten west of Lake Superior. This majority should be considerably increased in the maritime provinces, every one of which is likely to go strongly against the government. There is apparently no reason to doubt the success of the liberal conservatives in this province, while Nova Scotia appears to be in better shape for the conservative party than it has been since 1891. The opposition in Prince Edward Island claim that they will be the banner province, sending a solid delegation in favor of a change of government. That would probably make it the banner province, for the same thing is liable to occur in the West, but it will be satisfactory. It was said at the beginning of the campaign that Sir Louis Davies would be the only government candidate elected in his own province. His election is no longer conceded, or even strongly claimed, and it is now thought that his chance is no better than that of some of his colleagues. This statement of the general situation is not a boast. It may not prove correct. Nor is it a prediction. It is simply a candid expression of opinion based on the best information to be obtained at this stage of the campaign.

MR. TARTE AND HIS RACE CRY.
 (Daily Sun, Oct. 29.)
 The account given by our Montreal correspondent of the campaign carried on in Quebec under the direction of Mr. Tarde is amply borne out by the organs of the government published in that province and notably by Mr. Tarde's own organ. Mr. Tarde when among his compatriots devotes himself wholly to this form of appeal. For instance we take up his own organ and find that he spoke in two places in one evening. One speech was delivered at a meeting of Irish electors in St. Mary's Division. After Mr. Walsh and Mr. Devlin had spoken, Mr. Tarde took the platform. Here is the report of his speech as given in his own paper:

"He was a friend of the Irish and their religion. The tory party fights with most disloyal weapons against the valiant sons of Green Erin. The proof of this is that Mr. Coistigan, the devoted leader of the Irish national, 'it found himself forced to abandon the tory party, for which he had fought all his life long, and to range himself under the liberal flag. All the Irish who resent the insults of the tory party ought to follow the example of their chief.'"
 From this hall Mr. Tarde went over to St. James Division to attend a meeting of French speaking electors. We again take the report from his own paper:

"Mr. Tarde showed the intolerance of the tories and their appeals to 'race hatred.' He eulogized our nationality and declared that the French race was called to play on the soil of America the role of civilization which it played on the continent of Europe."

There is not a prominent conservative candidate in Canada whom Mr. Tarde has not personally or through his paper described as a fanatic and an intolerant person. He is continually repeating this charge against Hugh John Macdonald. He has made it against Sir Charles Tupper and Mr. Foster. He even charges his own compatriots who happen to be conservatives with antipathy to their own race and religion. This is a poor business for a cabinet minister. Mr. Tarde would do better to give attention to some charges which lie heavy against him. He would do better to explain why he told the house of commons a deliberate falsehood about Mr. Greenfield's purchase of the Patrie newspaper. He would do well to explain his dredging deals with his son-in-law and his son's father-in-law. It might be worth his while to defend those disloyal utterances in France, against which French and English Canadians have alike protested. Mr. Tarde has no right to set himself up as an ideal French-Canadian, one who cannot be censured without injustice to the race. There are far better French-Canadians than Mr. Tarde in the opposition party. Mr. Bergeron who defeated him in Beauharnois in 1896 is a better man. Sir Adolphe Caron, who once spoke a disloyal word, is a better man. Mr. Casgrain and Mr. Monk, two leading members of the late parliament, are in every way better men. Mr. Tallon, former premier of Quebec and opponent of Mr. Mercer, is a better man. These and others like them are not only better men but they are truer French-Canadians than he.

Brunswick they came to attack Mr. Blanchard of Gloucester, who is a much better citizen. We have in public life men like Mr. Melanson and Mr. LeForest, men the equal in ability, superior in character, and just as much French men as Mr. Tarde's compatriots. Nor is it necessary for the Irish people of Canada to seek protection from Mr. Tarde. Does Mr. Tarde say that Mr. Quinn of his own city, or Mr. McInerney of this province, or Mr. Kenny of Nova Scotia, have less regard for their national honor than Mr. Coistigan? Like Mr. Coistigan, they supported the late government while it was in power, and unlike him they did not turn their backs on their comrades when they were defeated. They retain at least one Irish attribute which Mr. Coistigan has lost, that of faithfulness to their friends in adversity.

