JAMES PENDER CHOSEN MINISTER'S COLLEAGUE AMID GREAT APPLAUSE

的,此时在我们一些命令,可能把我们是是一个。""你们就是我们,我们在你们的。"

Liberals in Hearty Convention Nominate the Strongest Candidates in the Constituency's History.

Dr. Pugsley Gives Account of His Stewardship --- Conservative and Liberal Treatment of St. John Contrasted --- Suicidal to Check Liberal Transportation Policies Now, Says Pender.

www.www.www.www. At one of the largest and most en-Anustastic Liberal conventions ever held in the city of St. John, Hon. William Pugsley, Minister of Public William Pugsley, Minister of Public William Pugsley, Minister of Public + James Pender, the candidate for + the people will naturally ask themselves the Pender Nail Works, were unanim- * the city of St. John, was born in * the question, Have I been true to the busy chosen last night to represent * Queens county. He came to St. * the trust reposed in me? In other words, St. John sity and county and St. John + John about forty years ago and has + Have I made good? I regard the relarespectively, in the next parlia- + resided here ever since. city, respectively, in the next parma + resided here ever since. ment of Canada. Unaminity, enthusi-asm and exceptional good feeling were pharasteristic of the entire proceed-tionship between a representative and his constituents as a very close and sacred one. You, upon your part, gave me responsibility and power. If I were args and the delegates left the conven- + of nails in St. John. Mr. Pender + to fail in the full and proper discharge bgs and the delegates left the conven-tion hall, after hearing from their + holds the position of manager of + and has qualified for that business + and has qualified for that business + the result at the end of the coming po-+ hardware trade. litical contest. A spirit of victory was in the air. The hurdreds why were in the air. The holoreus which are the ratification meeting re-shied more fully than ever what Dr. • Continued for four years. In Aug- • Pugeley and his colleagues are doing with 1877, after the big fire, Mr. . I have served the people of this con-Pugsley and ms conceases and what they with ust, 1877, after the big hre, ar. . I have served the people of this con-for the port of St. John, and what they Pender started on his own account a situancy so faithfully as that they will propose to do during the coming the manufacture of horse nails and teel that it is right and proper that In James Pender the Liberals of St. + the late Walter O. Furdy became + for another parliamentary term. John have undoubtedly chosen the strongest man in the entire constitu-+ associated with him. About 1890 + ency to carry, along with Dr. Pugeley, • an improved wire nail was discov- • + ed and in 1891 the present company + Prominent Business Man was organized. This new nail in + + one year captured twenty-five per + Mr. Pender is one of the most prom-Mr. Fender is one of the interests interests are so largely identified with the interenjoys the full confidence of the busi- * It was imitated by other manufacturers, but in 1893 the Pender com- + ness men of this city. Conservative and Liberal alike. There are few men in + pany made further improvements + Canada today better qualified to dis- + and retained the lead. Two years + + and retained the lead. Two years + ago the plant in St. John, which + cuss tariff matters and when he + covers four acres, was practically + briefly took up that subject in his speech before the convention it was + rebuilt, the new buildings having + the young voters, the young men whe + a capacity of thirty tons of nails + know nothing of the struggles through per day. The company is one of + which St. John has passed in cortiecright at home. And it is significant also that Mr. Pender is the man whose + the most presperous industries in + tion with the winter port business here also that Mr. Fonder is use man white the Canada, and its success is in a + to refer briefly to some of the leading local Conservatives. He has announc-+ very large measure due to the cap- + | incidents in its history. ed that he is in the field to win, and as Dr. Pugeley said in beginning his + to its business by the manager. + What Foster Did address last night, "When Mr. Pender ********************** goes to parliament there is no doubt that he will go, you will find in him a once a power in the political life of staunch supporter of all that is bene-ficial to this city." This remark was greeted with deafening cheers, cheers that must have made Mr. Pender feel man. from St John to Amberst Mr. staunch supporter of all that is benemen, from St. John to Amherst. Mr. 000 for the Carleton Branch Rallway MaAlpine spoke of Hon. Clifford Sif- and wharf property connected with it Dr. Pugsley has seldom been heard Dr. Pugsiey has selecting been was ton's work in opening up the lands of in Carleton, which the city wished to that no arrangement should be made interrupted with cheer after cheer as the west and in closing predicted a acquire and hand over to the Canadian for the use of the Intercolonial Railment and told of what his department is already arranging to do for the port a masterpiece and received the ap- ities at West St. John. I well rememof St. John. plause it richly deserved. "Last session," he said, "Mr. Foster The candidates then arrived and Dr. testing against the subsidized Atlantic moved that it be a oriminal offense for Pugsley was called upon to speak. He mail steamers making Portland, in the any candidate to make promises with the view of getting votes. That mowalked to the front of the platform. so building up the trade of a city in a uon didn't pass. If some one during After thanking his friends heartily the time Mr. Foster was a member of for their cordial reception, Dr. Pugaley the old government had moved that it said: It is upwards of a year since you John, backed up by the people of the be an indictable offense for any memdid me the honor to nominate me as ber to do anything beneficial to his the candidate of the Liberal party for constituency, the ex-finance minister this day and county. In resigning the Minister, Mr. Foster, on the hustings would have escaped every time." (Propremiership of the province and taking longed applause up the onerous and important duties Dr. Pussley dealt at length with the which I knew would devolve upon me work of his department, the question as the representative of this great conof the C. P. R. obtaining running rights over the I. C. R., the G. T. P., and the ing a position of unusual responsibility. stituency, I realized that I was assum-Dr. Pugsley urged all to be ready for The fact that the Conservatives of the The fight, although he was not yet in constituency came forward yoluntarily \$25,000 to the Beaver line of steamers, a position to say just when the elections and pledged me their support gave unit was with the greatest possible diff-

