

SIR WILFRID LAURIER.

The people of the county of Westmorland had a splendid opportunity on Wednesday of showing their appreciation of the services of Sir Wilfrid Laurier to his country. The visit of the premier to that fine county, which has so long been represented by a Conservative member, is regarded as an epoch in its history, and as the beginning of a new era in the relations of the county of Westmorland to the government. The welcome which Sir Wilfrid Laurier received was as hearty as ever was extended to any public man, and there are many reasons why this should be so. The French inhabitants of Westmorland are naturally proud that one of their own race is at the head of the government of Canada, looking at him as they do as the most illustrious representative of the nation which first colonized this land. The English speaking people of Westmorland are equally proud of Sir Wilfrid, because of his services to the country, and especially for the assistance which his government has given in the development of the Intercolonial railway. Everything, therefore, combined to make the demonstration of Wednesday last a magnificent affair, and to invest it with a dignity and strength which do not usually belong to political functions. It would have been enough for the people of Westmorland if Sir Wilfrid had but shown himself to them and said nothing, but he made two notable speeches which will ever be remembered by the people who heard them. They were the speeches of a man who is above petty methods, and who is willing that his government should be tested by its record. They were the speeches of a statesman who has broad views on political matters, and who desires above all things that the two races which live in this country should be in perfect peace and harmony with each other. They were the speeches of a man who has done more to cement the tie between Canada and the mother country than any man of British blood. They were in fact the speeches of a man who is worthy of the great trust which has been placed in him by the people of Canada.

MR. BLAIR IN WESTMORLAND.

If ever a man deserved well of the people of a country, certainly Mr. Blair deserves the best support of the people of the county of Westmorland, because the Intercolonial railway, of which he is the head, is beyond all comparison the most important source of employment for the working man of that country. Nothing was ever known equal to the blind stupidity of Mr. Henry M. Powell in opposing the policy of the Minister of Railways in respect to the Intercolonial. If Mr. Powell had been a wise man, and desired to stand well with his constituents, he would have held aloof from the agitation which was started by Sir Charles Tupper, Mr. Foster and Mr. Haggart against the purchase of the Drummond County railway. He would not have attempted to make the people of Westmorland believe that a line of railway through a settled country, which was bought for the sum of \$12,000 a mile, had been purchased at a dear price. The people of Westmorland know something about railway building. They also know something about the cost of government railways in New Brunswick, and when Mr. Powell undertook to affirm that this railway had cost too much money, and that a great job was concealed under it, he said something which they knew could not be true. But quite apart from the cost of the Drummond County railway was the question of the advisability of acquiring it, so as to obtain an entrance to Montreal. Every one knows the condition the Intercolonial railway was in when Mr. Blair took it in hand. It was a road which did not pay its working expenses, and nothing did more to injure the prestige of the maritime provinces in the eyes of the people of western Canada, than that this great and costly railway was being run at a loss. Mr. Blair at once saw the source of the difficulty, and set himself to work to remedy it. It was evident to him that as long as the terminus of the railway was a mud bank at Lewis, or a field at Chaudiere, the Intercolonial railway would not command any through traffic for export, but must forever be at the mercy of whatever line connected with it. By extending the Intercolonial railway to Montreal Mr. Blair has at once made it a competitor for western business, and placed it in a position to become a paying institution. Is there any man in the county of Westmorland who thinks that this step, which has done so much for the improvement of the Intercolonial railway, is not a good thing for that county? Every one knows that Moncton, that thrifty and enterprising young city, depends for its existence to a large extent on the Intercolonial railway, and that everything that adds to the traffic of the Intercolonial adds to the population and importance of Moncton. In the same way, everything that adds to the population and importance of Moncton adds also to the population and importance of the county of Westmorland, for Moncton is the great business centre and market of that county. Every man in Westmorland, therefore, must feel a personal interest in the development of the Intercolonial railway, which has been so greatly promoted by the Honorable Andrew G. Blair.

THERE IS NO HOPE FOR FOSTER.

