

MORE WOOL WANTED

We can handle some more wool. If you want some good warm clothing we will exchange with you. Write us at once while we are clearing out our winter clothing

FRASER, FRASER & CO., CHEAPSIDE, 40 and 42 King Street, St. John, N. B.

BLAIR'S THREATS

From the Platform of the Mechanics' Institute.

If St. John Elects Representatives in Opposition to the Emerson Government

We Will Cancel the Plans for the Intercolonial City Out in the Cold.

The liberal rally in the Mechanics' Institute Monday evening was largely attended—indeed considering the extremely disagreeable weather the attendance was more than was to be expected.

G. Wetmore Merritt presided, and among those on the platform were: Hon. A. G. Blair, Hon. A. T. Dunn, George Robertson, Aid. Purdy, W. K. Reynolds, H. A. McKeevan, John McLeod, Hon. Dr. Fugatey, T. H. Hall, James Hannay, James H. Doody, W. J. Roop, T. L. Hay, I. E. Smith, John Robinson, P. Gleason, Dr. Boyle Travers, James A. Estey, Geo. R. Craigie, A. O. Skinner, Stephen Dunlop, James A. Likley, A. B. Farquhar, James V. Russell, David Neale, James Brannan, Wm. H. Keith, Dr. Bruce, A. G. Bowes, George Meadway, John McLeod, F. J. G. Knowlton, W. P. Dole, W. E. Vroom, T. P. Regan, W. A. Jack, John McCarthy, G. G. Smith, E. H. McAlpine, Col. Cunard, D. J. Brown, Capt. John Parry, John Law, R. G. John Dunn, John A. Bowes, W. P. Lantulum, Arthur Dawson, John Keefe, Fred J. Watson, A. W. Adams, James D. Seely, M. A. Finn, Aid. McGoldrick, E. Lantulum and Dr. H. P. Travers.

Mr. Merritt in opening the meeting, said he was pleased to see such a large gathering in view of the stormy weather.

Hon. A. T. Dunn was the first speaker called on and he had a copy of the Sun in his hand. He said that paper had made certain charges in regard to the crown land management for which the surveyor general was held responsible. Mr. Dunn read largely from Monday's Sun in regard to these charges. Continuing, he said it was intimated that Mr. Tweedie was responsible for the crown land management on the Miramichi. This he denied. Mr. Tweedie never tried to control him. The statements in the Sun were false in every particular, and Mr. Snowball had not defrauded the government of one fifty cents. The article in the Sun was a mere slander. After reading the Sun's article he had telegraphed Mr. Snowball and got the following reply:

CEBRATHAM, Feb. 13. Hon. A. T. Dunn: My circular of 1897 shows my shipments twenty-seven millions two hundred and forty thousand four hundred and forty-seven feet. I had stuppance on fourteen million six hundred thousand, and bought from Lynch, Peirley and others seven millions. They paid their own stuppance and four millions from grants lands and bought in deals from mills along railway three millions. Sun's charges against me are absolutely groundless. J. B. SNOWBALL.

George Robertson was given three cheers when he arose to speak. He was glad to hear the surveyor general make such a statement. He said there was no truth in the slanders and charges made in the Sun as to the stuppance matter. When this campaign was over, it would be found that it was one of slander and scandal. He next took up the winter port improvements and claimed many things that he, Mr. Blair and others had done for this port. He criticized Mr. Blair in his efforts to get the extension of I. C. R. to Montreal. He spoke of the improvements the minister of railways is to make in this city. The works, he believed, to be commenced by the city on the west would be assisted by government dredging. The Moncton convention was for the purpose of killing the work of Hon. Mr. Blair. He (Robertson) was an independent supporter of the government, and as such would insist on the development of the trade of St. John. The provincial and dominion governments had a right to assist in placing the harbor in a position to do the business of Canada. While in England he had an interview with two of the biggest steamship lines in the world, and he had the assurance of both that as soon as the harbor of St. John had proper facilities, they would put in their largest vessels. The provincial government has developed the cheese and butter industry, and we have, therefore, been enabled to make large shipments to England. He claimed to be the friend of the working man, and would give his check for \$500 to the man who would come forward and say that he ever asked a man to work for a dollar a day.