by many years' training in the + It, on the other hand, I were to fill your ◆ ideal as a representative, you would • On May 1, 1873, he began with + feel under a sense of obligation to give + E. R. Moore the manufacture of + me a renewal of your confidence. There-+ cut nails which connection was + fore, it is important for me and for the electors to consider well as to whether + continued alone until 1886, when + they should give me their confidence It seems appropriate that I should tonight deal with the various questions to which I have referred as being of especial interest to the people of this constituency, and, may I not say, to this province, whrse interests ests of the city? First, as to the recognition by the government of the claims of St. John

to be recognized as one of Canada's national perts. It might be well, for the information more particularly of

I remamber well when Mr. Foster, duty which we own to this city. (Ap-

was the subsidy granted.

THETIC INDIFFERENCE with which

Mr. Foster, the then representative of

this province in the cabinet, whose

of Canada, to whom it was a shame I was a member of the provincial gov-and a disgrace, that in the winter sea-son Canada's subsidized mail-steamers from the officials of the Grand Trunk did not make their terminas on Cana-dian soil. (Arrelated in the terminas on Canamerson, when no was Minister of Rail-I well remember that the government ways, as warranted me in expressing

POLICIES CONTRASTED.

four per cent. upon what it had cost the province. The present government Well, gentlemen, I ask you to con- seem, I regret to say, to be more anxitrast this pollcy-this anti-Canadian Ous to prove that the road is of much policy-with the policy which this gov- less value that we placed upon it, or ernment has adopted, and for the car- that it is of no value at all, than to rying out of which, as Minister of have it made a part of the Grand Public Works, Sir Wilfrid Laurier-our Trunk Pacific. (Applause.) However, truly great and revered leader-has whether they acquire that line or build made me the humble instrument. one of their own, they have not hesi-I well remember the inspiring words tated to announce that it is their deof Sir Wilfrid, uttered at the opening liberate intention to get into St. John. of an exhibition here some years ago, Some months ago Mr. Morse, the genwhen he said that he would never rest eral manager, wrote me that the comcontent UNTIL EVERY POUND OF pany was desirous of establishing ter-CANADIAN PRODUCTS FOUND ITS minals at St. John, which they would OF like to create on a broad and compre-OUTLET TO THE MARKETS BUROPE THROUGH CANADIAN hensive scale, to enable them properly to handle the immense traffic which the Now, as a result of this grand, this road would bring to this port. He truly Canadian policy, you see this looked over Courtenay Bay, and was good city of St. John rapidly out- delighted with the opportunity which it stripping Portland in the race for would offer provided it could be ocean winter traffic. The Liberal gov- dredged. If the bed of the bay was ernment has not only dredged the sites rock, of course it would be impracticfor deep water wharves, not only is it able to dredge it.

