GITY NEWS. Recent Events in and Around St. MONSTER GATHERING AT THE YORK THEATRE.

THE KIDNEYS

tracted a severe cold several

which from neglect developed

ary trouble, and threatene

lisease. I used Peruna faith-

three and one-half months,

health was perfect once more.

ver had any trouble since,"_

al inflammation of the mucous

disease," may be either acute

c. The acute form produces

s of such prominence that the

, but the chronic variety may

so gradually and insidiously

as fastened itself thoroughly

appearance of the first symp-

a should be taken. This rem-

s at once at the very root of

on catarrh sent free by The ledicine Co., Columbus, O.

of Commerce

Company.

General Manager.

ONTO,

sence is not suspected until

ure of the disease is at once

the kidneys, also called

Indstrom.

Fogether With Country Items From Correspondents and

Exchanges. J. Elliot Smith, Greenwich, one of the best orchardists of the Annapolis Valley, has been asked to send two barrels of apples to Sir Thomas Lipton. London.

Monkey Brand Soap cleans kitchen utensils, steel, iron and tinware, knives and forks, and all kinds of cutlery.

The Baptist churches of the Benton, Carleton county circuit, have tendered Rev. C. N. Barton a unanimous call to the pastorate, which has been left vacant since October 1st by the failing health of the recent pastor, Rev. L. Lockhart of Bristol, Carleton Co. Rey. Mr. Barton has the subject uner consideration.

Coughs, colds, hearseness, and other threat ilments are quickly relieved by Oresolene tablets, ten cents per box. All druggists.

In Jasper Co., Mo., where forty-five ere divorced in a single day, recently, all records have been broker couples living in one neighborhood, who were all divorced in one day and two of the men married to two of the women before sundown This causes the Kansas City Journal to talk emphatically about "swine."

To cure Headache in ten minutes use KUMFORT Headache Powders.

G. G. Power, general merchant, at simply packed and hundreds were un-Kingston, N. S., who assigned a few days ago, had two branch stores at able to gain admittance. Both gal-Middleton and Somerset. The liabilities will be about \$70,000, and the assets will pay about 50 per cent.

The Royal Gazette of British Colum spacious platform, which is capable of bia says : The Princess Royal Gold Mines, Ltd., head office, Rothesay, N. capital \$1,250,000, local office, Vicen and several were standing behind toria. D. M. Eberts, attorney, has been the curtains eager to catch a glimpse licensed as an extra-provincial company.

The Sun's Moncton corresponde telegraphed last night: Delegations of locomotive engineers and firemen who were here last week concluded their understood they have every assurance that their request for increase of pay, brakemen, will be granted at once, to date from first July.

KUMFORT Powders will not cure in from ten to twenty minutes.

The following letter has been received by a gentleman in St. John from the government agent in Birmingham England. Our lumbermen and coal dealers

should correspond with Mr. Ball regarding mine props and coal. The Commercial Agency of the Goy ment of Canada, 16 Bennett's Hill, Birmingham, 22rd Nov., 1903.

