

MCKEOWN 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 lively 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 occupied. Close interest was exhibited in the speeches of Hon. H. A. McKeown and Doctor Daniel, and their supporters appeared to be fairly well divided in numbers.

At 12 o'clock Sheriff Ritchie opened his court and read the writ ordering the election on Feb. 16. Doctor Daniel accompanied by J. D. Hazen, M. P. P., Col. Armstrong and other friends, entered the court house a few minutes after 12, and Beverly R. Armstrong filed Doctor Daniel's nomination.

The nomination papers of Hon. H. A. McKeown were put in a little later by Dr. Allen O. Exley, K. C. About 12:40 Mr. McKeown himself entered the court house and remained only a few minutes. Before 1 o'clock all had departed, excepting the sheriff, an arrangement having been made that speaking would not commence until 2:30 o'clock.

The signers of Hon. H. A. McKeown's official nomination were: Joseph Allison, James Flood, Beverly R. Macaulay, Charles E. Brien, J. Edmund Scott, J. O'Byrne, George Nixon, Alfred O. Shimmer, Frank E. Holman, John M. Robertson, James Holly, Isaac H. Northrup, Heddy Hillyard, Daniel J. Purdy, Henry Fisher, John H. Smith, Geo. R. Craigie, John P. MacIntyre, John Keefe, Edward Laframboise, William E. Troon, John M. Driscoll, Hugh McKeown, John L. Carleton, Alexander McMillan, Henry Campbell, Thomas A. Beakley, Henry Gallagher, George A. Horton, Jas. Pendergast, Dr. J. W. Fleming.

Thomas McAvity, William G. Scott, Alexander Macaulay, Chas. E. Cameron, James Munson, William Bruce, John J. Barry, Walter E. Holman, Frank J. McKeown, Thomas D. Elston, George W. Keelchum, John E. Moore, Richard O'Brien, Arthur W. Adams, Samuel J. Aile, Thomas Bell, Thomas H. Westbrook, Charles P. Brown, John H. Baxter, James Christie, Dr. J. R. Inckes, Thos. H. Somerville, Dr. W. Bayard.

Dr. J. W. Daniel was the official nomination of Dr. J. W. Daniel were: William H. Thorne, John R. Armstrong, Alfred A. Stockton, Robert Maxwell, John E. Wilson, C. Barton Lockhart, Dr. Murray MacLennan, Dr. J. P. McKeown, Henry A. Smith, Alexander W. Macrae, W. Frank Hainsway, Douglas Macdonald, David McKeown, Brian B. White, Daniel MacNeil, Miss Aitken, John Killen, Jas. Fitzpatrick, Dr. John Gibbist, C. Fisher, Dr. W. Bayard.

HON. MR. MCKEOWN

Present Government'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 reasons for its asking endorsement in this city.

The contest was not limited to the personality of the candidates or of advantage or disadvantage to those who win or those who lose, 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 country and this port.

Canada's Progress

He would devote himself most largely to that question. He would not deal with general government administration as would commonly be at issue especially at a general election. He would refer to the progress of the country as a whole, and to the progress of the government which was a general election, why the government should be returned to power. The record of the government was satisfactory, not only to his 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 shown an expansion of the trade conditions which helped expansion. A government can't create trade, but this government can and does make conditions under which trade flourishes or languishes, and there was merit to the present administration which had cast these conditions 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. Though the population had not increased beyond the normal, yet trade had practically doubled in a short eight years and no better proof could be given of the wisdom of the conditions which the government had surrounded the trade of the country. (Applause.) Mr. McKeown deemed it proper on behalf of the government to draw the people's attention to the fact that not only was this advancement in industrial life, but Canada has taken a position never before taken, a place in the councils of the empire.

For Labor Interests.

The present government, said the speaker, had acted in all these things in a way to meet the aspirations of the people, and the immediate asked endorsement or condemnation of the government it was only right that these things should be dealt upon at some length at least.

The Grand Trunk Pacific.

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 the 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.

As to Cost.

From Moncton to Quebec the road, he said, will be 315 miles by surveys' estimates. Add ten per cent, as usual and the distance would be 346, but he proposed to be absolutely fair and would say 400 miles. One estimated cost was \$25,000 a mile or \$100,000 for the whole. From Quebec to Winnipeg is 475 miles and the engineers put \$28,000 as the high water cost

Some Sharp By-Play.

Under the Conservatives the deficiencies were being up like the snow as piling up. Daniel—Where were you then, Harry? Mr. McKeown—Just exactly where I am at the present time. (Applause.) Daniel—Remember that in 1890 Dr. Stockton, who was then a good Liberal (Laughter). Dr. Alward, who also was then a good Liberal, and Bourke made up the local election ticket—three Liberals and three Conservatives and I was one of the Conservatives. (Laughter.)

Operation of the Road.

The government building and owning the road in Winnipeg was the key to the situation. It leaves this portion to the company under contract. If one breaks a contract, all knew, the other party is bound to sue. (Laughter.) Mr. McKeown was saying that the majority of people had read in the newspapers about the contract when it was broken at the time, to have heard Blair's speech and this caused opposition and dissent.

Another Bit of Fun.

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?

opposition as to the cost of the G. T. P. road and now the government doesn't show a foot of the C. P. R. whereas if the G. T. P. default the government will own every foot of the new road. He asked Dr. Daniel what deal in general terms he had to say whether or not the Conservatives were opposed to this eastern section or not. Mr. McKeown said the people of the west were not interested in whether the road came here or not but wanted to get their products out and only because of the pressure of the maritime province representatives was the extension here made.

As to St. John.