MR. SIFTON MUST GO.
 On Saturday Mr. Sifton got another peremptory notice to quit from a group of Manitoba electors. The provincial constituency of Morris in 1896 elected a liberal supporter of Mr. Greenway by a majority of 124. In the recent provincial general election the verdict was reversed, as it was all over the province, and Mr. Campbell was returned by a larger majority than had been given to the former member. In Saturday's by-election this majority was increased to 234, which is a healthy margin in a riding with a poll of only some 1,300 voters. Mr. Sifton's friends have been telling us that Hugh John's recent victory was only a snatch verdict and that the reaction was already perceptible. It appears, however, that the reaction is taking the form of more decided action.
 Mr. Sifton and his colleagues have at the same time received a blow from a source that gives it great weight. Mr. Lynch, who has spoken in Mr. Monk's constituency against the Yukon administration, has been elected in the Yukon district, and knows all about it. He is, moreover, a life-long liberal and has been a devoted supporter of Mr. Fisher. Mr. Lynch has not been able to induce the ministers to take action in respect to the matters which he brought to their attention. So he has himself brought them to the attention of the public.

MR. HAYS AND MR. BLAIR.
 Mr. Hays, who has been promoted from the management of the Grand Trunk to that of the Southern Pacific, will now have a salary of \$50,000, instead of \$25,000. If he serves the Southern Pacific as well as he has the Grand Trunk he is worth all he gets, and more. It is said that the market value of Grand Trunk stock and bonds has increased by seventy million dollars during some five years of Mr. Hays' management.
 If the Southern Pacific has occasion to make contracts with any governments and the ministers are like Mr. Blair, he will be invaluable. Never since the days of James Watt has a railway manager made such a handsome bargain with another as Mr. Hays made with Mr. Blair. The president of the Grand Trunk was able to go to his shareholders and tell them that the value of the company's bridge contract alone gave the company a two-million dollar structure without the cost of a cent. No less than \$140,000 a year, plus \$500,000 for the bridge, plus the maintenance of the bridge and the terminal, plus the traffic agreement which turned all the eastern traffic away from the natural route through St. John and brought it to the Grand Trunk, plus an export arrangement which divided the joint receipts of the Grand Trunk and Intercolonial so that the company got twice as much per mile as the government, plus the transfer of Lord Harris to the Intercolonial, plus the devoted services of Mr. Blair for all time to come. This was a great bargain, as creditable to Mr. Hays as it was disgraceful to Mr. Blair. Mr. Hays has earned the promotion that he has got. Mr. Blair has earned what he will get next week.

G. N. MANAGERSHIP.
 NEW YORK, Oct. 26.—A despatch to the Evening Post from London says that Charles M. Hays, general manager of the Grand Trunk railway, had resigned to accept the presidency of the Southern Pacific.
 The Evening Post says that this statement has been confirmed by the highest Southern Pacific authorities. According to the Evening Post, the directors of the company have unanimously agreed to accept Mr. Hays for the presidency, although formal action is not to be taken until next week. Mr. Hays will reside in San Francisco and will have complete charge of the operation of the railway, with C. H. Tweed as chairman of the board of directors. In New York, Chas. M. Hays has been the general manager of the Grand Trunk since Jan. 1, 1898. He was at one time general manager of the Missouri Pacific, and at later period occupied the same position on the Washington.
 NEW YORK, Oct. 26.—Mr. Tweed said the position had not been offered to anyone but Mr. Hays, and although Mr. Hays had been the general manager of the board of directors, formal action on the selection will not be taken until the meeting of the board next week.

MONTREAL, Oct. 25.—It is stated on good authority that Mr. H. H. McIsaac, general superintendent of the Grand Trunk, will probably succeed Chas. M. Hays as general manager.
 LONDON, Oct. 25.—Sir Charles Rivers Wilson, president of the Grand Trunk railway of Canada, and other officials of that line have not yet recovered from their surprise at the resignation of Chas. M. Hays as chairman of the board of directors. The acceptance of the position of president of the Southern Pacific by Mr. Hays, said this evening that the three days of London holiday since the announcement of Mr. Hays' resignation had been a great relief, a chance to consider the future. "So far," he added, "no definite action has been taken."
 It is reported that there is a strong current of opinion in favor of Mr. Hays' resignation. The movement is believed to have originated among the Canadian stockholders.

LETTERS FROM THE PEOPLE

(To Correspondents—Write on one side of the paper only. Send your name, not necessarily for publication, with your communications. The Sun does not undertake to return rejected manuscripts. All business communications are promptly consigned to the waste basket.)

HON. GEO. W. WHITE GIVES HIS REASONS FOR SUPPORTING MR. HALE.