ondence with you on the matter. The various Welsh, Scotch and Eng-lish mines are using Swedish, Norwegian, French and Spanish pit props, and I see no reason why Canada should not have a piece of it. They use about two million tons a year, and they are made of pine of the following sizes: 61-2 ft., running from 4 inches to 7 Coulter, Keswick; Thomas Kickham, inches diameter at small end, inside Palmer Philip Palmer, Hampton; J. N. Harbark. vey, Harry F. McLeod, Fredericton; 9 ft., running from 6 inches to 9 inches Dr. Johnston, Dr. Murray McLaren, diameter at small end, inside bark. 13 ft., running from 8 inches to 11 and Mrs. McLaren, James A. Belinches diameter at small end, inside yea, Miles E. Agar, B. L. Gerow, Ald, Lewis, W. H. Thorne, J. bark. I should think it likely that our M. Kinney, jr., H. McLerman, David spruce would make a good pit prop, but Belyea, A. W. Macrae, A. A. Wilson, of course that can only be found out Major Black, Sackville; Col. H. M. Campbell, Apohaqui; Robert Wilkins, by trial. I am going to try and interest some Isaac Moore, Rothesay, S. M. V. Mcof the Canadians in Welsh coal, and Inerney, Dr. Gilchrist, W. S. Barker, if so, the return journeys with pit W. O. Stewart, Robert Maxwell, Thos. props would make the freight very Millidge, C. B. Lockhart, A. W. Baird, much less. The price that they are H. Robinson, Thos. Potts, Dr. James bringing now is from 17s. to 19s. per ton Christie, Dr. Bayard, J. F. Shaw, John A. Sinclair, W. A. Shaw, F. Trites, J. ex ship Barry or Cardiff. am of opinion that our hemlock T. Nuttall, E. J. Neve, H. C. Smith, should answer the purpose very well W. H. Fowler, James P. Harris, E. S. on account of its straining power and Hennigar, E. T. C. Knowles, E. F. its non-decaying qualities. Greany, J. Ogilvie, J. A. Lipsett, Yours very truly, L. McLean, O. B. Akerley, Jas. McKinney, W. H. Harrison, C. F. Brown, J. (Signed) P. B. BALL. R. Stone, O. W. Baird, D. G. Toola, G.

The Big Auditorium Packed to the Doors to Hear the Conservative Leader ---Mr. Borden Clearly Defined the Policy of His Party---Able Addresses by Ganong, M. P., and Powell, K. C.

SEMI-WEEKLY SUN, ST. JOHN, N. B., DECEMBER 9, 1903.

The mass meeting held in York Thea- structed the Dominion's great high-

before that hour hundreds were rushing to secure seats and by 7.30 o'clock all that could be seen from the stage was a mass of human faces waiting patiently for the hour to arrive when the eminent and distinguished opposi-

session on Saturday night, and it is the same as given to conductors and

WANTED-A case of Headache that these mottos expressed the INTERESTING TO LUMBERMEN.

Dear Sir-I have your favor of Nov.

tre Monday proved to be one of ways, both by land and water, so that the largest political rallies ever held in be obtained, and used to the benefit the city of St. John. The chair was taken promptly at 8 o'clock, but long whole British Empire. He did not feel sult that Canada was placed to the far as the protective policy of the govknew that prior to 1896, the liberal party had denounced everything that they have adopted since, and by their adoption of bonuses, which they previously strongly denounced, the r tion leader, R. L. Borden, should make of Canada have been forced in the past his appearance on the platform. Half year to pay over two millions of dol-

an hour later the huge auditorium was lars. The party last year also took over \$13,000,000 out of the country. Formerly there was some talk of free trade; now they quit singing that old leries were filled to overflowing and the song because there is no audience in of premiership. seats. All the available space on the simply that the liberals work it for rethey could of his address. Over the the crisis was past the conservative change of relations at front of the stage in large white letters was, "Welcome Our Leader," while on the front of the gallery was "Protect Our Industries." On the

right wing of the balcony was the motential trade. "Our Goods Through Our Ports," and on the left wing was "No Trans-ONE OF NEW BRUNSWICK'S SONS continental Railway with Terminus in U. S." Judging from the enthusiasm shown throughout the whole evening was also there as a representative of the people in this dominion, who are anxious to see her industries developed, and unthankful indeed would be

EXACT SENTIMENTS OF ALL the man who would not appreciate the efforts of Hon. George E. Foster throughout his campaign in England. for the speakers were enthusiastically But Mr. Chamberlain also had many

