The German Surtax. Notwithstanding this, Germany continued to offer to us what we considered an unjust tariff so long as we persisted in giving to Great Britain a preference that we did not give to Germany. Under such circumstances what did we do? We asserted our manhood. We put the surtax upon German goods, managed by the Government. Now, and said that in this matter we would gentlemen, of these two plans, which compel Germany to give us justice and fair terms. We asserted to the world that a small nation could compel a big nation like Germany to respect its by the plan of the Government we are manhood. It is because the Canadian to supply nine-tenths of the cost of the Government has shown that it could road, and the G. T. P. are only to supgrapple with great subjects that it has ply one-tenth, and while the company commanded the respect not only of would have all the profits, we would commanded the respect not only of would have all the profits, we would Great Britain, but, I may say, of all by paying nine-tenths, and he asks, is the civilized world. The name of Cantact that fair? ada today is not what it was eight contradicts Mr. Borden years ago. The name of Canada then was searcely ever pronounced beyond our limits. It was the name of a small Canada; today the name of Canada is that of one of the young and promin-ent nations of the world. (Applause.) Is there a man in this audience, let him be Conservative or Liberal, is there a man in this audience who can cause for the renewal of the support which you have given us for the last eight years. (Applause.)

## The Talk of Scandal.

And eight years ago the name of Canada had scarcely been heard in these lands but today and every day people are turning their eyes towards that new star which is arising in the western sky. (Tremendous applause.) And now, gentlemen, in the face of this you have Mr. Borden coming to this city and talking of scandal. What are the scandals? Where are they, sir? I do not find them, except for one or two bad appointments which were made. I do not think there is anything with which the Government of Canada can be charged seriously at this moment, ladies and gentlemen. These small, picayune scandals are too trivial to be discussed before a meeting of this kind. There are other subjects to be discussed. I understand that Mr Borden when he came here a few weeks ago discussed chiefly the railway question. Sir. I have come to Chatham also with the view of discussing with you the railway question, and if there is a question which I am proud to discuss, if there is a question upon which I want to appeal to the fair judgment and to the intelligence of my fellowcountrymen in this Province, and in is a commercial and political necessity.

### Applause.) The Grand Trunk Pacific.

proposed to build a railway from Road Will Pay. Jacques Cartier Junction in Montreal to Coteau; then to utilize the Canada Atlantic from Coteau to Georgian Bay, then to build a railway from Georgian Bay to the line of the C. P. R., from North Bay to Fort William, then to assist and improve the C. P. R.; then to assist the Canadian Northern to inprove its line from Fort William to Winnipeg: then to assist the Grand Trunk to build the line from Winnipeg, and across the mountains; then to build a line in the mountains, and in the dis-

ple of Germany, but simply because Pacific Ocean, and to own it and to we loved England more.

Pacific Ocean, and to own it and to operate it, by the Government. That is the policy of Mr. Borden. What we opose to do is well known, and what Notwithstanding this, Germany con- he proposes is well known. What we is to be adopted? You have heard Mr Borden declare here, and he has de clared it on many other platforms, that

> No, that would not be fair, if it was so; but it is not so. (Great applause,) When I say it is not so, mind you, I

speak by the book. I do not want to quote to you anything that is not exactly so, because there are reporters here who will report my words, and I would not give a quotation of Mr. Borchallenge the words I have just stated?

And if the Government of which I am the head did nothing more than to bring Canada to the front as it has a great fellow. He is a Conservative, been, it seems to me in this alone there and that is about all I have against him. (Laughter.) But he is carried away by his own imagination. (Laughter.) It will be easy for me to show you the road. How shall I prove it to you? I shall prove it to you very easily by giving you the terms of the contract that we have made with the G. T. P. Railway. The terms which we have made are these: The road is divided into two sections. One section, from Moncton to Winnipeg, and one section, from Winnipeg to Port Simpson, probably, on the Pacific Ocean. The section which is to be built by the Government is the eastern section, 1,875 miles, and when it is built by the Government it is to be leased by the G. T. P Railway. That is the contract and the terms of the contract. By the terms of the lease the G. T. P. are to pay to the Government 3 per cent upon the cost of the road. Now, we expect to build that road by borrowing the money at the rate of 3 per cent, and if we borrow the money at the rate of 3 per

further, let me lay down at once the basis of this discussion, and it is this:
That we have taken our position before you today, that the construction of a railway from a Canadian port on the Pacific Ocean to a Canadian port on the Pacific Ocean, and every port on the Atlantic Ocean, and every port on the Atlantic Ocean, and every port on the Canadian port on the Pacific Ocean, and every port on the Canadian port of the interest for all time to come. Because, so long as railways are administered in the same way, the result owns to the House who has the cause, so long as railways are administered in the same way, the result owns to main Under that Government the majority must to the majority upon the question upon which the annoyance of a government that is the reason why why the plan of Mr. Borden would be a failure, and the inner of the House who has the owner's vote as support. The responsibility, the expense, the worry, and the interest for all time to come. Because, the owner's vote as support. The responsibility, the expense, the worry wh built the road we have a tenant who takes it at once, and he will pay us Sir, Mr. Borden himself at this moment no longer disputes that fact. Mr. Borden has been forced by circumstances, he has been forced by circumstances, he has been forced by curve policy, to come to this view of the case, policy to come to this view of the case policy. The words of the money exactly the interest we will pay on the