The Sun and many St. John Conservatives would like to have Mr. Foster represent St. John in the Dominion parliament. Can they give any good reason for such

wish? If they cast their gaze behind, the spectre of what is there to arrest their vision, for verily St. John was starved continuously, systematically, flagrantly, during the long reign of the Tories. In so far as this city is concerned, their rule was a curse to the last degree. Requests denied, hopes mocked, aspirations chilled and again. Is not this the record which history could tell regarding St. John during a period covering well nigh two decades? Wherefore then, this audacious attempt to foist upon a much injured community, the man responsible for most of these wrongs? Has Mr. Foster repented of his deeds of omission and commission with respect to this city? If so, he has confessed this confession to a few chosen friends, including the Sun which shines for him. If not, why then would any person be invited to vote for him? What he has done in the past, and what he has neglected to do, he will unless he has repented, do again, or neglect to do as the case may be, despite any professions of loyalty and devotion to St. John which he may make. Mr. Foster has and his opportunity and he has woefully abused it. He should now be expected in a manner so signal and unmistakable as will convince him that no representative is wanted here who will play safe and loose with the requests and expectations of the citizens. The electors will give their hearty support to the man who has inaugurated an entirely new policy regarding the Intercolonial railway, and who has lifted that important road from its deep rut into which his predecessors had despoiled and wretchedly and with indifference placed it. Though opposed by Mr. Blair opened up a new era of importance when he extended the road to Montreal, the commercial metropolis of Canada. That one highly successful movement already accomplished. Others have been started, and still others are in contemplation. He remembered that Mr. Blair's tenure of office has covered a brief four years, during which time the foregoing important extension has been accomplished, the roadbed has been improved, rolling stock in large quantity added, while the general condition of the railway is far ahead of what it was when he assumed control. To all this must be added the highly gratifying and extensive improvements at St. John. Some of Mr. Blair's accomplishments and detractors sing loudly and persistently that these works now approaching completion will never be used. These calumnies come from men who had eighteen long years of power, during which they could have shown their good works but failed to do so ignominiously failed. They expect Mr. Blair and his government to redress numerous wrongs, to begin, complete and put to rest the railway in the first place, and that they held the reins of power over our times that period, and did—what? Is it reasonable, is it conceivable that a man of Mr. Blair's ability and reputation is likely to construct these buildings, etc., only to have them remain idle and unused? The people may calmly rest assured that the elevator, warehouses and wharves are not being placed there for ornamental purposes, but for business and business only. Yet the electors are deliberately being urged to throw aside the man to whom must be attributed these great and useful changes, and who is now better acquainted with the needs of the railway and the community, and therefore better able to serve the people, in order to elect a man whose chief and crowning distinction, so far as St. John is concerned, was his utter, conspicuous uselessness and his ignominious failure to respond to legitimate and moderate requests. He has never sought to atone for the wrongs against this constituency for which he is responsible. He has never confessed his errors publicly and he has never repented of his former acts. He has placed in power, St. John will not, however, be guilty of such an anomaly as to send Mr. Foster as its representative to Ottawa, knowing that in such event he could even then be in the cold shades of opposition.

OUR ENEMY, GEORGE E. FOSTER.

He must be a dull person who cannot see that the Conservative party in St. John is making Herculean efforts to defeat the minister of Railways. No injurious statement is too bad to make, in order to score a point against Mr. Blair. The Sun and the party which it represents are stirring up positive assertions and by implication to heap discredit on that gentleman. It matters not whether the statement made is a distinctly false or whether it is the suppression or distortion of facts, anything and everything likely to damage the minister are eagerly seized upon and with imposing solemnity and an assumed air of great indignation presented to the public as a simple and irrefutable reason for the election of a candidate who is described as utterly selfish, corrupt and unprincipled. The Sun must have an amazing conception of the credulity of the electors when it so palpably insults their intelligence by parading obvious misrepresentations and worse, while at the same time ceaselessly magnifying the works and glorying the person of Hon. G. E. Foster. It is not possible that the thinking portion of the community can be deceived by the sophistries and deception of the Sun. The people are not blind to what are extent and plain facts. They are not forgetful of the broken promises, the barren work, the rigid indifference of the man who for a long period supported the Conservative government and for many years was one of the chief ministers in the cabinet—the minister representing New Brunswick. What has Mr. Foster ever done for