applauded and the interest taken in able supporters on this side of the their addresses was intense. Among water, such as Mr. Borden and Hon. those who occupied seats on the plat- Mr. Ross of Ontario, who are doing everything in their power to aid Mr. form were T. A. Hartt, M. P. P., for Charlotte Co.; Silas Alward, K. C., and Chamberlain's scheme, because they Mrs. Alward, Senator Wood of Sack-ville; L. P. D. Tilley, Ald. J. B. M. realize that it is broad enough to in clude the whole dominion. No less than Baxter, E. W. McCready, editor Tele-\$500,000,000 worth of articles are importgraph; Charles Crandall, editor Star; ed into Great Britain, and all these S. D. Scott, editor Sun; Col. D. Mcarticles can be purchased in Canada, Dear Sir-I have your favor of Nov. 12th. With regard to the pit props, I would like very much to enter into cor-respondence with you on the matter that and Mrs. Markham, W. H. C. that and Mrs. Markham, W. H. C. that and Mrs. Stephen; G. Shives the government had taken of this great scheme. He would like to know whole transportation matter, before Fisher, Fred Waterson, St. Stephen; where they were. When questioned in

regard to the info

THOSE PRESENT,

tors on a stable policy which would win, and with him in power there would be a continuation of that coninclined to make any arguments so foremost rank. The time was now ripe for the people to act and no stone ernment was concerned, but everybody should be left unturned to put in power the party that will work for the country's good. (Cheers).

> R. L. BORDEN. The chairman introduced the opposi-

tion leader as the third Nova Scotian who had held the leadership of the conservative party, and one who would be third of Nova Scotians in the line When Mr. Borden aisles were impassable by the large the east to applaud it. (Hear, hear.) came forward the , audience rose to number who were unable to secure The difference between the two parties their feet and gave him a hearty round on the question of protection was of applause. After acknowledging the compliment the speaker referred to venue alone, while the conservatives be- the presence of ladies saying that he St. John city, a man who had the adseating nearly two hundred, was tak- lieve that it is to the best interests of had on one occasion remarked that he the country that all the labor be done in was leader of two oppositions, one in this country. The present is rather his own home and one at Ottawa. He of the famous leader and to hear what Dominion, and he believed that when at home, but he still hoped for a Ottawa. party would once more hold the reins (Laughter.) He was glad to meet of government and policy of the Do- so large an audience, and to see about minion be directed along the proper him some old friends, including Mr channels. In England Mr. Chamber- Ganong and Mr. Wilmot, his comrades lain was fighting for mutual prefer- in the house, and Mr. Powell at whose side he had fought some hard battles in the chamber and its committees .-

(cheers). It was true that the late session was long one, but it was not true that was this was due to any obstruction by the opposition. The session was prolonged because the government in the fifth month of the sitting introduced a measure of the very greatest possible concern to the country. That measure was not discussed longer or more fully than its importance demanded.

THE TRANSPORTATION QUES-TION.

While these projects were receiving

Mr. Borden proceeded to discuss this question reminding the audience that the speech from the throne and a subsequent order in council set forth that any action should be taken by parlia-

GO TO GEORGIAN BAY. said to the premier if you cannot But what if a double track should be get the traffic at Montreal, go to the lakes, where you will meet it on even The country will supply it. Canadians terms with other trunk lines. (Cheers) will not be rightened by any talk of the loss of You can then get a good deal that bonding privileges. But I am sorry now goes elsewhere and reaches forthat Sir Wilfrid spoke as he did of this imaginary crisis. For a British eign ports. (Cheers). You will have the further advantage of being able to statesman has evidently been led to keep down rates on other railways. believe that this danger is imminent, Eventually we might be prepared extend the line still farther and estaband has raised an alarm that the Chamberlain policy would involve Canlish a government railway across the ada in this terrible peril. This states continent. (Cheers).

man has reached the conclusion that But our policy involves something there is no other way to get goods more. We do not believe that our west from Canada to England except by ern produce should be shipped through United States ports. This much he foreign ports. (Cheers). The governlearned from the ment's plan does not meet this case. speech of The Grand Trunk Pacific is only anthe premier of Canada. As to the necessity for the hasty adopother name for the Grand Trunk, which tion of this scheme Mr. Borden thought railway has its eastern terminus in that he could not do better than read Portland. The Grand Trunk company the statement of the representative of will own the common stock of the new company and will control its policy. vantage of seven years' service as That being so, we contended in parliahead of the department of railways. ment that the conditions of the con-Mr. Blair's able speech on this question might have been expected to lead to some stronger action than he took afterward to give effect to his opin-

ions. Without reading at great length, or even the strongest passages, I will refresh your memory with a few extracts. Mr. Borden then read amid great applause and laughter Mr. Blair's declaration that "there was no press agitation, no platform agitation, nobody has been calling for this scheme." "There is no crisis," said Mr. Blair. Mr. Blair asserted that the contract

"A HUGE BLUNDER."