Therefore, from the very moment the road is constructed the road will pay all the interest. There are 480 miles of the mountain section, and it is estimated that perhaps there might be a little more difficulty there. We do not expect that in the asstern section the road will pay for the first year, and we more advanced will pay for the first year, and we more advanced will pay for the road will pay for the first year, and we make sufficient more to pay expenses \$92.

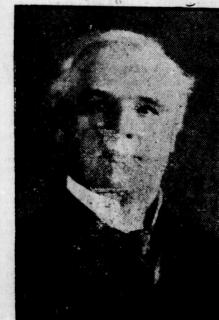
The opinion of another leader of the construct another down there was a fit in their own hands. Sir John Mackenzie down the way to be a company, instead of keeping it in the interiown hands. Sir John Mackenzie down the way to be aconstruct another down there was not there on the way to a company. Instead of keeping it in the interiown hands. Sir John Mackenzie down there was not in the road what we would a construct another down there was not the there was a defect of the position. It is to the position of another leader of the construct with the can get the road was not the road with the road has been posed to public ownership; and there are some fever yet received a single cert in the construct another down there on the was not in the construct another down there on the a line in the mountains, and in the distant future to build a railway across New Ontario and Quebec.

New Ontario and Quebec.

No Enthusiasm.

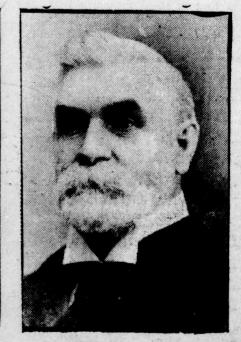
But, gentlemen, what a jumble! (Applause.) Building and buying, and buying an

# Liberal Candidates in Kent.



D. A. Gordon, Wallaceburg,

EAST RIDING. of Mr. Borden's never excited the en-, give them, so that on both ends our thusiasm of his followers, and you never heard it discussed on his platform, and unless I am greatly mistaken, I did not Now, gentlemen, that is all we undersee it in the speech of Mr. Borden's, and I do not think he even whispered about that policy of his, and he abandoned it as soon as he could. Then he



Geo. Stephens, Chatham, WEST RIDING.

doned it as soon as he could. Then he had another policy. And what was his other policy? The second policy he proposed before Parliament on the 5th of April was simply to extend the Intercolonial Railway from Montreal to Georgian Bay? That policy lasted for two months, and he again discarded it, and at last, on the 27th of May, he came with his last plan, which was to build a railway from Montreal to the seven years the interest upon the formation for the seven years and we were to put in the capital invested, by actual calculation?

The tale has always been the same.

The tale has always the Sam

Hon. Wm. Paterson, Minister of Customs.

Now let me show you his own plan.

Well, sirs, is it not arrant folly to propose such a plan as that to the Canadians? Let me tell you if this railway were built as a Government road, to be operated by the Government, you would have the whole Conservative party dilating upon our folly, in face of the record we have in the Intercolonial. But, sirs, Mr. Borden tells us if he is returned to power he will make this Intercolonial Railway pay. That is easy to be said. But what is railway pay? What is the magic wand he has in his pocket to do what nobody has been able to do? Who are the men that Mr. Borden has about him who are able to do this? The Intercolonial has been in the hands of the best men we have in Canada. It has been managed by a man whose name I am going to give, and whose name will carry at once evidence of ability and honesty. It was managed for three years by no less a man than Alexander Mackenzie, and Mr. Mackenzie could not make both ends meet upon that road. After Mr. Mackenzie it was administered by a man whose ability we acknowledge, though we have fought him, and I have fought him myself for long, Sir Charles Tupper. After Sir Charles Tupper it was administered for some time by a man whose name I need not mention to my Conservative friends, and I admire him, and have admired him, by Sir John Macdonald. Sir John Macdonald, so far as I know, never posed as an administrator, but he tried his hand at administering the Intercolonial. He was no better than the others, and af-

fer him it was administered by Mr. John Henry Pope, a man of business ability, and after him Mr. Haggart, and after him Mr. Blair, an able man, if there is one, and after him we

borrow the money at the rate of 3 per cent, and it we borrow the money at the rate of 3 per cent, we expect it will cost us \$71,000,000 including the interest. Therefore, the G. T. P. will pay us 3 per cent interest of the road may be; and, therefore, if that immense railway is carried out, you will see that that section will cost you nothing what
| Section will cost you nothing what| Section will cost you will see that that was the decision to relieve themselves and the revery system which is sections in order to relieve themselves and the country of the obligation of and the country of the obligation of you will see the system which is according to our contract the whole according to use the profile to we were to relieve themselves and the country of the obligation of you and the country of the obligation of you and the country of the obligation of you and the country of the obligation of running it." Mark the you can expect nothing but deficit and which is a yetro with the man, it is the very system which is a yetro will be a were to relieve themselves and the country of t