W. T. Reynolds referred to the nomination day proceedings, and admitted that to all appearances the people were with the opposition in the day time, but in the evening when workmen got an opportunity to elect in an appearance, we had the electors with us, and when the proceedings closed we had the people with us. He appealed to the electors to support the whole ticket, and thus vote to secure honest and pure government.

D. J. Purdy was well received, and opened with a reference to the liquor license revenues and also to the stuppance scandal. The battle day is coming near, and judging by the look of the audience, victory would be with the government on Saturday.

Hon. Mr. Blair was given three rousing cheers. He was not coming to this city under cover, but he was here to the interests of the provincial government. He was here in support of Mr. Emmerson, and as a representative of the province he would be sorry to transfer the affairs of this province from the present government to Dr. Stockton. Surely Hon. Mr. Foster did not think that three or four months ago he could come down here and summon the conservatives in support of Dr. Stockton. He (Blair) was here because Mr. Foster was here. If he was only a means of assisting the election of supporters of Mr. Emmerson he would be well paid for his presence here.

On the bridge question he would make only one remark: Nobody has yet impeached the personal integrity of the Hon. Commissioner of public works. No ex-eminence of finance ever made a graver mistake than Mr. Foster when he introduced dominion politics into provincial contests. Mr. Foster's name as a result would soon be gone politically extinct. Politics are practical, and when they are not practical politics in the Moncton convention. A man who will start out in practical politics, as Mr. Foster did, will land in the mud. Mr. Blair spoke of the purchase of the Canada Eastern, and had some words of praise for Mr. Gibson, in turning over to his (Blair's) support. Mr. Blair concluded a lengthy speech by appealing to the electors to support the government candidates. He warned the people that failure to elect these candidates would weaken his hands at Ottawa. If in St. John the government candidates were defeated, when he went back to Ottawa his colleagues would naturally ask what claims have you on the dominion when the government candidates were defeated in St. John? Let the electors go to work and elect the whole ticket. If the candidates of the government are defeated it will be claimed as a victory for the conservative party, and therefore a detriment to St. John and the vast improvement proposed.

H. A. McKeevan was given a hearty reception. He said the hour was late, and contented himself with a few words as to the conduct of Dr. Stockton and Dr. Alward.

After a few remarks from Hon. Dr. Pugsley the meeting closed with cheers for the minister of railways and the chairman.

QUEEN'S CO

Nomination Day Proceedings at Gagetown.

Notwithstanding the intense cold, a large gathering of the electors of Queens was present to participate in the nomination proceedings, and the convention room was closely packed when Sheriff Reid opened his court.

Laughlin P. Paris, and Isaac W. Carpenter were nominated by C. S. B. Colwell, G. D. Dymally, A. Purdy, Andrew Gunter, Bruce H. O'Neil, John L. Colwell, Jas. A. Wason, Josiah D. Colwell and others.

Harry M. Woods, the next speaker, said the bridge question and the Moncton convention had caused the deficits to be hurriedly called on. The speaker pointed out the inadvisable bridge scandals of the administration, showing that neither the premier nor Mr. Paris had squarely met the charges preferred by reputable and responsible citizens. He stated that a conservative was allowed to work on the Armstrong bridge, and this was contradicted by one of the audience, Mr. McAlister, who said he had been engaged to work on that job at \$4 a day, but was told the next morning that he could not remain because he was a conservative. This contradiction was received by the audience with a howling success. Mr. Woods made a sound practical speech and was most heartily applauded.

NOMINATION DAY.

The Minister of Railways Rushes to Emmerson's Aid.

But Comes Off Second Best in His Encounter With Mr. Hazen in Sunbury Co.