'a great mistake." It was "unwise, injudicious, unbusinesslike." There was "no necessity, no reason for it." It was "absolutely a useless waste, sheer, unjustifiable squandering of the public money." "It does not present to me," said Mr. Blair, "a single redeeming feature from beginning to end." Having this opinion, Mr. Blair declared his resignation from the government was a step which he was obliged to take as a duty to the people whom he represented and to his country. (Cheers).

These, said Mr. Borden, are not Mr. Blair's strongest words. You know his reply to the premier's appeal that time would not wait, when Mr. Blair

tract as to consignment of traffic should be made binding on the old Grand Trunk company. (Cheers). THAT WAS VOTED DOWN. ir Richard Cartwright, Mr. Blair and Mr. Fielding have pointed out that the original Grand Trunk company is own established routes. That is the much the business of the Canadian government and the Canadian parliament to look after the Canadian people as it is the business of the Grand

Trunk management to look after the interest of the shareholders. (Cheers.) Has the government done this? provision to prevent traffic brought Pacific, from being handed over s only 318 miles from Quebec, whereas St. John is 490 miles by the route selected, and at Portland the men who control the Grand Trunk and the Grand Trunk Pacific have their own said it was a pity

GEOGRAPHY WAS AGAINST US. (Laughter.) I told him that we were millions and

and our ports on the Atlantic coast. Give them the terminal facilities which will enable them to compete with the American ports. Give them, if necessary to properly compete with the American ports, free terminals. Give them terminals on the Georgian Bay, both on the east and west coasts, develop the waterways on the St. Lawrence route, develop the facilities at Port Colborne, exploit the harbor at Montreal and make that a national port in the true sense of the word. Do the same with regard to the port of Quebec, with regard to port of St. John, with regard to the port of Halifax. The people of this country are not afraid of spending money if it is spent in a same and reasonable way. And I know of no better way in which the money of this country can be spent than by way, the St. Lawrence route, and our great national ports. And I am prepared to support this government or any other government, that will spend money for this purpose, and spend it in such a way as will enable the people of this country to compete with the tremendous influence which affect this question of transportation to the south of us. There is no reason to be afraid of spending money.

б

NOT AFRAID OF SPENDING MONEY

and the country is not afraid of spending money. But let us spend it in a reasonable and proper way. And no saner or better way could be found of spending the money of this country than in providing these terminals on the lakes, developing the lake ports to which I have referred, improving the St. Lawrence waterway so as to make it as perfect as money can make it, and placing the ports of Montreal, Quebec, St. John, Halifax and any other national ports on as good basis as any American ports." (Cheers.)

You are interested in having the ports on the Georgian Bay developed, almost as much as you are in having your own port equipped, because the shipments of grain must, to a great extent, come through that port, and the people of the west are anxious to have your port equipped so that it may be used for the shipment of the products of the west. Every conservative in Canada is, I believe, prepared to back up and support this policy. (Applause.)