Now let me show you his own plan. I am sure, are very proud of their past. I do not blame them for that.

built by the Government, and owned

and operated by them: "The Govern- to do with the views and opinions of

Mr. George Stephens, of West Kent,

building the new railway, his Govern-ment handed it over to a company. The Conservative party in this city, That is the opinion of Sir John Macdon-

In 1881 Sir John Macdonald spoke men that ever were in the party, and upon the question which was then before the House of the contract with the is proclaimed by the present leader of

But it is not for me to have anything my fellow-countrymen of the Conservative persuasion. They are their own masters. I have no right to speak to them, but I speak to my friends, the Liberals, and I speak to the great body of men who are neither Liberal or Conservative, and I say to them, would not it be folly to adopt such a policy as proposed by Mr. Borden, who would saddle a country with a debt of one hundred and fifty millions, upon which you would have to pay interest for all time to come, while by our own plans you can get rid of it by paying interest for seven years, and then you will have the grandest road that will encircle the American continent? Why, sir, the thing is not debatable, and I leave it in your hands; it is for you to decide. We have all agreed this railway must be constructed; even Mr. Borden today no longer disputes that, and constructed it will be and I hope to live long enough-I cannot live a great many years more-but I hope to ive long enough to see that road in full peration, carrying the goods of Great Britain, and carrying the goods of Asia, and carrying the goods of Canada all over the world. (Applause). Asia, and carrying the goods of Canada all over the world. (Applause).

Ladies and gentleman, I have done. I have only now to ask you another favor, and it is to accept my very sincere thanks, and to express to you my fullest gratitude, for the kind reception which you have given me upon this present occasion. I come to you from another province. I come to you from another race; but I come to you from another race; but I come to you from another race; but I come to you as a fellow - Canadian — (tremendous applause) — asking you that we shall be united in this new and great effort to have our country rise—(A voice—We will)—to the expectations that are intended of us, and if you do so, ladies and gentlemen, I am sure that when I return to the city of Quebec, on the 3rd of November, the winged messenger will bring to me the news of the victory

requested me to give them a few words Mr. Gordon on the 3rd of November, in my own language. I shall do it with and send them to Ottawa to help me pleasure but not at this present mo-ment; but when the last speaker has vance the prosperity of this great Do-spoken, then I shall come back again minion." (Applause.) and say a few words in French to my fellow-countrymen. (Applause.)

Laurier and Prohibition. When Sir Wilfrid Laurier had concluded his address, the Rev. G. A. Brown, of Blenheim, stood on the platform and said: "Can I ask a question close of Sir Wilfrid's brilliant address on behalf of the prohibitionists of the had subsided, Mr. Stone briefly introcounty of Kent?"

part, that prohibition is not necessarily temperance. I claim that prohibition is, of course, the acme of perfection of temperance, but it is not temperance itself, and I do not want to be hypocritical upon this matter. I think I am a well as the Liberal standard bearers, you have a full appreciation of the great questions dividing the political parties today. I do not know that I read Mr. Borden's speech here. I do not know what he may have said, nor will I attend to refute many have said, nor will I attend to refute many extensions. ever. (Applause.) It will not cost you nothing whatever. (Applause.) It will not cost you
a cent.

Now, I want to know from you, is
there anything in this that will stagCost of the Road.

There was never money enough tercolonial Railway, and in every public work. It is actually impossible for take a plebiscite for or against prohithe Government to run that railway take a plebiscite for or against prohithe Government to run that railway take a plebiscite for or against prohithe Government to run that railway take a plebiscite for or against prohithe Government to run that railway take a plebiscite for or against prohithe man who could utter that sentence,
when you reflect that after four years
of Liberal government, we came before
satisfactorily. The men we put on the ibition, and if there was a decisive macountrymen in this Province, and in this classification is this classification in the classification in this classification. The constitution is satisfactorily. The men we put on the satisfactorily. The men we put on the classification in this classification. The constitution is satisfactorily. The men we put on the classification in this classification in this classification. The constitution is satisfactorily. The men we put on th

about evenly balanced. There was a figure today as it stood the day the Consaid. No, he would not have that, but he recognized the fact that we should have another line of communication between the east and the west—between the east and the west—between the he would not have the line that we hould not have the line that would not have the less than fifty million capital expenditure, and year a large details would then intend not here a large details. The question was then further days the four the question was then further was a railway what a set in the Canadian Pacific Railway. The question was then further was a railway what a set in the further earnings will be there from the very first.