The Proceedings at Hampton, Fredericton, St. Andrews, Dorchester, Andover, Dalhousie, etc.—List of Candidates Nominated.

The proceedings at Hampton on Saturday attracted a large crowd from all parts of the county, especially from points along the line of the railway. The following nominations were made: Major H. Montgomery Campbell, George W. Fowler and Dr. J. H. Morrison by George D. Jones, S. J. McLeod, A. M. Saunders, Alward Whelpley, George Barnes, D. W. McKenna, Austin R. Wetmore, H. A. Curry, Fred M. Sproule and others.

Hon. A. S. White, Dr. Wm. Pugsley and G. G. Scovill by Charles Henderson, Thomas A. Kelly, R. C. McEonagie, Michael Devine, D. W. Murray, C. S. Coggin, Walter J. Mills and others.

After Sheriff Hatfield made the usual announcements and a poll having been demanded and granted, on motion of Attorney General White, seconded by George W. Fowler, Daniel Robertson of Norton was called upon to preside.

Attorney General White was well received on coming forward as the first speaker. He opened his remarks by making some references to what he called the Sun clique of St. John and to the Moncton convention, declaring there was not a liberal worthy of the name who would vote to hand over the government to the conservative party. The two-price bridge question was got up for the purpose of throwing dust in the eyes of the electors. The bridges cost six and a half cents. If we built bridges like these in Nova Scotia, especially those built in New Glasgow, we would have to rebuild them in twenty-five years. The case and quality of bridges in New Brunswick were much superior to those of Nova Scotia. The Hampton bridge, it is true, cost a little more than seven cents per pound. The Record company was paid six and a half cents and six dollars per ton to excavate channels, and the same and slanders. He asked the electors to examine the Hampton bridge and compare it with others.

The attorney general spoke of the thriving condition of the butter and cheese industry in the province, and claimed that he and Mr. Pugsley brought this result about. They could store depts would be established at suitable places in the province, with one in Kings. The development of oil in Albert was alluded to, and the announcement made about the arrangements made with reputable gentlemen for the investment of one hundred thousand dollars with that object in view. The policy of the opposition was one of slander. He denounced the action of Dr. Stockton last year in regard to the bond issue, pointing out that the loan was made by the government on better terms than by the dominion. The cost of one hundred thousand was just and proper one, but through the interference of Messrs. Hazen, Foster and others the claim was not paid. If the province loses the amount involved the electors will have to blame the bridge question, and the government.

Dr. Morrison was most enthusiastically received. The attorney general has declared that the Moncton convention was a failure, but he would remind Mr. White that he will find it a howling success. (Cheers and applause). Mr. Emmerson at first ridiculed the Moncton convention, but after six months he realized its true influence and weight with the people of this province. In regard to the two-price bridges Mr. White admits that six and a half cents were paid when the market price was only three and a half cents. The latter was the price paid by the C. P. R., I. C. R., Ontario and Nova Scotia. Mr. Emmerson did not deny the charges as formulated in the report of Engineer Holmes. (Applause). In fact a few days ago in Fredericton the premier stood up and practically admitted the whole business. The government called the elections on at the shortest possible notice, for the reason was they were afraid to meet the house. The bridges should be put up at public tender, and the contract given in accordance with the tenders received. (Applause). The government was responsible for the great increase in the public debt. Mr. Blair had not been in power six years before he began to impose direct taxation. Insurance and other companies and seventeen thousand dollars was taken away from the city of St. John, which money derived from liquor licenses formerly went into the city treasury. He did not believe in the liquor traffic, but as long as licenses are imposed the revenues should go to the people to whom it belongs. The country is going behind at the rate of \$100,000 a year. The present government had a revenue through various taxes of \$1,070,000 more than the previous government. The by-roads money should be in the hands of the municipal councillors. It was the dominion government that introduced the

agricultural business. Dr. Stockton asked that a practical farmer be appointed commissioner of agriculture, but Mr. White and his colleagues had ignored that request. When the opposition introduced into power they would put a practical farmer into the position. (Applause). He asked the electors to vote the whole opposition ticket next Saturday and thereby place in power men who will see that the affairs of the country are properly administered. (Applause).