To the Editor of the Sun:
 Sir—I think it is the duty of every man who takes an interest in the business of the country to clearly define his policy and show that his object is to assist in the prosperity of the country in supporting either of the two political parties. It is a well known fact that in a public capacity where I have served my country and province I have ever contended for economy and retrenchment in public expenditure consistent with the public service. This I considered was essential to the welfare and prosperity of the country where, as is well known, the revenue, directly or indirectly, is raised from the taxes of the people.
 From the date of confederation up to the time of erecting the liberal platform, or in other words the issuing of the liberal catechism, I supported the conservative party. At the same time I discovered in the tariff policy and in many expenditures what I thought was not in the best interests of the country, and I gradually changed my position. Therefore it is no wonder, when I received and carefully studied the production of such able men as Mills, Cartwright, Fielding and others, that my convictions were strengthened that reform was necessary, in the taxation of the people and in the public expenditure. I reasoned if these men were serious in their efforts in that direction to reform existing abuses of taxation and expenditure, the country would have the benefit of the reforms they ever attain to the treasury benches.

The feeling of alarm expressed by these liberals at the increase of the public debt and controllable expenditures and consequent undue taxation of the people under the late government was only for effect, as has been made to appear by the management of these same men since they attained place and power, and is calculated to cause every elector to ask himself whether we are drifting and what will be the result if continued for another term of five years?

I am prepared to say that I had a great deal of sympathy with the liberal party before the late election, and I had a belief that the promises of honesty and honor which the liberal party made before they came into office would more or less be carried out, but I now think it will fall the most intelligent elector to find a solitary instance where a promise has been kept.

Let us call up these men as witnesses. Sir Louis Davies said that "general millions could be lopped off the then expenditure without injury to the public service." The expenditure then was about \$45,000,000. In 1900 it ran up to \$53,000,000. Mr. Charlton said the "liberal party in getting into power would effect a saving of five millions per annum." Sir Wilfrid Laurier took office with the same expenditure three millions a year. Hon. Wm. Patterson said the "conservative government was taking \$8,150,000 more in taxes out of the people than they should." About the time Mr. Fielding took office the customs and excise tax was \$23,145,042, or \$5.48 per head, while in the year just closed for the same service it is \$38,242,232, or about \$7.20 per head.

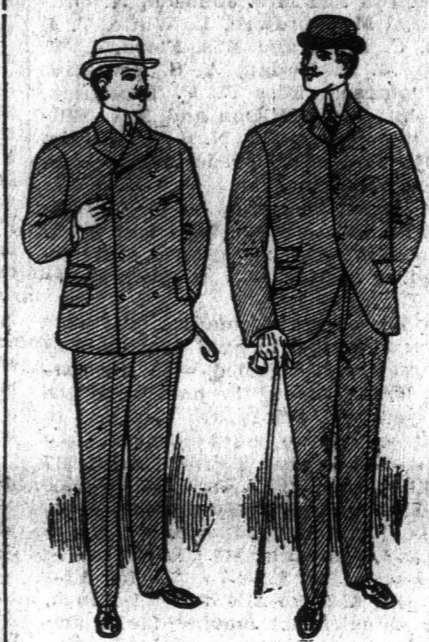
I think in regard I need go no further to convince the electors that their duty at the polls is to prevent further unnecessary taxation on the people of this Dominion.
 Before I conclude I wish to refer to the fact that the liberal party occupies a prominent place in the liberal catechism. As if this was uppermost in the minds of members of the convention of 1893, freer trade and reduced taxation was the first plank in this platform. The liberal government declared that it would free the United States market for corn free of duty when they gave us their markets for barley and other products free of duty. Here is the way our present rulers got reciprocity. They gave Americans our market for corn free of duty. Instead of giving an equivalent in return, the American government introduced a new tariff in which they made the duties heavier. We are required to pay \$5 per head for cattle, \$1.50 for hogs, \$30 for horses, \$1.50 for sheep, 15 cents a bushel on corn, buckwheat and oats, \$4 per ton on hay, and 25 cents a bushel on potatoes. This is the way we were met.

