POOR DOCUMENT

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., SATURDAY, FEBRUARY 13, 1901.

MCKEOW AND DANIEL MEET ON THE HUSTINGS; SOME LIVELY BYE-PLAY.

Interest in the Nomination Proceedings Tuesday Taken by Large Number of Electors-Both Candidates Spoke at Length, and Each Had Opportunity for Reply-The Audience Takes a Hand at Times.

There were some invery passages in the proceedings on the hustings here Tuesday, but on the whole the afternoon passed well. The speech making was in the court house and the space outside the railing and the seats inside were all occurpied. Close interest was exhibited in the speeches of Hon. H. A. McKeown and Doctor Daniel, and their supporters ap-peared to be fairly well divided in num-

ourt and read the writ ordering the dection on Feb. 16. Doctor Daniel, accompanied by J. D. Hazen, M. P. P.; Col. Armstrong and other friends, entered the ourt, house a few minutes after 12, and exercity R. Armstrong, filed Doctor.

court house a few minutes after 12, and Beverly R. Armstrong filed Doctor Daniel's nomination.

The nomination papers of Hon. Mr. Mc-Keown were put in a little later by Dr. Allen O. Earle, K. C. About 12.40 Mr. McKeown himself entered the court house but remained only a few minutes. Before 1 o'clock all had departed, excepting the sheuff, an arrangement having been made that speaking would not commence until 2.30 o'clock.

signers of Hon. H. A. McKeown's

The eigners of the official nom nation

J. Douglas Hazen,
W. Shives Flaher,
Mles E. Agar,
William Shaw.
Philip Grannan,
William Lewis,
George V. McInerner,
Dr. William Christie
Robert B. Emerson,
William D. Baskin,
J. deWolfe Spurr,
Douglas McArthur,
Joseph T. Knight,
Thomas Bell,
Thomas Bell,
Thomas Kickham,
Charles F. Brown,
John B. M. Baxter,
James Christie.

HON. MR. McKEOWN Presents Gavernment's Case in G. T. P

Matter - Interruptions Cause a Bit of Lively Play, and Meeting Grows Warm. Hon. Mr. McKeown was well received. He said it gave him great satisfaction to have the opportunity of addressing such a large and intelligent audience and briefly to state the case for the government and the hearers for its asking endorse-

sonality of the candidates or of advantage or disadvantage to those who lose, but as a cause from which and in consequence of which he felt, and the government feels, this constituency should be asked to express its approval or disapproval of a policy very important to this

He would devote himself most largely to that question. He would not deal to that question. He would not deal with general government administration as would commonly be at issue especially at a general election. Many things could be urged strongly, if this were a general election, why the government should be returned to power. The record of the government was satisfactory, not only to its supporters, but to every citizen. There had been unexampled and gigantic progress along all lines and there had been commercial prosperity and the record was satisfactory, not only to those whose future was bound up in that prosperity, but to those who desired to see Canada take the position among the foremost countries of the world.

During the last eight years the government has thrown around this expansion of

government can and does make conditions under which tradecan flourish or languish, and there was merit to the present administration which had cast these conditions about trade and which had brought about about trade and which had brought about an increase unsurpassed by any country.

Coming into power in 1896, finding conditions, as they believed, not advantageous for prosperity, they set out to change these and to bring prosperity. Everyone could look around and see this prosperity.

First to Move for Empire's Consolidation.

And not only within our own country, have we a right to lift our heads in pride, and he believed he had a right to refer to the merit there was to the Liberal gov-Whatever the result of electoral strug-gles in other parts of the empire, it should the first step was taken towards consolidation of the empire from a trade standpoint. (Applause). If the Liberal party had done nothing else to commend itself to the people of future generations, it had caused the establishment of the British preference as the making of the first step on the great and glorious journey towards

consolidation of the empire.

Only a short while ago, the Canadian government suggested to South Africa the xtension of this preference and so, bring foreign relations—if that were a proper term—it could be seen what increased status, what higher and broader life there was now because of the administration of

Foreign conditions, too, had felt the touch of Canadian diplomacy. Germany had been seriously offended when Canada gave a preference to the mother country and Germany then excluded Canada from her industrial preferences and practically told Canada if she gave the mother country a preference, she would have to stand the industrial wrath of the German Empire.

ernment and Germany was given to un-derstand that Canada would stand by the derstand that Canada would stand by the mother country in all things. (Applause). Germany did withdraw and last session Canada hit back and imposed a surtax on German imports and the dispatches of a few days ago showed that Germany has retired from her high position and wants to get back where she was before. (Applause).

Mr. McKeown then took up the railway project. He said that there was great disappointment when the route for the Intercolonial was chosen; pressure had been brought at the time to have that line through the centre of the province into St, John. There was now a proposition whereby this may be amended and the people's aspirations met. In the government's G. T. P. policy, he believed there was a remedy for this constituency against the disadvantages felt here because of the I. C. R. being given the north shore route.

shore route.