Hon. Mr. Pugsley was well received. He did not think the opposition was in the contest to win. The people of Kings county want the truth. There was not one word of truth in the bridge charges. A more base or false slander could not be made than that made by Dr. Morrison, to the effect that the bridges cost six and a half cents a pound. The price included the cost of iron, duty, freight, transportation, employment of skilled mechanics in putting bridges up, in fact, everything pertaining to the erection and completion of the bridges. When he became a candidate he had no intention of working through these bridge matters for himself. He went to Chatham and saw Mr. Ruddick. The material cost three and a half cents a pound, and the cost of erection, painting, etc. about three cents more. Mr. Ruddick had given him the following letter:

CHATHAM, N. B., Feb. 9th, 1899. Hon. Mr. Pugsley: In answer to your inquiries as to the steel bridges constructed by me for the Government, I am pleased to say that the price paid me, namely, 6 1/2 cents per pound, has not given me anything more than was received for steel in ordinary machine work.

It is positive that it would be utterly impossible to construct bridges at even less exacting specifications than those provided by the government, at the prices named by the opposition. The fact that the steel used in the bridges built by me could not have been constructed for less than the price charged, allowing for the work of a fair living profit.

Yours truly, J. M. RUDDICK.

In reference to the Blackville bridge, Mr. Pugsley read the following statement as to the cost:

Blackville bridge, 1897: Black steel bars, 1500 lbs. \$326.25; Rolled iron, 1500 lbs. 125.00; Rolled iron tie bar, 650 lbs. 45.00; Beams, channels, angles and plates, 474.95; Iron rivets, 300 lbs. at 33 1/2 10.00; Duty on beams, channels, etc. 36.82; Freight on steel, 10.00; Contracting two spans 1,549.25; Truckage to site of bridge 10.00; Labor for site of bridge 10.00; Boring and spikes 200.00; Balance for erecting 508.95; Less 300 pounds for trade 5,800.00; Total \$10,000.00.

In reference to the Nova Scotia bridges, they were not the equal of the New Brunswick bridges and he understood only had one flooring, while those in New Brunswick had two. He appealed to the electors as to having the interests of Kings at heart to elect the ticket, especially in view of the fact that Mr. Blair, as minister of railways, is prepared to do much for the people.

George W. Fowler, on coming forward, was given three rousing cheers, followed by three more just as he was about commencing to speak. His remarks caused Mr. Fowler to remark: I think Fowler has friends in Kings yet. This brought out more cheers and general applause. With respect to the attorney general accusing him of being a political acrobat, no person ever doubted where he (Fowler) was in dominion politics. As Dr. Pugsley, he changed his politics as he pleased. He was a minister of railways, that is four times a year. He read the report of the public accounts committee, written by himself as chairman, and showed amid round after round of applause, that that very report contained the purchasing of railroad supplies. Further the report as he wrote it, and it passed through the legislature and is to be found in the journals of the house, asked that the government take steps to effect economy. Mr. Fowler went into the bridge matter at some length, and amid applause expressed the dissent of the government in this matter. In concluding he asked the electors of Kings to vote the ticket.

G. G. Scovill was given a good reception. He justified the purchase of the road machines and declared they would serve the county and province to the best of his ability. (Applause). Major H. Montgomery Campbell was given a rousing reception. He thought the county of Kings should have at least one farmer from this county. He showed up the government's corrupt bridge policy and the slandering of the electors by the government. He urged the electors to vote the whole ticket. He did not want to be elected without his two colleagues. (Applause). Mr. Campbell was frequently applauded.

After a few remarks from Mr. White, the proceedings closed with rousing cheers for the candidates.

SUNBURY COUNTY.