the city of St. John? His record represents a series of negations. He was a prominent member of a powerful government. He could have done much for St. John. He could have devoted his energies to the furtherance of the long cherished project of erecting of terminal facilities, with a view to this city becoming the Canadian winter seaport. He could have advocated our cause with respect to acquiring the Charlottetown railway at a nominal figure, in stead of on onerous terms as experienced. It is needless to particularize in matters where he could have used his influence and power for the benefit and progress of this constituency. He simply did nothing. He did worse than nothing. He was a negation. Millions upon millions could be obtained for and expended upon public works, canals, dredging and building up other parts of the dominion, but St. John was denied repeatedly, persistently, consistently any share in expenditures for important undertakings. Are there citizens whose memory is so wretchedly faded, that they cannot recall the numberless occasions when delegations from St. John visited Ottawa, requesting, pleading, demanding justice for this port, only to be rebuffed or sneered at? Are these citizens who fail to remember how utterly worn, heart-sick, discouraged the people of this city were for many long, weary years, when our aspirations, our long-cherished hopes were apparently at last doomed to suffer extinction? Are there citizens who do not recollect the many mass meetings held in St. John to protest against unjust discrimination against this port, while the Conservatives were in power?

Surely it is not possible that the people of this city fail to remember these things. Surely the people have bathed in no Lethian stream that they should so soon have forgotten the studied indifference, the neglect, the abuse with which our legitimate and justifiable hopes and expectations were treated. Surely they have not forgotten that this experience was all received at the hands of a strong Tory government. Surely they do not fail to remember that the man who is now the chief opposition candidate in this constituency, who is now seeking to represent the city of St. John, is the very man at whose door must be laid the rejection and almost the complete extinction of our hopes. Were it not that the announcement has been made in cold type it would seem positively incredible that any man guilty of such gross neglect, such heartless conduct, such absolute indifference to the community, as Mr. Foster can truly be arraigned for, should have the effrontery to ask the electors for their support. It is unquestionably stamps him and his party as being devoid of a proper appreciation of the unhappy experience and treatment of this city during the long years of Tory government. It reveals them also as being possessed of a marvellous degree of assurance, coupled with contempt for the intelligence and memory of the citizens of St. John.

The effort of Mr. George E. Foster to receive the endorsement of the electors of St. John city is an unparalleled piece of assurance. Even strong Conservative candidates do not represent their constituents in such a manner as to have been so hostile to our interests, and who has never on any occasion shown us the slightest favor should presume to claim our suffrages. What would St. John have been if it had depended on the tender mercies of Mr. George E. Foster? Every one knows that in 1895, when the demand was made on Mr. Foster for a subsidy for the Beaver line he stoutly refused to grant it, and it was not until Mr. John Chesley threatened to resign his seat if the demand was not granted that he showed any sign of yielding. Now Mr. Chesley, who stood up for the interests of St. John on that occasion, has been turned down by the Conservative party, and Mr. George E. Foster has been made their candidate. This shows how little the leaders of the Conservative party in St. John regard the interests of this port.

At the interview between the mayor and aldermen of this city and Mr. Shaughnessy, when the question was put to him directly by Alderman Macrae, whether if his present demands for the traffic of the Intercolonial were granted, he would undertake that the Canadian Pacific railway would continue to do business in St. John, Mr. Shaughnessy refused to make any such pledge. This shows that as soon as the present demand is granted a new one may be made still more extreme, and the compliance with this demand made a condition of the C. P. R. doing business in St. John. No doubt the next demand of this company will be for the possession of the Intercolonial Railway east of St. John. Are the people of this city and county prepared to countenance such a claim?

Some of the Tory papers are denying that Sir Charles Tupper said that Sir Wilfrid Laurier was too British for him, and they are falsely stating that the words were put in his mouth by a Liberal newspaper. The newspaper which quoted him as saying this is La Presse, the leading Conservative paper of the province of Quebec, and the statement cannot be denied by Sir Charles Tupper himself because it is absolutely true. Moreover it is quite in accord with some other statements he has made in regard to imperial federation and the union of the empire. Sir Wilfrid Laurier is too British for Sir Charles Tupper, whose programme it is to destroy the British empire.