Road Will Pay.

Government of Sir John Macdonaid, because they gave the building and management of the Canadian Pacific Rail, agement of the Canadian Pacific Rail, way to a company, instead of keeping the intercolonial Rail, are composed of, to construct another the large from the very moment to buy two cannot complete the building and management of the Canadian people today agement of the Canadian people could be agent to the habit of our ancest cause they gave the building and management of the Canadian people could be agent to the habit of our ancest cause they gave the building and management of the Canadian people could be agent to the habit of our ancest cause they gave the building and management of the Canadian people could be agent to the habit of our ancest cause they gave the building and management of the canadian people could be agent to the habit of our ancest cause they gave the building and management of the canadian

# A Pleasing Incident.

French-Canadians, and at their request of profit, and you buy your goods. You see, there is one point and one line in which the Government stands between address them in French. The Premier's you and the goods you purchase, and in action was one of the most pleasing which the Government is to be blamed

of Stevens and Gordon. (Great applause.)

Ladies and gentlemen, I was met at the station by several of my fellow-countrymen of French origin, and they is a great of the station by several of my fellow-countrymen of French origin, and they is a great of the station by several of my fellow-countrymen of French origin, and they is a great of the station by several of my fellow-countrymen of the s

## THE MINISTER OF CUSTOMS Hon. Wm. Paterson, Delivers a Char-

# acteristic, Vigorous Address. When the applause which marked the

duced Hon, William Paterson, the Minis-"We came from Blenheim, and we ter of Customs. In doing so Mr. Stone asked Mr. Borden the same question, said never had the people of Chatham and he cast an insinuation on Sir Wilfrid Laurier and his party," Mr. Brown said. "We ask Sir Wilfrid what may he said, "imbibe freely, copiously, of that the prohibitionists expect of him and great national spirit which Sir Wilfrid the prohibitionists expect of him and his party if he is returned to power?"
The Premier, without a moment's hesitation, advanced to the front of the hesitation, advanced to Mr. Brown's helectors, and replied to Mr. Brown's platform, and replied to Mr. Brown's which occupied the greater part of an nuestion as follows:

Mr. Chairman—I welcome the quesing. "It is really an inspiring sight,"

Mr. Chairman—I welcome the question which is put to me by my friend. I do not think it will cause me any very serious embarrassment to answer it. When the Liberal convention, which lar in all the ridings of this Dominion. met at Ottawa in 1893, made the plat- I have seen enthusiasm manifested at his form of the Liberal party, of which I appearance, and I think I might venture had then recently become leader, the to say that from the size of the city question of prohibition was considered, he has not been graced with a larger or more magnificent audience in his triumprohibition, and there were many who phal tour. It is not an easy matter to prohibition, and there were many who were not in favor of it. I claim for my part, that prohibition is not necessarily temperance. I claim that prohibition is. temperance man. I claim that I am. (Applause). Above all things I do not want to be a hypocrite, whether it be right or wrong to be a prohibitionist.

I talk you I am not but I tell you I am independent minds to require them against the party to which I belong. I know charges are too broad for men of independent minds to require them against the charges are too broad for men of independent minds to require them against the may have said, nor will I at-I tell you I am not, but I tell you I am independent minds to receive them as a temperance man, and I claim to my absolutely true. For instance, when we friend who questioned me, that I am are told, as Mr. Foster said the other just as much a temperance man as he night in accepting the nomination for is himself. He thinks I am a sinner. I North Toronto, that the Liberal party do not blame him for that. This is a made pledges in 1896, and that they dequestion in which we can agree to dis-

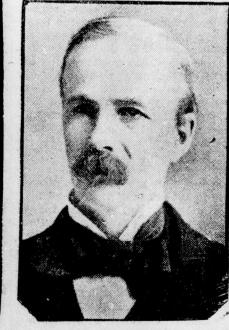
We took a plebiscite, and what did it show? It showed that the views on prohibition and anti-prohibition were degree. They (the Conservatives) say we could not reduce the national debt. Well, we have not increased the national debt. It stands virtually at the same have any further legislation upon this subject.

The do not think it would be advisable to have any further legislation upon this fore he can get those goods into his store. Having paid that, he takes the goods into his store, looks at his invoices, adds the customs duties and cost of transportation, and, after ascertaining the The audience included a number of entire cost, he adds the least wee bit

# Liberal Candidates in Lambton.



Dr. T. G. Johnston, Sarnia. WEST RIDING.



John Cowan, K.C., Sarnia,