

The People's Candidates.

The Liberal Conservative Standard Bearers Who are in the Fight to Win.

- QUEEN'S ALEXANDER MARTIN ANGUS A. McLEAN KING'S JOHN McLEAN PRINCE ALFRED A. LEFURGEY

The Man For Canada ROBERT L. BORDEN

Shall We Have a Railway Owned Government or a Government Owned Railway?

THE HERALD

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Progress of the Campaign.

Only one clear week remains till the fate of the Government shall be decided by the votes of the people. If the tide of opposition to the Administration shall continue to gain strength for the next week, in the same portion as it did last week nothing can save the Laurier Government. The past week has certainly been one of disaster to the Government. The resignation of Mr. Blair was not the only bomb shell thrown into the Liberal camp. Immediately preceding or concurrent with that event was the defection of several newspapers that had previously supported the Government. Among these is La Presse of Montreal, a French paper with the largest circulation of any paper in Canada. It had supported Laurier up to about a week ago, when it was bought by a Syndicate and came out as an independent, or rather opposed to the Government's Grand Trunk Pacific scheme. In St. John's N. B. The Telegraph and the Times both formerly supporting the Government are now the most strenuous opponents of the G. T. P. scheme. All this is well calculated to paralyze the Government forces. The campaign is now at fever heat all over Canada and the indications of Government defeat come from all quarters. In this Province, the tide of opposition to the Government is running with accelerated motion. The meetings in King's County, during the past week, were strongly in Mr. McLean's favor and left no doubt as to the trend of public thought. In Queen's County the Conservative candidates are greeted with large meetings wherever they go, while the Liberal candidates can scarcely muster a crowd sufficiently large to open a meeting. In many places the meetings fizzle for want of an audience. In Prince County, Mr. Lefurgey is waging a battle royal and is everywhere greeted with enthusiasm. It is quite evident that public opinion is running against the Government like a torrent that nothing can stem. What else could be expected? Corruption and extravagance are running riot and it is time for the people to rise in their might and strike down this political incubus.

Mr Blair's Resignation.

The all-absorbing topic of public interest during the past week was the resignation of Hon. A. G. Blair from the chairmanship and membership of the Railway commission. The event occurred on Tuesday the 18th, and was immediately wired all over the country. Needless to say, it caused the wildest excitement in public and political circles generally; but in the Liberal ranks it has caused amazement and consternation, and the Liberal papers have been busily employed since then in endeavoring to steady the rank and file of the party and to prevent them from breaking and fleeing in a panic. The announcement came to our

Liberal friends like a bolt from the blue and Liberal editors are at their wits ends to find plausible stories to soothe the political nerves of their readers. They are hoping against hope that Mr Blair will not take the public platform in opposition to the Grand Trunk Pacific scheme. In making his statement on resigning, Mr Blair declared he had "accepted a place on the commission with many misgivings", and since he had been a member of the board had "not found that these misgivings have been removed, but rather intensified." In a despatch to the public press he reiterated his unabated opposition to the Government's deal in connection with the Grand Trunk Pacific railway, and it is surmised his purpose was to take the public platform in opposition to that unconscionable scheme. This is what our Liberals friends fear; for they know that his appearance on the public platform means disaster for the Government. It is useless for the friends of the Government to attempt to minimize Mr Blair's power and prestige; for they themselves have placed on record their belief in his great ability. When he was appointed to the position of chairman of the railway commission Sir Wilfrid Laurier gave him a certificate of character that he cannot withdraw from him. It will be found on page 72 of Hansard of 4904, and is as follows: "I can tell my honorable friend, Mr Borden, that we selected Mr Blair because we believed there was not a man in Canada better qualified and more competent to discharge the duties of the office to which we called him. And, Sir, if I were as good a scamp-book man as the leader of the Opposition, I could recall the eulogy which was passed upon Mr Blair last session from the ranks of the opposition. I could quote from honorable gentlemen opposite as to the high qualities, the great talents and the marked ability of Mr Blair. I share in everything they said of Mr Blair. I recognize him as a man of great ability; as a man of great talent, and I have no hesitation in saying that you cannot find today in Canada anyone who is better endowed than Mr Blair to be the chairman of the commission, and to administer the law of which he is the author." In the face of this declaration, it must be admitted by Mr Blair is well calculated to fill our Liberal friends with consternation.