The St. John Conservatives are covering the billboards of the city with colored posters attacking the government. These posters were probably printed in the office of the Montreal Star, that disreputable

organ of Toryism, which attacks the government by methods never before practiced in Canadian politics. It is a hopeful sign to see the Tories engaged in such work for it shows clearly that they have nothing else to go upon except abuse of their opponents. If any man thinks that by railing the members of the government "By-town Coons," Sir Wilfrid Laurier will lose any votes, he would be a bigger fool than Mr. Hugh Graham.

Mr. Fielding, in his address on Wednesday evening in the Opera House, thoroughly exposed the fallacy of Mr. George E. Foster's averages with respect to the tariff. Mr. Foster has been telling the people that the Liberals have reduced the tariff only by a fraction of one per cent., but Mr. Fielding showed, this is utterly unmeaning, even if we suppose Mr. Foster's figures to be true, which they probably are not. If a tariff imposed 40 per cent. on such articles of common use as woolen goods, and 20 per cent. on silks, which is the luxury of the rich, and this tariff were changed so as to reduce the duty on woolen goods to 20 per cent., and to increase the duty on silk to 40 per cent., the average rate would be the same as before, but the relief to the ordinary consumer, who is a purchaser of woolen goods, would be great, because he would only have to pay half as much duty as before, and therefore the tariff would have been substantially reduced.

The Sun informs its readers that a seat has been lost to the government. In looking further into its article we find that the seat of North Norfolk, now held by Mr. J. Charlton, is the one referred to. The Tories have concluded not to contest Mr. Charlton's seat and therefore the Sun says it is lost to the government. As the Sun and other Tory journals have always been denouncing Mr. Charlton as an annexationist, an explanation will now be in order as to the reasons which have caused them to conclude not to oppose him.

The three Tories who went to address the electors of Millville on Monday night must have thought that the people of that section of the city were blind. One of them stated that Mr. Blair had done everything he could for St. John and that it was his testimony would be accepted as being true. It is a pity that the people of those who are disputing the accuracy of my statement. We happen to have had dealings with respect to the bridge at Millville, and my statement was based upon those transactions. First there is the carriage over the bridge, and next the hauling of the over the Carleton branch and the hauling of the west side terminals. This would involve government keeping the bridge open on both sides of the harbor. We could not hire men just as the occasion might demand, I have a letter from Mr. Ross, who is the general freight and traffic manager of the Canadian Pacific. It is dated November 21, 1899, and he says: "I have been the 16th instant relative to terminal charges on export traffic to West St. John. It is not feasible, as a rule, to make a charge for our net earnings, to accept less than 75 cents per ton on this export traffic. We are maintaining the two terminals. Now we will have to make a charge for the hauling of the bridge company for freight to the extent of six miles and switching on the west side. I think you will admit that this is a fair rate indeed. I really do not think, in view of this explanation, you would object to my reduction." This letter was signed by Mr. T. G. Shaughnessy. (Cheers.) I have been branded as a traitor for this letter, but Mr. Shaughnessy says that 75 cents is the lowest price they would take, and that he thinks we should not be asked to make any reduction. I leave you to say how far astray was the statement I made.

The Price of Locomotives. Mr. Shaughnessy has said that he was willing to give us all the cars and locomotives we required to handle the traffic to and from St. John. He has offered to give us the cars and locomotives for \$50 each per season. Now let me tell you what are the facts. Shaughnessy has offered to give us the cars and locomotives which I have referred to Mr. Shaughnessy, asking if the C. P. R. could furnish us with locomotives if we required them, and if so what they would charge. The answer was that we would need the charge would be \$12 per year, which would be a very moderate rate indeed. I really do not think, in view of this explanation, you would object to my reduction." This letter was signed by Mr. T. G. Shaughnessy. (Cheers.) I have been branded as a traitor for this letter, but Mr. Shaughnessy says that 75 cents is the lowest price they would take, and that he thinks we should not be asked to make any reduction. I leave you to say how far astray was the statement I made.

Mr. Cahan, in Cumberland, is promising the farmers that he will take the duty off agricultural implements, if elected. This view of the country is very well known for the reason that Sir Charles Tupper has been declaring is the sole property of the Tory party.