The railway will be some 3,500 miles long The railway will be some 3,500 mines long from Atlantic to Pacific. It is in two portione, from Moneton to Winnipeg, from Winnipeg to the Pacific. The eastern section is to be built and owned by the government, the western built and owned by the G. T. P. Company. There is, he said, a misconception, if not something stronger on the part of opposition speakers as to the government's financial obligations in this railway. It is one matter to say how much it would cost to build the railway and another to say what obligation the government assumes. That's where the difference between government and opponent speakers comes in. He did not or would not deny that the road would cost perhaps more than \$100,000,000, but he did deny that it would ever cost the government any such sum, it would not cost the government \$14,000,000 to construct, and he would meet the people face to face here on this matter and take their independent as week from now.

ompany and the company pays rental if three per cent on the cost. The gov-Therefore the opposition speakers and press are brushing aside the very conditions under which the government is saved almost absolutely from expense.

saved almost absolutely from expense.

He would suggest to the opposition that there are features of the contract to which they have paid little attention.

The company builds the whole section west of Winnipeg, the government does not provide a dollar, but it endorses the company's bonds to help the company ra'se the money to build the road. From Winnipeg to the Rockies, the company pays interest on the bonds, but from the Rockies to the Pacific the government agrees to pay interest on the cost up to the government. All men who had in their hearts the object and desire of seeing the different parts of the empire welded into one irrestible whole, should remember that the first step towards that consummation had been made by the party now in nowar.

previous governmente.

Under the Conservatives the deficiencies were piling up like the snow is piling up Dr. Daniel—"Where were you then

Harry?"
Mr. McKcown—"Just exactly where am at the present time. (Applause.) Dr Daniel will remember that in 1890 Dr

contended that he was not quoting any-one's opinions but was speaking from the contract which he held in his hand.

The terms, he said, were as binding on the company as they were on the government to lease the road to the company.

If the company was hoodwinking the government in the matter of trade then the government can take the road from the company. (Hear, hear.) Was it not a strong contract when the grounds of breaking it were so few and chances of detection so many. What was there to fear?

fear?
A voice—"Moncton."
Mr. McKeown—"You'll agree that the road will come to Moncton then? I thought the opposition feared Portland. If otherwise, we've learned something. I hope Dr. Daniel has learned too."
Continuing, Mr. McKeown said the amount guaranteed by the government on the Rocky mountain section did not represent the whole cost of the section. They

here or not but wanted to get th

Moncton as compared with almost twice as long a haul to Halifax, but the railway taps Chipman and in the charter the company takes power to build a line to Norton to connect with the I. C. R. and thence to St. John. If he went to Ottawa the pledged himself to do all possible to mould the opin on of the administration in favor of St. John. (Hear, hear.) This was not the time to throw back to the administration the proposition that the G. T. P. be built and that we have the out-Dr. Stockton asked if the governmen was threatening St. John. He replied no out what the people wanted is justice and want the railway, they will not get it. It would be injustice to force it upon them. (Applause.) This government having in-

The opposition expressed fear the trade would go to Portland. Mr. McKeown said Quebec with Portland and if the G. T have to go over the Grand Trunk tracks to Richmond, and it was very easy to to Richmond, and it was very easy to detect if this was being done and to apply the remedy. After all, Quebec is only a few miles farther from St. John than it is from Portland—under 70 miles and in face of this slight gain in haulage, and all the penaities and all the ways of detection if the contract is broken, it looked as if there was more of party prejudice than justification in the fears expressed by the emposition.

Mr. McKeown spoke of the government dredging at St. John and said the Conservative government never did a spoonful of dredging here. He would think it wise for the council to hold to its water frontage here for works needed in the increased business that was coming. The Conservatives should feel ashamed to contrast this port now with eight years contrast this port now with eight years ignored. He was not taken into the congo and he creatly doubted the judgment fidence of his chief and his associates.

few days ago showed that Germany has retried from her high position and wants to get tack where she was before. (Applause). For Labor Interest.

The preeent government, said the speaker, had acted in all these things in a well of the content of the previous property of the content of the government it was only right that these things should be diverted upon at some length at least.