The Canadian End of the G. T. P.

Where is the Canadian End of the G. T. P.? Financially speaking it has the largest end. It supplies a guarantee to the bonds of the G. T. P., for the profitable western section estimated by Mr Blair at \$23,000,000 and by the President of the Grand Trunk at \$35,000,000.

That guarantee (except on the easily built Prairie section) is not a fixed one per mile but is a percentage of the cost and as the cost is but estimated these figures can be taken as an approximate, based on economical construction. They may be increased. Looking at the capitalization of the Canadian Pacific Railway the returns from this expenditure, at the present p. c., dividend paid by that railway, would give \$1,380,000 or \$2,100,000 per annum as net income over working expenses and interest on the guarantee bonds. Does Canada receive this or any part of it? It gets not a single cent but the Grand Trunk Railway Company, upon its small capital expenditure of \$13,490,000 makes a net profit of from 10 p. c. to 15 p. c. Can such a bargain be justified? If, as is argued, the interest on the guaranteed bonds will be paid and therefore Canada will lose nothing, what is there to prevent this country paying the additional \$13,490,000 and instead of making and keeping 10 p. c. or 15 p. c. reducing freight rates? Sir Wilfrid Laurier at Sorel stated that all the G. T. P. would cost the Country was \$13,000,000 and that one years surplus would pay the whole amount. What more inviting investment could Canada make than to pay this amount and gain entire control of the freight rates of the North West.

The G. T. Picnic.

Where does the Grand Trunk Railway stand in the Grand Trunk Picnic? Are they behind it or is the Government and credit of Canada behind it? This is an important question. We hear of Mr. Hays and Mr. Cox going out to the Pacific Coast to select a terminus. We read of Sir Charles Rivers Wilson consulting the Grand Trunk shareholders and commending the bargain to them. And naturally enough the people of Canada connect the two things together and say, well if this railway is behind it, then it must be a good scheme. But are they really in it? That is a natural and really vital inquiry. How can we test it? Is it a Grand Trunk Picnic or a Grand Trunk Picnic? Now there are many ways of being liable for losses. But there can be no mystery about the bargain, for it appears on the statute as a parliamentary agreement. Do we find in that act that the Grand Trunk Railway are to do anything, and if so what is it? There are only two parties to the agreement. One is the Government and the other is a corporation with \$25,000,000 of capital stock called the "Grand Trunk Pacific Railway Company." The capital stock is not to be paid up in cash, but it is to be handed over to the Grand Trunk Railway and may be sold by them at whatever figure they like. Consequently the Grand Trunk Railway will, if it is sold at 40 p. c. on the dollar

competition where the struggle is first to divide the territory and then to mutually control it. This question of freight rates is the one great factor in the development of our Country. Our great West depends upon it for everything and it is the most serious problem which Canadians can study. No commission can settle it. So long as one Railway or two Railways control the transportation of the great product of our harvest fields, just so long will all enterprise be limited by the facilities they can wrest from money making carriers. No such opportunity has ever been afforded as the present situation presents. The Conservative party claims that the new railway will be built but that it can be borrowed in pursuance of the present contract and Sir Wilfrid Laurier has pointed out the ease with which the remaining one-tenth can be provided. It will carry with it large profits to the Government of Canada to be used in absolutely controlling the freight rights. The people of this country will not need to apply to a commission to rule in its favour and obtain a halting and inadequate compliance with its orders. The Government can fix its own standard and every competitor must bow to its decision. A writer in the United States has recently said: "In spite of the Interstate Commerce Commission, the crucial question is still a transportation question. Until the people of the United States have solved the question of free and equal transportation it is idle to suppose that they will not have a trust question. So long as it is possible for a Company (or for two Companies) to own the exclusive carrier on which a great national product depends for transportation it is ignorance and folly to talk on constitutional amendments limiting trusts" (or regulating rates).