My friend, Mr. Ganong, made refer ence to the difference between the two parties in reference to the tariff. You know that in 1894 Sir Wilfrid Laurier went into the west and held out to iginal Grand Trunk company is bund to stand by Portland and its land." It was said later that they almost fulfilled some of their pledges as Grand Trunk's business. But it is as they had promised free trade as in England and

PROHIBITION AS 'IN MAINE

and have given us free trade as in Maine and prohibition as it is in England (laughter). As a matter of pointed out that there was absolutely in the east and assuring them the they were going to the manufact they came into power the o Quebec from the west by the G. T. would not be lessened. Mr. Tarte that point to the Grand Trunk to be the campaign of 1896 and that the stated that this promise was made shipped by way of Portland. That port manufacturers had come to the government and demanded that their pledges be fulfilled. The tariff came down in 1897 with the preference (socalled) to the mother country. As a erminal works. In reply, Sir Wilfrid try whose tariff was as favorable to Canada as it was to any other coun try. Sir Wilfrid said in England that

Canada did not want any preference in return, because he did i want to

FOUR TIMES THE EXISTING TRAFFIC. equired ? Cheers.)

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Manager

killed, as they made off ng awhile. dicate that the whole counapan Bay to Barnaby River south as Bay du Vin was esting place for the wearled dened wild fowl. The fields. rshes and even the woods, ed by the birds, but very orted as having been killed. nost unusual occurrence.

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-Rotary mill in first-class run th lath machine attached. car o twenty-five thousand su per day. Can be delivered at aquire of C. M. BOSTWICK & N. B., or at Great Salmon n Co., N. B. 1428

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RELIABLE MEN- S60 per penses \$2.50 per day to reliable locality, introducing our goods cards on trees, fences, along conspicuous places; steady good, honest, capable men; needfuls write at once for HE EMPIRE MEDICINE CO..

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Local agents and salesmen in and fruit trees. Liberal pay ork if desired. It costs you start. Apply now. PELHAM DMPANY, Torouto Ont. 387

rincipal for Superior School at ply, enclosing reference DINER, Sec. to Trustees,

LEXICOGRAPHY DEFINED. Senator Stewart of Nevada, in mak ing a speech before a committee, once used the word "intrinsic." "Here," interrupted another memof the committee, "you didn't use H. Hanington, J. D. Hazen, M. P. P., lieve that in the conservative party that word right." "What word ?" asked Stewart. 'Why. "intrinsic.' " "Yes, I did."

"Webster ? What Webster ?" 'Webster's Dictionary." "Now, see here," growled Senator Stewart, "I am tired of having that book quoted at me. Every schoolboy knows that it is a mere jumble o

words." Some People are Lucky.

Some people make an intelligent study of food and get on the right track (pure food) others are lucky enough to stumble upon the right way out of the the member for Charlotte county, who difficulty just as a Philadelphia young delivered a very able address. Woman did

considered it a very happy occasion to from nervous indigestion, everything be asked to address such an audience seemed to disagree with me and I was at such a time. He felt that it was on the point of starvation when one more difficult on such a question to

stration of Postum Food Coffee at one long one. However, he felt happy for of the big stores here. two reasons: First, because he saw betook a sample home and a sample fore him in the audience many active of Grape Nuts as well and there tried business men who represented the them again and found they agreed with mercial and industrial activities of

restored to my former perfect health and can eat everything I want to. had on the platform a man who had come to address them on a national "When I spoke to my physician about

Co., Battle Creek. Mich.

Wm. McKimm, Robert Gale, J. Mor-Scott E. Morrill, S. Kent Scovil, J. A. lies the

Edgecombe, J. Hunter White, J. T. Hartt, R. W. Thorne, C. A. Everett, A. George "Webster doesn't say so." Hartt. M. P. P., of Charlotte Co., and a

also present in the audience. WELCOME TO THE LEADER.

"JUST RUN ACROSS"

Mr. Ganong on rising said that he She says: "I had suffered terribly

day I happened to run across a demonmake a short speech than to make a

me perfectly. For months I made them the city of St. John, and the men who had made the city what it is today. my main diet and as the result I am Second, because for the first time they