Mr. McKeown spoke of what the Liberted words are the previous government, he said, also government the sent double for labor. The government, he said, also government well as the previous property of the previous government well as the previous property of the previous government well as the previous property of the previous government well as the previous property of the previous government well as the previous government deserved and in a great many instances industrial peace was brought about where was threatened. The government deserved and in a great many instances industrial peace was brought about where was threatened. The government deserved and in a great many instances industrial peace was brought about where was threatened. The government deserved and the previous government well as the previous government

and occupying the position of prime minister of a great colony laid down a policy, he should see that policy carried through. In the past members of the Laurier cabinet had been spoken of as masters of the administration. The Hon. J. I. Tarte had been spoken of in this connection, and by intrigue he had been forced to resign his mostifical and now the Hon. Mr. According portfolio, and now the Hon. Mr. Daton was spoken of as having filled Mr. Tarte's

The speaker replied that Mr. Tarte was

Returning to the question of the liabilthe dustron of the mediative which the government assumed, he said the eastern section of the transcontinental railway would cost \$65,000,000. The prairie sections \$9,750,000, and the mountain section \$13,500,000. Here was plainly

prairie sections \$4,70,000, and the mountain section \$13,500,000. Here was plainly seen the liabilities assumed by the government, and to consider otherwise was childish. Then there was a large sum in added interest. The total cost could be considered \$121,000,000. Another matter to be considered was the rate of the money which the government might borrow. The government might borrow at three per cent., but there was a probability of it being raised to three and a half per cent. Still, it was maintained by Mr. McKeown that the road's entire cost would be but \$13,000,000.

T. C. Olive—"What about the estimation of building through the prairie section. There are 250,000,000 of acres to be opened up, worth \$1 an acre."

The speaker could not see any connection between the question and the figures being discussed relative to the construction of the road.

Hon. Mr. Blair.

The people were on the eve of a byelection, he continued, and but a short
time would elapse before the general elections would be called on. The present
situation was unusual, and the issues at
stake were unusual. Here was a constituency which has been represented by a man
who was looked upon from all quarters
as particularly strong and masterful.

A voice—"Did you vote for him, doctor?"

The Hon. A. G. Blair, continued the speaker, was an able statesman. He was not only a strong man but he possessed the confidence of his party to a degree rarely if ever reached by any predecessor. The speaker never voted for him, but he was willing to confess that he had admired him for his grasp of public affairs. Though he did not at all times approve of his methods, he had never attempted to belittle him. He went to Ottawa with a majority that certainly did him every credit. His constituency believed that good fortune would at last come this way. It was believed St. John had a powerful representative. The smiles of the government would surely fall on Mr. Bair's constituency. The people of St. John would stituency. The people of St. John would bask in the expectation of coming politic

Mr. Blair as the manster of an important portfolio—that of minister of railways and canals—the Grand Trunk Pacific bill was concocted by Premier Laurier and centain of his ministers; and Mr. Hays and Mr. Wainwright, and not brought to the attention of the minister until the promoters saw fit to do so. Mr. Blair was not taken into the confidence of his chief and his associates. While he had some knowledge of what was brewing, he was yet, officially, in total ignorance of the matter. Was it possible that a man in his position could maintain office and retain his self respect? Mr. Blair could not have done anything else than resign, in order to preserve his feelings of manhood. He accused the premier of the slight, and went further. He took up the G. T. P. bill and expatiated in parliament upon the folly of passing the bill. He, with his knowledge of railway matters, was decidedly against the passing of the bill. There had been no request for it on the part of the people of Canada. There certainly had come no demand for it from the mantime provinces.

The road was not a commercial necescity. It was a political road. No surveys had been made, and it was practically impossible to know the exact cost of such an undertaking. The government had granted \$9,000,000 subsidy to the Canadian Northern railway for extension purposes, and between that road and the C. P. R. dwelt 5,000,000 of population. If the new project be undertaken let the cost come from the people and advance no further money from the government treasury. money from the government treasury.

Mr. Blair was opposed to the Grand

Trunk Pacific, for from the terms of the
contract it would give the pass-by to St.

John, his constituency.

From what Mr. Blair had said, th From what Mr. Blair had said, the speaker could not see how by voting for Mr. McKeown the electors could hope to see realized the best hopes for the city of St. John. He read from Mr. Blair's speech in which he said he apprehended that St. John was a city of very considerable importance. Her harbor was open all the year around, and free from fog. all the year around, and free from fog. There was always a staple product to make up the balance of any cargo. If the transcontinental was to be built, let the New Brunswick portion be down the St. John river valley and thence to St. John city. Doctor Daniel was opposed to the eastern section on the ground of the methods embodied in the contract. If the new railway has to be built let it be so constructed that the people would reap all possible benefit. Mr. Blair acted right when he uttered his protest against the location of the transcontinental.

The representative business men of St John had condemned the bill. The boars of trade, whose members watched parlia ment to see that no injustice was done the company. or trade, whose members watched pariment to see that no injustice was done the commercial interests of St. John, had seen fit to register a protest against the bill. By contract the Grand Trunk Pacific bill was bound down to bring products for shipment, not to Portland, but to Halifax and St. John, but that this would be strictly be and out was hardly

not always carried out.