Mr. Borden has made the Grand Trunk Pacific the chief issue in the pending election for the House of Commons. He has taken a bold and definite stand upon the question of Government ownership. He pledges himself and party to build the Grand Trunk Pacific as a Government work, and to operate it under public control if his party is returned to power. The opponents of that principle content themselves with pointing to the international character of Government operation would not succeed. They are strikingly unanimous, however, in not going beyond the limits of the Dominion for examples to prove their case. If they should go to Europe for information, they would be confounded in their Opposition to Government ownership of railways. In France, in Germany and in Belgium railways are owned and operated by the Government and with marked success. The service is excellent, the rates are low and the accommodation is first-class. If the people of France and Germany and Belgium can successfully conduct their railways as public enterprises, why not the people of Canada. If Mr. Borden's opponents were disposed to go farther afield, they could find in South Africa, in New Zealand and in Australia, Government railways operated to the entire satisfaction of the people, giving lower passenger and freight rates and contributing large sums to the cost of national administration. Mr. Borden's policy of a Government owned and operated transcontinental railroad not only appeals to the imagination of Canadians who desire the rapid development of our great heritage in the west but it appeals to the business judgment of men whose relations with railroads are extensive. Government ownership has not succeeded in Canada in the past because our 1500 miles of railway has been operated upon a political basis. Mr. Borden promises to reform that system, to appoint a commission to manage the Intercolonial Railway and take that splendidly equipped road out of politics. It is for the people of Canada to say whether the railways shall continue to dictate the policy of this country or shall be controlled by the national administration in the interests of the people generally.

Who Builds the G. T. Pacific?

Who builds the Grand Trunk Pacific Railway? It has itself no capital to do it with. That is handed over to the Grand Trunk Pacific Railway who can sell it at 40 p. c. on the dollar to provide them with the \$2,698,000 and keep them from being one cent out of pocket on their share of the \$2,698,000. The interest on the bonds will secure them against paying the yearly interest liability of 118,720. The solution is this: The G. T. P. will borrow the money in England on their own bonds guaranteed by the Dominion of Canada. The Grand Trunk Railway will not be liable on these bonds except for the \$2,698,000 already provided for as mentioned. It is of course clear that if the Dominion of Canada were no good the English bond holders could come in and take the road and cause the Grand Trunk Railway or its friends to lose the free gift of stock. But the Dominion is good for it and hence the Grand Trunk Railway is safe. The country finances the project, the Grand Trunk look on and through their ownership of the stock reap the benefit. If it is a success that stock may be worth far or over in ten years and it does not come in where there is any liability. Truly it may be described as a Grand Trunk Pacific, and its slogan is "Honest we win, tells you lose." And is it the people of Canada who stand to win? Is the bargain a fair one? Is it possible to describe the terms as reasonable or even sane when the success of the Canadian Pacific Railway is demonstrating every day what a transcontinental road can mean? By all means let us say without hesitation that if there is to be a picnic and we pay the piper he must play the tune that we like.

Resented by Working-men.

SIR WILFRID LAURIER'S CHARGE THAT PUBLIC OWNERSHIP OF RAILWAYS IS A POPULIST PLEDGE DEPLEASURES LABOR LEADERS.