dredging the entrance to the harbor, Well, the only way to solve this quesso that ocean stramers may enter and tion was to have borings made. You depart at all times of tide, not only will not have forgetten that when the has it dredged the steamer berths in previous government was in power, I front of the city wharves, but it has made a proposition which was acceded undertaken the costly work of build- to by them, that the provincial goving wharves to afford greater accom ernment, my department and the city modation for the large crean steamers, should each bear one-third of the cost which now come here in the winter sea- of making borings. During the pravinson and which will come in ever in- dial elections my proposal was laughed kets of Europe the agricultural, manu-eventually, after the new guyaramment factured and other products of this came into power, they agreed to carry out the arrangement made by their predistribution through this port the man- decessors-the city agreed to bear its distribution through this port the man-tractures and other products of the Mother Country and other countries of the remaining third, and to have the Europe for the use of the people of work done under an engineer of my de-

partment. In regard to this most important subject I think you will agree with me all made, the work is now nearly completed, and the report of the engineer I am a member, nor I, as your repro-sentative, failed in discharging the will soon be ready.

ENGINEER'S STATEMENT.

Pacific let it drift whither it would, and want to reach that position whereby it All this is, now er, now being the years to come. Therefore, I say, changed. Great improvements have it would be suicidal to interefere with which Mr. Foster was a conspicuous the belief that the road from Chipman been made and are being made by the the governments transportation policy

of not not and protonged where). from these barbors of easy grade-in the enormous expenditores being male

can haul a train of sixty cars. This shipped through St. John. This trails reduces most materially the freight should be encouraged to every estant, charges. They are providing, as a part Dealing with the fiscal polyce of the of the arrangement with the govern- government, Mr. Pender said the b ment, elevators of several million bush- evidence of its excellence was 15 els capacity. Both of these companies, satisfactory condition of the co with whose principals I have frequentbusiness up to the recent finamin! ly been in conference in connection crists which hit our neighbors to the with the work which I am carrying on south much harder they it did us in conjunction with them, are deter-Referring to the tariff the speaker mined to divert the Canadian gradin claimed that some of the frotures of trade from the United States to Can- the Canadian tariff were shead of anadian channels. thing ever embodied in any off r tar ff The Grand Trunk Pacific is being in the world. "I want to fefer parrapilly built through the West; we are ticularly," he said, "to the arti-dum; atcing the Canadian Northern to build ing clause, which prevents the people extansions and branches, also certain of the United Status from dumping Important branches of the Canadian their goods into Canada. As it stanfis Pacific, and as a result the vist and now the more they dump the more fertile prairies are becoming a network the government benefits." (Applause). of railways, which will gather up the Mr. Pender reviewed the business grain produced by the farmers of the conditions of the courity during the West who are increasing not by a few last few years and in closing again thousands yearly, as was the case be- assured the convention that he was in fore 1896, but by hundreds of thou- the fight to win and if he won he sands. Gathering the grain from would give the interests of St. John countless centres, this gruin is being his undivided attention. (Prolonged brought, and will each year be brought cheers).

in rapidly increasing quantities to the DR. MCALISTER. elevators at Port Arthur and Fort Wil-