The nomination papers of Glazier and Hazen were signed by George A. Penley, R. D. Whitton, Charles McEan, H. B. Mitchell, Charles H. White, David S. Duplisse, Smith McCreary, John Rush, Geo. A. Treadwell, Thos. Bridges, Fred Taylor, W. Y. Hoyt, David I. Hartt, Henry Hartt, P. McCusker, Amos Hubble, J. S. White, Richard Hartt, A. L. Duplisse, Dr. Murray, Lewis E. Wesley, Watson, Gullford Slipp and many others.

David Morrow was the first speaker. He had nothing personal to say against Mr. Hazen, but objected to him as a non-resident and also thought the Harris' land purchase should be consummated, although he

did not charge Mr. Hazen with any personal wrong doing in connection with the matter. He was not ashamed of any vote he had given, and said the reason more money had not been spent on the bridges in Sunbury in 1897 was because they were in a good state.

Mr. D. Hazen was loudly cheered as he came forward to speak. He disposed of the charges that he was a non-resident by referring to the fact that he was a native of and a ratepayer of the county, and had not forced himself upon the county but had been put in nomination by the unanimous vote of his party. If Mr. Morrow's canvass was of any force, why did the gentleman support Mr. Blair as the candidate for Ottawa, and why did he think the county of Albert should elect a non-resident in the person of Mr. Emmerson. He replied to Mr. Morrow's charge about the Harris property and pointed out that without that property Mr. Blair could not carry out his proposed terminal facilities at St. John, and that as to the new decision to be elected, his defeat in the last election was not due to the Harris matter, but to his vote in favor of the remedial bill, which had been taken advantage of by Mr. Pugsley, a gentleman who had performed the wonderful feat of belonging to three political parties in as many months. Mr. Morrow spoke as if there was something disgraceful in being defeated in an election, yet Mr. Morrow had himself been defeated several times in Sunbury, and Mr. Blair three times in York. Few public men were always successful in winning elections, and even Sir John Macdonald and Sir Wilfrid Laurier were no exception to the rule. In reply to Mr. Morrow's statement that he had done nothing for St. John, he quoted Geo. Robertson, who seemed to feel that no two men ever worked harder for the construction of the steel bridges and Mr. Hazen. The speaker thoroughly discussed the increased burdens imposed upon the ratepayers and municipalities, the steel bridges, Telegraph and Fredericton Herald. The starved condition of the bridge service in the county, the government's so-called agricultural policy, and the Moncton convention, and paid his respects to the Telegraph and Fredericton Herald. The editor of first named paper had been paid by the government \$1,500 for the Life and Times of Sir Leonard Tilley, while the Herald had in 1897 received over \$6,000 for public printing, and the editor's only benefit in the shape of an engraving desk.

Both these gentlemen, before they changed their politics, had vigorously defended him from the state standers they were now uttering against him. In connection with the bridge charges, he quoted an Engineer Archibald's statement to the effect that the I. C. R. had contracts with a Hamilton firm for twelve steel bridges at less than three cents a pound, and challenged Mr. Blair to contradict it, which that gentleman did not venture to do. Mr. Fowler's remark about Mr. Blair's heaving during his two hours' speech, was frequently applauded.

Messrs. Harrison and Glazier spoke briefly, the latter being very warmly received and loudly applauded, and then the minister of railways and canals took the platform. Mr. Blair began by saying that he did not think Mr. Hazen thought so ill of the government as he would have it played in the ears of the people. Mistakes must be made and governments often fall more for this article and for that than should be paid, but people actively in opposition never believed quite so ill of the government as they represented. It is impossible to conduct a government on any fixed rule in the playing of politics. He claimed that Dr. Stockton had not accepted the platform of the Moncton convention and sought to defeat the Northumberland deal, to which Mr. Hazen had not referred, on the ground that had he not reduced the stuppance the opposition would have done so, and the government would have been defeated. Are there no deals, said the minister, in dominion politics? It deals are to be avoided, you must get out of politics altogether, for politics is a matter of deals. He claimed the increase in the public debt was due to railway subscription and that he had carried out all the promises of reform he had ever made. He admitted he had not studied the question of the steel bridges, but did not believe the charges could be true and indulged in some abuse of Engineer Holmes, who, he said, was only drawing thirty dollars a month. The question should be investigated in the house of assembly, not before the electors.