Sir Wilfrid Laurier's statement that public ownership of railways is a populist idea conceived in the iniquity of United States politics and that the Conservative party under Mr. Borden's leadership has created quite a sensation in labor circles. Leaders in the labor movement are plainly stating their disappointment and resentment at Sir Wilfrid's statement. Mr. John A. Flett, Hamilton, Ont., past President of the Dominion Trades Congress and organizer in Canada for the American Federation of Labor says: "Organized labor has proclaimed itself in favour of public ownership of railways and telegraphs on many occasions. This principle has been adopted as one of the planks in the 'Declaration of Principles of the Trades and Labor Congress of ownership, all other things equal, will receive the approval of the organized working people of this country. Mr. Borden's policy comes nearer filling the bill than that of Sir Wilfrid, the latter gentleman being opposed to Government operation. In my opinion the proper policy to pursue would be to continue the Intercolonial right through to the Pacific." Another who takes exception to the Premier's utterances is Mr. David A. Carey, Toronto. Mr. Carey is known all over Canada as a level headed, fair minded labor representative. He is also past President of the Dominion Trades Congress and is the District Officer of the American Federation of Labor representing Canada east of Winnipeg. He says: "Since the Trades Congress of Canada at its recent meeting has gone on record in favour of public ownership of not only railroads but all public utilities I cannot see anything for the labor organization to do than to oppose Sir Wilfrid Laurier since he has placed himself against public ownership. I am personally of the opinion that the labor organization will uphold the party which advocates public ownership of the G. T. P. I can't see why any labor man can vote otherwise when it is considered that the rank and file of the labor movement of this country have always on all occasions approved of the policy adopted by the chief legislative body, the Dominion Trades Congress. Personally, I am strongly in favour of such a policy."

News of the War.

London, Oct. 19.—St. Petersburg is cheered by the report that Kuropatkin has resumed the offensive and by news of the defeat of the Japanese in command of Yamanda, and the capture of the Lone Hill which is reported to be key to the position on the south west for the contending armies. If the report of the advance is authentic the Russians have crossed to the south side of the Shakh

River. The late rise in that stream may have produced conditions seriously threatening the failure of Kuropatkin's plans, for it is believed the advance of the force will be cut off by the reserves and the base of supplies, and retreat rendered problematical. It is however questionable, if the advance movement had proceeded to the point indicated. There seems no immediate prospect of the cessation of the fighting that has been in progress the last ten days, although there are signs on both sides that the supply of ammunition is being exhausted. London, Oct. 20.—There has been an end for the time being of fighting on a large scale, which began when on Oct. 9 Gen. Kuropatkin announced to his army that the time had arrived for an advance against the Japanese. Heavy rain and bad roads made military operations on either side extremely difficult if not impossible. The interruption is being utilized by both Russian and Japanese commanders in making new dispositions of the forces, and new objective points are likely to develop when active operations are resumed. London, Oct. 21.—With the country enveloped in a thick fog and the roads in bad condition for activity it is for the time being impossible for either the Japanese or the Russian army south of Mukden to make a move. There has been several brickbat skirmishes and some surprise of a minor character; but the lifting of the fog must precede any notable conflict of the hostile forces. No official report from the Commander of Port Arthur later than October 10th has reached St. Petersburg. London, Oct. 22.—Military operations in Manchuria are awaiting the drying of the roads and plains, rendered impassable by the recent heavy rains. Meanwhile correspondents at the front report only desultory cannonading and unimportant skirmishes. The report that the railway station at Shakha had been retaken by the Russians and railway traffic between that place and Mukden would be restored once more is erroneous. The place is still in the hands of the Japs. The Russian government is hastening to despatch troops to the front in the East to constitute a second Manchurian Army. London, Oct. 23.—News had been received at Shanghai that the steamer Canton which sailed from that port has successfully run the blockade at Vladivostok. Mukden (via Pekin) Oct. 24.—While no pitched battles have occurred during the last few days the two armies have kept in close touch with each other. There is no evidence that the Russian army will rush north as was the case after Liao Yang. They have another line of defence to fall back on. Unless the Japs take the initiative soon the Russians will renew the offensive and endeavor to drive the Japs back for the purpose of ensuring safety in their winter quarters. Another big battle may be expected shortly as the weather is turning cold. London, Oct. 25.—There has been no resumption of fighting of a general character on the Shakha river. Both armies are strengthening their positions. The outposts are within seven hundred yards of each other and less than four miles separates the main armies. There is a scarcity of fuel and much suffering. The Japanese army confronting Kuropatkin is receiving heavy reinforcements from Port Arthur and direct from Japan.

CANADIAN PACIFIC

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