Grape Nuts he said, 'It is a most exquestion and on the policy of the party ellent food."" Name given by Postum

man, St. Stephen; J. C. Hartley, Wood-stock; C. P. D. Setby, John V. Mills, Annapolis; Dr. Andrews, Dr. and Mrs. it. That is where the liberal party most important to adopt a carefully Wetmore, G. Hevenor, W. Rogers, R. it. That is where the liberal party most important to adopt a carefully A. C. Brown, H. V. Belyea, George J. was today-in the woods. Now was considered policy to provide the cheapthe time when every voice in Canada est and best way to bring the products should blend as one unit sending God-Waterbury, Samuel Cook, of the west to the seaboard. At the speed to Chamberlain and his sche beginning of the session there were The crisis is near at hand, and the libseveral transcontinental projects. The eral party are recognizing it in many Grand Trunk company desired to exdifferent ways. He believed that Sentend its lines to the west. That comator Ellis and the Globe had seen it. pany has a terminus in Portland and He also believed that Sir Wilfrid Laurier recognizes that his government is traffic in Ontario. The Canadian Nordead up against this question of preferential trade, "but we have a mute government, which does not dare to put itself on record." (Cheers).

At a recent meeting in Upper Canada Mr. Prefontaine had read a statement in which he said what Canada wanted was the right to make treaties. This, said Mr. Ganong, is the first step government aid. towards severance, the last thing to be desired by a true-hearted Canadian. the attention of members of parlia-All he would say was that if through ment and of the country, and while any misfortune the present government should be returned to power and would be approved by the proposed God help Canada. Many of those who had previously supported them were beginning to forsake them now. This must wait, and that the Grand Trunk W. Parker, W. J. Parks, Dr. Gray, he knew to be true in the county enterprise should be supported. which he had the honor to represent. rell, T. D. Dunham, E. R. Chapman, and he had been well informed that in C. V. Keith, J. H. White, H. B. White, the province of Quebec that many old-Dr. J. P. McInerney, Jonas Howe, A. time liberals would show that they be-

ONLY HOPE FOR CANADA.

He referred to the enterprise of the Blair, W. T. Fenton, A. T. St. John people in sending out their number of others, including several tourist guides, among which were the advertisements of the reversible falls. but he wished to say that St. John had a more curious attraction than that-

in its reversible politicians (laughter). As Mr. Borden, accompanied by G. He would advise their photographs be W. Ganong, M. P., and H. A. Powell, taken not in half-tone, but in full tone, ex-M. P., walked on to the platform, for they needed all the tone which he was cheered again and again. Col. would be given them. He did not wish J. R. Armstrong occupied the chair and to name them for he might leave some in opening the meeting expressed his of them out. St. John had not lately pleasure at having Mr. Borden present, had a representative on the floors of and said he knew that the vast audi- the house to protect her, but he could ter.) ence which had assembled to greet the assure them that her interests had not conservative leader would not be dis- been neglected, for Mr, Fowler of nounced its presence. What was the appointed after they had heard him speak. He then introduced Mr.Ganong, Tucker had sat there, mute as the States would withdraw the bonding

him if Col. Tucker had gone to the ports was of more value to our neigh-could be settled. (Cheers). This was shipments to nearly five million Magdalen Islands, and upon being insuit of his they won't catch another lobster there for the next ten years." (prolonged applause.) There was hope yet, however, and the conservatives

had not despaired for they HAD A SOLID PARTY

under good leadership, and a new era

something.

ment in dealing with this great quesnot wait. (Laughter).

THE SCHEME EXAMINED. The opposition leader then proceedprevent this diversion of traffic to ed to examine the scheme and to ex-Portland after our new railway had plain the substitute policy which he brought it from the west was voted proposed. First as to the portion from down. All the amendments introduced Winnipeg to Edmonton. The opposi- to make the Grand Trunk responsible down. All the amendments introduced tion did not object to the construction for the conditions of the G. T. R. of such western railways as might be agreement were rejected by the govneeded. But there are already two ernment majority. Colonel Tucker has lines constructed or under construction told you that the caucus settled everypany has a terminus in Portland and one at Chicago, but has also a large traffic in Optario. The Consdian Northing. (Laughter.) I do not know what he did in caucus, but in the house

willing to assist another railway on he supported the government in voting thern, which has extensive lines in the condition that it should not run down all the motions we made for the through the country already served by purpose of securing to Canadian ports tend in both directions. A Quebec the other two lines, but should be lo- the traffic for which the country is company, called the Trans-Canada, had a scheme to construct a railway cated to the north, where there is a paying this hundred millions. (Laughcountry to be served and where there is | ter.) across the continent north of existing lines. All these enterprises called for coast we were willing that a second