Mr. Cahan has been circulating a card in Cumberland with a portrait of himself on the first page. Mr. Cahan evidently thinks that he is a rather a good looking man, but we are inclined to believe that he will suffer when placed in comparison with Mr. Logan, who is a native of the county, and one of the best looking men in the House of Commons. The people of Cumberland county have got plenty of native talent without looking abroad for a representative.

Mr. H. H. Cook, whom the Tories have been exploiting, is likely to prove very far from a winning card for them. It now appears that Mr. Cook had been threatening to make it hot for the Liberal party if he did not get the senatorship. This is testified to by Mr. W. C. Edwards, a gentleman of wealth and character who has represented Russell for the past thirteen years.

The Sun is much rejoiced to find that Mr. John Haggart, former minister of railways, will be returned again for South Lunenburg. Mr. Haggart is one of the Conservatives who last winter attacked Mr. Blair in the house of commons for building a grain elevator, and deep wharves at St. John. That is no doubt the reason the Sun takes such an interest in him.

Dr. Stockton, as the follower of a man who is described by that good Tory paper, the Toronto Mail, as "The prince of political crockeries," is not a very edifying spectacle. Dr. Stockton must realize that he has got into very bad company.

NORTH END LOYAL TO HON. A. G. BLAIR.

(Continued from page 1.)

of settlers' effects there was no freight charged from the maritime provinces to these faraway regions, so that this tremendous load that Mr. Foster is building up is all an empty and vain thing and has no existence in fact. (Cheers.)

Mr. Shaughnessy's Offer.

Mr. Foster says that the C. P. R. offered to deliver to the I. C. R. their freight for export this year, and he challenged me to say why we did not take it. I have already said in a letter written to Mr. Shaughnessy and published in the press why I did not accept his offer. What I said was true. We were not equipped to handle it, and nobody knows better than the president of the Canadian Pacific that the offer he made was an offer we could not accept. He knew we could not bring that freight here by the Intercolonial, take it across the bridge, run up their line and down the Carleton branch and ship it through their terminals. He says he offered us a rate the same as the Grand Trunk agreed to allow us for any freight we got from them. The conditions are altogether different. What we get from the Grand Trunk we could take with a view of shipping at our own terminals here at Halifax, but we do not have the freight and ship it as I have indicated before. I also state in my letter that it would cost us a dollar a ton at least to pay the charges which would be entailed by crossing the bridge and the difference between the cost of handling that freight on the west side and handling it at our own terminals on the east side. A few days ago the publication of the letter, the Sun newspaper came out with the statement that Mr. Blair was utterly false and that it could be done for 12 1/2 cents per ton. Mr. Shaughnessy, in his statement said it could be done for 12 1/2 cents. Now I did not make that statement without having information on the subject, and I think I can satisfy you that Mr. Shaughnessy's statement, for some strange reason, is incorrect. I have been very ready to understand that if you add \$1 or 75 cents, or even 50 cents a ton for removing the freight from St. John to the west side, you are practically making it impossible to do business on the low rates which these freighters carry.

Now, is My Statement Correct?

or is that of Mr. Shaughnessy correct? Supposing we brought our line to the platform here this evening and cross-examined him. Would not you think the president of the Canadian Pacific a pretty good witness? I would think that his testimony would be accepted as being true. It is a pity that the people of those who are disputing the accuracy of my statement. We happen to have had dealings with respect to the bridge at Millville, and my statement was based upon those transactions. First there is the carriage over the bridge, and next the hauling of the over the Carleton branch and the hauling of the west side terminals. This would involve government keeping the bridge open on both sides of the harbor. We could not hire men just as the occasion might demand, I have a letter from Mr. Ross, who is the general freight and traffic manager of the Canadian Pacific. It is dated November 21, 1899, and he says: "I have been the 16th instant relative to terminal charges on export traffic to West St. John. It is not feasible, as a rule, to make a charge for our net earnings, to accept less than 75 cents per ton on this export traffic. We are maintaining the two terminals. Now we will have to make a charge for the hauling of the bridge company for freight to the extent of six miles and switching on the west side. I think you will admit that this is a fair rate indeed. I really do not think, in view of this explanation, you would object to my reduction." This letter was signed by Mr. T. G. Shaughnessy. (Cheers.) I have been branded as a traitor for this letter, but Mr. Shaughnessy says that 75 cents is the lowest price they would take, and that he thinks we should not be asked to make any reduction. I leave you to say how far astray was the statement I made.