A voice—Why didn't the government summon the house, then? Mr. Blair—Because the opposition would not let them. (Ironical laughter).

Mr. Blair predicted that the opposition would not have over sixteen members in the next house, but he felt that an opposition was desirable and necessary. The opposition candidates, Hazen and Glazier, were good representative men, and the same was true of Morrow and Mr. Harrison. Mr. Blair spoke about an hour and a half to an attentive audience, and when he concluded Mr. Hazen came forward and was received with cheers.

He expressed his unbounded satisfaction at the presence of the minister of railways, as his being there gave the electors an opportunity of hearing both sides of the question. The fact that Mr. Blair's earnest supporters must admit that he had entirely failed to meet the charges which he (Hazen) had made. He had imputed his own sincerity while opposing the Fraser government and by saying that opponents of a government were never sincere. He should not judge all men by his own standards. He had also stated that politics was altogether a matter of deals, and he

Send Us \$1.00 And we will send you for one year the brightest and best agricultural paper a Maritime farmer can take. Every single number of the Co-Operative Farmer contains as much practical information of REAL use to the Maritime farmer as a year's issue of the foreign farm papers. "Don't delay, send today!" CO-OPERATIVE FARMER, SUSSEX, N. B.

had certainly lived up to that idea. His defence of the Northumberland deal was the defence of an opponent, for there were electors present who had heard him state on the hustings in York that he could not carry on the affairs of the province with a less stuppance than \$1.25 a thousand. He had stated that the increased public debt was caused by railway subsidies, but had failed to point out that over \$1,000,000 of that increase was caused for other services. He had not disputed the correctness of a single statement he (Hazen) had made concerning the province's financial position and the increased burdens of taxation placed upon the people. The electors had heard his defence of the bridge deal and could judge for themselves. He had deigned a single statement or a single figure that he had produced? (Cries of "No, no.") He had not disputed the correctness of the statements concerning the Port of St. John, the steel bridges, nor had he denied Mr. Archibald's statement. The fact that the government did not call the house together but sprung an election, for which Mr. Blair could give no reason, showed clearly that there was no satisfactory defence. Mr. Emmerson had failed to produce a single engineer or authority to support his statement that the New Brunswick bridges were better than those built in Nova Scotia at less than half the price, and Mr. Blair had not ventured to contradict Mr. Archibald's statement. It was true that Mr. Blair had carried out certain reforms in the province, but the people had received no benefit therefrom and increased burdens had been placed upon them. Mr. Blair's presence was in line with Mr. Emmerson's statement that he was a prime minister who wanted no interference from Ottawa in local matters. The eastern extension claim was also dealt with, and Mr. Blair was asked why he had not already paid it, and why it should be submitted to arbitration? It was admitted on all sides that Mr. Glazier's election was certain, and the liberals were endeavoring to split the ticket, but in this they would fail, as he and his colleagues were standing loyally together. He would never forget the kindness and hospitality he had received at the hands of the people of his native county.

In response to loud cries Councillor Lewis Bliss came forward and delivered a rattling speech in denunciation of the government. Sunbury should be proud of Mr. Hazen, for he had proved himself fully a match for the minister of railways. Ex-Councillor Great then attempted to speak in support of the government without success, and the meeting broke up.

Great interest was manifested in the debate between the minister of railways and Mr. Hazen which was conducted on both sides with good feeling and an entire absence of abuse or personalities, and the conservatives are jubilant as the result.

SWAPP'S BALSAM OF HONEY AND ANISEED FOR COUGHS AND WHOOPING COUGHS AND COLDS. Over fifty years in use. Price 25 cents a bottle. ARMSTRONG & CO. ST. JOHN, N. B.