When the government introduced the Quebec-Moncton section of the bill railway should be constructed with they thought we conservative members government aid. But we thought that from the maritime provinces would they thought we conservative members through the Rocky Mountains north of have to support that portion of the the C. P. R. measure. We said that if for the pur-

the people were wondering which ONE MORE LINE WAS ENOUGH. pose of giving St. John and Halifax a proper chance to get their share of the The Canadian Northern expects to build with government aid through better line than the I. C. R. we would from Edmonton to the coast. It is an support it, but that the conclusion that the trans-Pacific expensive country for railway con-

struction. We were willing that aid should be given for the construction a proposition that was to hand that That project would have connected of one line for the use of both com- line, when completed, over to the the west with the Grand Trunk lines in Ontario. Then a movement arose for might be agreed upon. Our view was that where there are already com-peting lines it was not good policy to used for the benefit of the ports of St. the extension of the line farther east, to Quebec and to Moncton. Thus the trans-continental policy was born, bebuild unnecessary roads. Somebody John and Halifax. We did not know, fore the commission which was to must pay for this duplication. (Cheers) and the government does not know, guide the government and the country Then as to the section east of Winni- whether a better line can be found

in the matter had even been ap peg. The east and west are separated At this time Sir Wilfrid Laurier by over a thousand miles of unoccu- tion we are willing to stand or fall in suddenly water way which is, and will be, the country, (Applause). DISCOVERED A CRISIS.

transportation route. In winter this No one else found it then or has seen coute is closed. it since.(Laughter). The minister of

railways could not perceive it. (Laughter.) He did, however, discover He found that negotiations relating to his own department had been going on with certain outside persons behind his back. (Laugh-Not much has been heard of this crisis since the premier suddenly an-

fishes which he was now protecting privilege on Canadian goods shipped down in Charlotte Co. (prolonged ap-by United States ports. I told ed. The government would take con-promise so much greater share of sucbecause the caucus said so. because the caucus said so. caucus so caucus said so. caucus said so. caucus so caucus so caucus said so. caucus so caucus said so. caucus so caucus so caucus said so. caucus so caucus said so. caucus so caucus s The other day in Charlotte Co. he told him that the transportation of with no charge on the people of Can- ter of '95-96 you expect 120 this winter. (Ganong) had met a man who asked Canadian goods through United States ada the winter transportation question You expect to increase your grain

bors than to this country. Sir Wilfrid the outline of a scheme on which we els and your cattle and general cargo formed that it was thought he had, did not at that time state what the would have been pleased to submit to shipments accordingly, and your ton replied, "Well, if he goes to the Mag-delen Islands in that lobster colored were withdrawn. But Sifton did offer an interesting explanation afterward, when he spoke of the awful possibility it right to spend a hundred million dollars on a scheme which, if it fulfils the

that the whole of the Canadian promise of the promoters, will destroy through traffic should be thrown upon the water route, and which in any case the Intercolonial railway, and poured will not meet all the necessities. into the ports of the maritime prov-The country has spent fifteen mill-

ions to get the Intercolonial to Montwhich will give a good account of it-self in the future. Mr. Borden was the date of the next general elec-intercolonial than Mr. Sifton, did not to know more about the is proposed to spend a hundred millions to know more about the is proposed to spend a hundred millions to know more about the is proposed to spend a hundred millions to know more about the is proposed to spend a hundred millions to know more about the is proposed to spend a hundred millions to know more about the is proposed to spend a hundred millions to know more about the is proposed to spend a hundred millions to know more about the is proposed to spend a hundred millions to know more about the is proposed to spend a hundred millions to know more about the is proposed to spend a hundred millions to know more about the is proposed to spend a hundred millions to know more about the is proposed to spend a hundred millions Road to Wellville," in every package great Liberal Conservative party of both Postum and Grape-Nuts, the party which had con-