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Yes Winter Will Come Some Time

When the nip does get in the air it will have an extra chill on account of all this prolonged and unseasonable warmth.

Will you hold back until the rush is on, or choose NOW, when stocks are at their fullest, and selecting is easiest?

We are showing an elegant variety of Tweed, Serge and Worsted Suits.

Prices run from \$3.50 up to \$15.00.

Everything about these suits from trouser leg to collar, is brimming with style.

If you want a Fall and Winter Suit, our store is the best place to buy it.

Henderson, Hunt & McLaughlin,

SUCCESSORS TO FRASER, FRASER & CO.,

Opposite Royal Hotel. 40 & 42 King St.,

St. John, N. B.

ness improved, the industries acquired new life and activity. Was there longer any difficulty about finding employment? No, you could not find a idle man in Canada today. "Men wanted" was the advertisement in the newspapers of these times. There was confidence for the future. All that was wanted was that the helm should be in the hands of competent men, and the present government's record stood by them. He said that in returning him it was almost of equal importance that his hands should be strengthened by the election of his colleague, Col. Tucker (great applause). It would enable him to exercise what belonged to him as representative of this great constituency and of the province. He had no doubt as to the result; there was a great surprise in store for the Conservative party, who did not dream of the strength of opinion in New Brunswick and other parts of Canada in favor of the Laurier government. He closed by saying, amid cheers, that he would use his influence to the best of his knowledge, for the constituency which gave him his suffrages and the province he had the honor to represent. As he closed, the minister was again vigorously cheered and cheered for the Queen, Sir Wilfrid Laurier, Hon. Mr. Blair and Col. Tucker closed the fine meeting.

President Mitchell Advises the Union Mine Workers

TO GO TO WORK.

Hazleton, Pa., Oct. 25.—The following statement was given out for publication tonight by President Mitchell of the United Mine Workers:

"Temporary headquarters, United Mine Workers of America, Hazleton, Pa., Oct. 25, 1900. To the miners and mine workers of the anthracite region: "Gentlemen,—After carefully canvassing the entire strike situation, we, your officers, district and national, have concluded that your victory is so nearly complete that no good end can be secured by continuing the strike longer. The conflict has been in progress for 39 days and the companies employing you, have, with few exceptions, signified their willingness to pay the scale of wages formulated by the Schenck convention of October 12 and 13. "We are aware that some disappointment and dissatisfaction has been caused by the failure of the operators in your strike 1 and 7 to separate the reduction in the price of powder from the advance in wages, but after careful inquiry we are satisfied that each mine employee will actually receive an advance of ten per cent on the wages formerly paid. In the Schuylkill and Lehigh regions the largest companies have agreed that the sliding scale should be suspended, and that wages should remain stationary at ten per cent. until April 1, 1901, thus removing one of the inequities of which you have complained for many years. "While it is true that you have not secured redress for all of your wrongs; while it is true that the increase in your earnings will not fully compensate you for the arduous labor you are compelled to perform in the mines, you have established a powerful organization, which, if maintained and conducted on business principles, will enable you to regulate many of your local grievances and make your employment less hazardous and more profitable than before the strike began. "The companies agree, in their notices, to take up with their mine employees all grievances complained of. We would therefore advise that when work is resumed, committees be selected by the mine employees and that they wait upon the superintendents of the companies and present their grievances in an orderly, business-like manner and ask that they be corrected. "Your attention is respectfully called to the fact that the laws of the state of Pennsylvania provide that miners should be paid semi-monthly 'upon demand.' We should therefore advise that each mine employee serve notice on the companies that he expects to be paid his wages twice each month, as provided by law. "The practical benefits to the miners which accrue from thorough organization have been so clearly demonstrated during this strike that it should be needless for us to urge upon you the necessity of maintaining your union intact. We trust, how-

ever, that those who are now members of the union will be unwilling in their efforts to induce all other mine workers of America at once, as it will be impossible for you to secure higher wages in the future, or even to maintain the present rate of wages, unless you are prepared to offer a united resistance of the present offer."