Moncton was to be the terminus. It was not a seaport and not only has St. John advantage of 80 miles haul from Moncton as compared with almost twice as long a haul to Halifax, but the railway taps Chignago 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 he pledged himself to do all possible to mould the opinion of the administration in favor of St. John. (Hear, hear.) This was not the time to throw hot water on the proposition that the G. T. P. be built and that we have the outlet. Dr. Stockton asked if the government was going to pay for the road, but what the people wanted was justice and they will be given justice—if they don't want the railway, they will not get it. It would be impossible to force it upon them. (Applause.) This government having inherited the policy of a railway charter through New Brunswick to St. John than any other, his judgment was that St. John would be adverse to the best interests if they say they don't want this carried out.

The Portland Canals.

The opposition expressed fear the trade would go to Portland. Mr. McKeown said the Grand Trunk had no connections at Portland and he thought it was a pity that the G. T. P. sought to take trade there it would have to go over the Grand Trunk tracks to Richmond, and it was very easy to detect if this was being done and to reply the remedy. After all, Quebec is only a few miles farther from St. John than it is from Portland—under 70 miles and in fact the Grand Trunk has the advantage of the port facilities and all the ways of detection if the contract is broken, it looked as if there was more of party upon them than in the time of the late government.

Dredging St. John.

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 was the duty of the government to dredge here for works needed in the increased business that was coming. The work was done in 1878 and it was not until the present government and another to contract this bargain with the policies of previous governments.

DR. J. W. DANIEL

The Other Side of the Story—The Transcontinental Railway—Conservative Oppose Line as Now Mapped Out.

Dr. J. W. Daniel was received with approval. He said that the conditions had been made, and it was practically impossible to know the exact cost of such an undertaking. The government had wanted \$20,000,000 for the Canadian Northern railway for extension purposes, and that that road and the G. T. P. R. would be \$2,000,000 of population. If the new project was undertaken it would cost from the people and advance no further money from the government treasury.

Opposed to the Eastern Section.

From what Mr. Blair had said, the speaker could not see how by voting for the G. T. P. a city of 70,000 people could realize the best hopes for the city of St. John. He read from Mr. Blair's speech in which he said he apprehended that the G. T. P. would be a very considerable importance. Her harbor was open all the year around, and free from fog. It 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 built, let the St. John river valley and thence to St. John city be built, and the rest of the line be left to the G. T. P. R. The speaker was glad when he heard Mr. Blair acted right when he uttered his protest against the location of the transcontinental in the city of St. John.

Mr. Tarte.

It was but natural to think that when a man 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. L. Tarte had been spoken of in this connection, and his intrigue he had been forced to resign his portfolio, and now the Hon. Mr. Tarte was spoken of as having filled Mr. Tarte's place in so far as the master of the administration went.

As to Chipman.

Doctor Daniel drew attention to the resolution moved in the board of trade by James F. Robertson, maintaining that if the new railway was built it should be built and operated and maintained by the government. Mr. McKeown had spoken in the Chamber of Commerce, there was nothing in the transcontinental contract binding upon the construction of a branch from Chipman to St. John. If it ever came to pass it would be by the grace of the G. T. P., and there was no reason to expect from this source any great or lasting benefit. If the end of the G. T. P. was in Moncton, there might come increased business for St. John by reason of extra haulage on the part of the I. C. R. Mr. McKeown had said the G. T. P. was morally bound to see to it that all freight

than what I am prepared to bring forward. In this connection the speaker considered it a circumstance dealing with the moral power of a railway. Mr. Blair, when minister of railways, had made arrangements with the Grand Trunk railway whereby there would be an exchange of freight with the I. C. R. In anticipation of increased business an elevator was built in St. John, also deep water berths. By failure of the G. T. R. to carry out its end of the agreement, this increase of business did not come. Last winter cattle shipments came over the I. C. R., but it was not due to the G. T. R., but because of the American embargo. Mr. Blair was certainly in an excellent position for judging of a railway's bona fides, especially of the Grand Trunk's.

The Labor Question.

Mr. McKeown referred to the great friendliness of the Liberal party for the laborer. The speaker didn't know how much 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.

Tracy Station News.

Tracy Station, York Co., N. B. Joshua Duplax had the misfortune to break his kneecap while at work of days ago.

Mr. McKeown Replies.

In reply to Doctor Daniel, Mr. McKeown said when the Liberals were in power after 1878, they began harbor improvements here, they built the ballast wharf and extended the railway. The Conservatives in eighteen years did nothing.

Tracy Station News.

The infant child of Mr. and Mrs. Leary died on Wednesday. Several cases of influenza were reported in the vicinity. The speaker replaced without much difficulty. A great many are ill with cough, mumps and a gripe. The speaker at the school, which is in a wild cat railway enterprise, but to expend it in developing the ports and waterways of the country. It was a safe and sane course.

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In the transcontinental contract, five years was given to build the western section, and eight years given the government to build the eastern section. Suppose the western section is built first. Three years would elapse before the eastern section is completed. During these three years the traffic of the newly completed western section would find its way to the eastern seaboard by way of Portland, and in the eventuality of the eastern section being built, the wheels of the trains passing to Portland would be so used to the route that they would not leave it?

As to Mr. Blair and the speaker, he thought the speaker should be brought here by I. C. R. to see St. John. Tupper had been in 1878, but it was not until 1880 that he came to St. John. All agreed to nationalizing the ports, which other names for harbor improvements, but because of the transcontinental and legis, were obtained in the seventies. John Laurier in commission was decided on and the speaker was voted, as was the case with Montreal. If he was returned to power, he would be sure to place on the G. T. P. management and could see that the speaker.

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