Doctor Daniel here read the board of trade resolution of August last. Mr. Mc-Keown had drawn attention to the fact that Sir Wilfrid Laurier had given his pledged word that he would never rest until every pound of Canadian freight passed through Canadian territory. He had the opportunity to see the realization of his ambition, and why did he resieze it? The premier had in the contra the opportunity of making it absolute necessary for Canadian freight to handled in Canadian territory, so far the railway was concerned, but had

on the properties, the set of the solid pot around and see the properties. Everyone could book around and see this prospertity. Everyone could pot around an see this prospertity. Everyone could pot around an see this prospertity. Everyone could pot around a see this prospertity. Everyone could pot around a set the power and that there exists the government and see the government and that their around the world may be the government and that their of the everyone ceit in prostice. It is provided the sound may be the proof could be given of the wise and an obstance of the exciton. They complete a training that, if a more thanks around an everyone ceit in provided the sound may be the proof could be given of the wise and the three of the world and take their to see here with the said as well as their at the solid as well as their and the their to see here with the said as well as their and the their to see here with the said as well as their and the their to see here with the said as well as their and the their to see here with the said as well as their and the their to see here with the said as well as their and the their to see here with the said as well as their and the their to see here with the said as well as their and the their to see here with the said as well as their and the their to see here with the said as well as their and the their to see here with the said as well as their and the their to see here with the said as well as their and the their to see here with the said as well as their and the their to see here with the said as well as thei

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John. In this connection the speaker would relate a circumstance dealing with the moral power of a railway.

Mr. Blair, when minister of railways, winter cattle shipments came over the 1.

C. R., but it was not due to the G. T. read the proposed amendment maritime Conservative members argo. Mr. Blair was certainly in an excelent position for judging of a railway's celent position for judging of the Grand had provided in this matter example.

In the transcontinental contract, five years was given to build the western section, and e git years given the government had be field. The people should not sup

The Labor Question.

Mr. McKeown referred to the great Mr. McKeown referred to the great friendliness of the Laberal party for the laborer. The speaker didn't know on what Mr. McKeown based his allegation. During the present campaign two leaders of the labor associations in St. John had been prominent speakers from Conservative platforms. He would not argue out the matter with Mr. McKeown, and that would be his answer to Mr. McKeown's claim.

claim.
Mr. McKeown had expatiated on the in-Mr. McKeown had expatiated on the increase of business in St. John during the last eight years. From his words one would think the stimulus was due the Liberal party, and perhaps Mr. McKeown in particular. The facts were that St. John had reason to be thankful to the C. P. R. People could talk against the corporation, but it was nevertheless mainly responsible for the development of St. John as a winter port. The short line across Maine was the child of Sir John A. Macdonald's government, and the first steamer to load from St. John was subsidized by the Liberal-Conservative party. (Applause).

The Laurier cabinet was not responsible for growth of the winter port wharf facilities. Whatever was obtained was the result of effort on the part of St. John people.

St. John had paid out of her own poctations.

result of effort on the part of St. John people.

St. John had paid out of her own pocket money for the development of St. John, which should have come from the Canadian people. The government had spent money in other parts of the dominion. Quebec had been equipped even with a dry dock. If the administration had treated St. John as it had Quebec, George Robertson would be out of a job. The speaker was glad when he heard Mr. McKeown direct his remarks toward the growth of St. John trade, for there he if felt sure that he could not but attribute the development to the Liberal-Conservative party. However, he had not said what was expected. But Mr. McKeown of days ago.

The infant child of Mr. and

was a lawyer. (Laughter).

The leader of the opposition, the Hon.
R. L. Borden, had framed a policy which, while not actually before the public. wild cat railway enterprise, but to expend it in developing the ports and waterways of the country. It was a safe and Out of forty-one enrolled over h

sane course.
In conclusion, Doctor Daniel dwelt upon his hearers ottawa as their representative, the best interests of the constituency would be served.

A very sudden death occurred yet frank Tracy, son of C. D. Tracy, dead while watering the cattle. I was just recovering from was jus

In replying to Doctor Daniel, Mr. Mc-Keown said when the Liberals were in power after 1878, they began harbor improvements here, they built the ballast whar and extended the railway. The Comervatives in eighteen years did nothing.

place on the G. I. P. manage and could see that the contract As to Mr. Blair and the vator, he said western freight be brought here by I. C. R. to pay. Sir Chas. Tupper had this in 1874, but was it not wise to l John equipped for the trade comes. (Applause). All agreed to nationalizing the ports, which cother name for harbor commissions.

The infant child of Mr. and Leary died on Wednesday, the Several cars of a freight tr soon replaced without much diff

was just recovering from vace Either this or heart trouble is st to be the cause. He was about ! ents the sad loss.

Eeach day seems colder than th The thermometer has ranged 4 and 45 degrees below zero. Such cold is almost without record around