"As there are some few companies who have neither posted, notified, nor signified in any other manner, their willingness to pay the ten per cent advance in wages and suspend the sliding scale, we would advise that unless the men employed by such companies receive notice before Monday that the advance will be paid, they remain away from the mines and continue on strike until the companies employing them agree to the conditions offered by the other companies; and the employees of the companies who have offered the advance of ten per cent, and abolished the sliding scale are hereby authorized to resume work Monday morning, October 29, and to be prepared, if called upon, to contribute a reasonable amount of your earnings for the maintenance of those who may be compelled to continue on strike."

A Conservative Opinion.

St. John, Oct. 24, 1900.

Dear Sir,—In this morning's Sun I notice printed in the far left column an advertisement offering for sale pictures of Attorney General Pugsley and Col. Donville.

Now, Mr. Editor, is this not a childish way the Sun has of showing their vengeance all toward the Liberal party, and surely the Conservatives must be in a deplorable state of mind politically. I have been a good staunch Conservative all my life and have always stood openly by the party, and had intended casting my vote on November 7th, for Foster and Stockton, but I have decided today, since reading the above notice of sale of the Sun, to change my politics and vote for Blair and Tucker. I consider it unbecomingly to attempt any jokes on the editor-general, Mr. Pugsley, and Col. Donville. Mr. Pugsley has always been a good, sensible citizen and one that would not countenance a joke and an affront. On November 7th I shall cast my first Liberal vote and will also canvass my friends to do the same. In any case I am glad to have an excuse to vote for such a man as Blair. He has good business ability and I notice always looking after St. John interests. Thanking you for space,

Yours truly,

NO MORE A CONSERVATIVE.

Intercolonial Railway.

On and after June 18th, 1900, trains will run daily (Sunday excepted) as follows:

Trains will Leave St. John: Suburban for Hampton, 8.00 Express for Campbellton, Pictou, Pictou and Halifax, 8.15 Express for Halifax, New Glasgow and Pictou, 8.30 Accommodation for Moncton and Pictou via Chaudiere, 12.00 Express for Sussex, 12.45 Express for Moncton (Sunday for Sussex), 12.45 Express for Quebec and Montreal, 12.45 Express for Halifax and Sydney, 12.45

A through sleeping car will be attached to the train leaving St. John at 12.45 o'clock for Quebec and Montreal. A sleeping car will be attached to the train leaving St. John at 12.45 o'clock for Quebec and Montreal. Trains Will Arrive at St. John: Express from Sydney and Halifax, 7.15 Suburban from Hampton, 7.30 Express from Sussex, 7.45 Express from Moncton and Quebec, 11.50 Accommodation from Moncton, 12.00 Express from Halifax, 12.00 Express from Hampton, (Sundays from Sussex), 12.15 All trains are run by Eastern Standard Time. Twenty-four hour rotation.

D. FORTINGHAM, General Manager.

Moncton, N. B., June 18, 1900.

CITY TICKET OFFICE.

7 King Street, St. John, N. B.

Valuable presents given away to Ladies, Girls, and Boys. Every reader of this paper to take advantage of these presents. Send your name and address and we will forward you postpaid (75) assorted leather collar buttons (18) collar buttons (18) collar buttons and neighbors at 4 cents each. When sold out our premium list, which includes, Rings, Bracelets, Guard chains, Jack knives, Skates, Pocket Books, Fountain Pens, and many more of all kinds, besides numerous other premiums. For selling (18) collar buttons (18) collar buttons and neighbors at 4 cents each. When sold out our premium list, which includes, Rings, Bracelets, Guard chains, Jack knives, Skates, Pocket Books, Fountain Pens, and many more of all kinds, besides numerous other premiums. A cash commission of 50 per cent. will be allowed when a premium is not required. Collar buttons are fast sellers. 1000 agents wanted now. Send your name today. Address Royal Mfg. and Importing Co., Box C. St. John, N. B.