e one else who would hundred should endeavor to see that it eliminated this adverse geographical element. (Cheers.) Our amendment to

see England cursed as was Canada by protection. He received the Cobden Club medal. (Laughter). From 1897 down to the present time we have had no definite announcement with reference to the tariff. Sir Bichard Cartwright said in 1897 "that the ship was heading toward the open sea," and "that the preference was only the beginning towards free trade." Different government members have been speaking in favor of free trade, except in respect to some particular industry in their own constituency, on which point they are strong protectionists. (Laughter.) The other day Mr. Prefontaine speaking in Maissoneuve, favored protection openly, while Mr. Fielding, speaking at Yarmouth, was saying that the liberal

party "was the low tariff party and the conservative party was the high tariff party." I was told that I must have "No, one hard" nerve if I expected to go into the west and favor a protective policy. I had 12

NO. 1 HARD NERVE

and preached a doctrine of protection winter export trade you could find a throughout the west, and today the west is as much in favor of protection as any part of Canada. (Applause.)

WE COULD NOT SUPPORT Nine-tenths of those whom I met while there told me that that policy which had built up the United States panies on such equitable terms as Grand Trunk Pacific. (Cheers). We would be a good policy for Canada, believed in keeping control of that line and while they wanted to buy American farm implements at the lower price they would rather pay the difference and have the money remain in

Canada to build the country up. The government are adavncing in the east through the province. On that proposia policy for the protection of our industries and in the west are free pled country. In summer there is a St. John or any other part of the traders. I have at the present time a pamphlet circulated in the west, and

There was another part of our proin which I and some others are quoted position also connected with transas stating our protective principles, In eastern Canada there are four portation. We proposed that the gov- that we have declared for protection through routes. West of the lakes there are two. In summer the eastern and western systems connect by way (Cheers). I know how much you have there are two is that in the United States. The liberal party, on the other hand, are for free trade. They are advancethere are two. In summer the eastern equipment of the lakes connect by way (Cheers). I know how much you have are for free trade. They are advance of the lakes. The policy which we done at St. John. No community in g in the west what they dare not commend is one which will provide a commend is one which will provide a community of the lakes of the lakes are the policy which we done at St. John. No community in g in the west what they dare not put forth in the east. The men at the head of the liberal party are prepared now one road, the C. P. R., but it has its own connections east and west. Two years ago I took the opportunity them in power, and I say that the We propose that this railway, which is sufficient for all purposes, should be work that you had done there, and I such men as these. I say that protecmade available for the use of the two had that pleasure again today. I am tion can be better worked out by men western and the four eastern railways glad that your efforts have been who believe in it as a principle, rather and such others as may be construct- crowned with so much success and than by those who only take it up as

an expedient. (Cheers.) Why does the conservative party believe in the policy of protection for this country ?

WHAT I SAW IN SYDNEY bushwas a very good object lesson. For the last twenty-five or fifty years our people have been going to the United States to find employment. These provinces have every qualification for hope you will get in the future. carrying on large manufacturing in-IT IS NOT RIGHT dustries. I saw in Glace Bay 20,000

people, and in the town of Sydney that a community should have to accomplish a work of this character of 12.000 people whose very existence depended upon the coal and steel indusitself. I will read to you the remarks inces. (Loud laughter.) Yes, he said ions to get the Intercolonial to Mont-that. You will find it in Hansard. But real to reach the western traffic, and it matter: "The next feature to which tries. At North Sydney and Sydney Mines were 11,000 more who would be I refer is one upon which I think there in the United States if those industries ought not to be two voices in this should go to the wall. Those indushouse or country. Thoroughly equip tries should have that measure of pro-"our Georgian Bay ports, our national

waterways our St. Lawrence route,

(Continued on Page Four.)