Now we are asked to continue these men in office, when it is well known by admitting millions of bushels of corn free of duty, farmers who have oats to sell are correspondingly injured, as corn is used there as wheat and find a market at an advanced price. To make an effort to get reciprocity a commission was sent to Washington, but it returned having accomplished nothing except to expend \$34,000 of the people's money on a picnic excursion. Our present rulers having given the Americans what they desired at our expense, the chance of getting reciprocal trade law very obscure and far in the future.
 At Woodstock, Mr. Fielding and Sir Louis Davies told the people we should have cheaper rice and burning oil as soon as they came into power. They have had four years to carry their promises into effect, and instead of making an effort in that direction, the contrary has been the result. Taxes have increased, extravagant expenditures made; the public debt increased by millions, while at the same time the government claims that they have been in receipt of revenues exceeding those enjoyed by their predecessors by many millions of dollars.

We have now come to the time when we are making choice of a man to represent us in parliament. In P. H. Hays we have a man who is pushing up the country by expending his money in public works, employing labor to produce a market for the farmer's produce. In short, who is a benefactor to his country, and is well

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worthy a place in the parliament of Canada.
 GEO. W. WHITE,
 Centreville, Carleton Co.

To the Editor of the Sun:
 Sir.—A report is abroad that I intend, should the liberal conservative party be returned to power in the approaching contest, an event which I doubt not will be realized, that through the influence of my friends I intend to apply and press my claim for the position of lightkeeper and engineer, etc., at Point Lepreau government station. Such a report is utterly and absolutely false. My first knowledge of the matter came to me from a gentleman in St. John the day after the liberal conservative convention, to which I was a delegate and I have heard it more recently in this vicinity. No doubt the source of the report is the same which has circulated many a false report in the past. No, Mr. Editor, I am not after that situation; I was there nearly 30 years. But I am after my supernumeration to which I have a just, honest, and legal right, and I certainly expect the party which redeems its pledges and promises and treats men right, will consider my claim when they get into power in the near future.

W. A. GALLANT,
 Dipper Harbor,
 St. John County.

KENT CO.
 Death of Mrs. John Miller—Phineas and Barnes Greeted with Cheers for McInerney.

RICHMOND, Oct. 27.—The death of Mrs. Miller, relict of the late John Miller, occurred yesterday afternoon. She was eighty-four years of age. John G. Miller of the postal service is a son of the deceased.
 J. D. Phineas and James Barnes, J. P., addressed a meeting at Mill Creek last evening for Mr. LeBlanc. Basil J. Johnson answered them, and the meeting broke up with cheers for Mr. McInerney.

FOOTBALL CANDIDATE.

While his brother's fighting Bowers off in China, and his other brother's in the Philippines, He's armored for a fight, that's something more.
 And that's laid in vastly different sort of scenes.
 He's a-breaking through the centre, So the runner there can enter, And he's bowling fellows over on the sod, He's dripping, roaring, mottled, Of the very finest water, training on the sod!
 Is the candidate who's for the squad!
 —Philadelphia Press.

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CITY NEWS

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Bentley's is the best. Large catches of salmon made in the river just town.

Miss Ethel Bagley 50 was the lucky winner of a piano in the New Haven lottery.

Bicyclists and all Athletes Bentley's Limbion to Limber and their muscles Strong yet clean to use 10c. Large bottles 25c.

Steamer Bjornvin has to load deals at St. John, England at 65s. 3d. ing.

So far this month 17 cases of typhoid fever, three of them last week is of a mild type.

Mrs. McLean, a local composed a poem, dedicated a copy of which will each member on his return.

Owing to the increase the Annapolis electric have advanced its rate. The gold brick at the S. mine this month ounces.

Mr. Rufus Hale, of Merrimack House, Ant that he has been baking powder containing suits obtained from it be desired, and he highly.

The mill and miller late Charles F. Woods Point, together with the her on hand, has been Miller. The price paid been in the vicinity of

John D. Chipman of the only New Brunswick at the annual meeting of the Council of the day and Thursday of 18

Chester Bennett of Co., 45, unmarried and his brother-in-law, J. J. while temporarily in an attack of a grippa committed suicide one by cutting his throat. Just returned from Sydney.

Invitations have been John from Commander of the Navy Yard, Mr. for the wedding of Margaret Marie Pitts, of the United States of October. Miss Pitts daughter of the late St. John.

Three coasting schooners built up along the summer, one by Messrs. castle, Grand Lake; a Cumberland Bay by Mr. third by Mr. Colwell, will be launched before closes.

The New Brunswick bany have purchased Wheeler a large lot of man Hill, adjoining the Schofield Brothers. It soon to erect a building equipped as a telegraph with a new and most

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