liam, on the western shores of Lake After Mr. Pender finished, Dr. McAl-Superior. To transport it across the ister of Sussex, who was on the platlakes economically large steamers are form, was called upon. He was neartnecessary, and the government through ily cheered as he arose to speak. He my department is carrying on improve ref. red to the splendid ability of both ments on a vast scale at these ports, Dr. Pugsley and Mr. Pender and said dreiging the harbors, building break that if they, in Kings-Albert, could waters and making other improve- have secured the former to carry their standard in the coming contest they These improvements all have for their object the reduction in the cost of 000 majority. It will be of interest to the people of transportation, consequently greater "But Dr. Pugsley," he said, "is loyal would have elected him hy at le St. John now to be informed that I profit to the farmer, and always having to the citizers of St. John, so for good have a statement from Mr. Davy, who in view the keeping of the trade in ness sake use him right." Dr. McAlls-As to the second matter which inter-is in charge of the work, of the results Canadian channels. The big steamers, ter expressed his confidence of winning carrying each from 390,000 to 500,000 in Kings-Albert. (Applause.) bushels of grain, when they have crossed Lake Superior and Lake Huron into the following were elected as the Lab Just before the convention adjourned Georgian Bay, will find these harbors eral executive for the campaign: dredged out by this government to ample depth to accommodate the ships. John Seeley, A. W. Adams, Edward There it will be passed through the Lantalum, Henry Hilyard, D. J. Purdy, Bay show no rock above grade, grade elevators, taken again on board the John Keefe, W. E. Scully, D. J. Brown, 32 feet below lowest water, the mater cars, carried to the St Lawrence ports F. J. G. Knowlton, H. H. Melean, M. ial penetrated being sand and at nuter for shipment in the summer and to B. Edwards, John Flood, T. H. Bulleen, end a soft mixture of sand and clay St. John, Halifar and other New Bruns- W. G. Scovil, T. A. Linton, John M. was penetrated to 55 feet below lowest wick and Nova Scotia ports in the win- Eimore, A. O. Skinner, John E. Moure, Mark my words, this traffic is but in Mooney, George E. Day, J. S. Gregory, James Lowell, Thos. Gorman, M. F. dred feet from shore, where it is first its infancy. Last year there was ship- Robert Hayes, George A. Knodell, Jas. lion bushels of wheat. During the com- J. Mahoney, George R. Craigie, A. B. colonial, and which would enable the sand over and under it. The bed of quantity, and if we follow out this erty, Adam P. McIntyre, C. B. Alten, the bay is about twelve feet above low- truly national policy of lirecting this M. McDade, Col. A. Blaine, Richard est water. Weather permitting, will be tranie through Canadian channels, im- O'Brien, H. A. McKeown, Dr. Corbett, preving our harbors, enlarging the ele- Geo. McAvity, A. P. Bernhill, J. L. Mevator capacity, in ten years the winter Avity. Richard J. Waish, Dr. McFar I have informed Mr. Hays, presid- traffic alone will reach 100,000,000 bush- lane, E. R. Taylor, Edward Sears, T. ent of the Grand Trunk Pacific, of els, which will tax to the utmost the Donovan, James P. Quinn, W. J. capacity of St. John, Hallfax and every other available port in the Maritime derson, George Fawcett, James H. Magee, Chas. McDonald, Wm. Soun-Discussing the question of the branch Tapley, James V. Russell, J. Adama, Doody, Martin Dolan, Fenwick W. lines, Dr. Pugsley spoke of the great Robert Hayes. policy now in the mind of the government of taking over these valuable

business that will be offered to us in of which Mr. Foster was a conspicuous and influential member, absolutely re-fused to do any dredging in the lar-bor of St. John on the ground that they could not properly expend money in improving the approach to city pro-My department is, at large expense, dredging and otherwise inproving the elections show our appreciation of new harbors of Tiffin and Victoria on what he has done for us. Let us not the eastern shore of Georgian Pay for dishearten the government in the way the Grand Trunk and Grand Trunk which they are now performing at this Pacific and Canadian Pacific Rallways port. Let there be respectively. These companies are building new lines of railway eastward Mr. Pender dealt at some lengt's with

the one case of 4-10ths of one per cent, at this port and rpoke of the group and in the other of 3-10ths of one per benefits the city and province receive cent. per mile, so that one socomotive from the large amount of grain being

of the Senate arly Seventies; of Scott Act

ful Toil

essor is Charles v. an Eminent Lawyer

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ears of Faith-

nt., Sept. 14 .- Charles is to be sworn in at y of State, Hon. R. W. igned. e retiring Secretary of an of the MacKenzie been a colleague of Sir 1896 He is eighty-four and is best known da as the author of th w, which he carried nt many years ago and ly known as the Scott has been a member of the early seventies and seat in that body or m the cabinet group of Ottawa in 1852 and who worked for the wn, as it was then pital of Canada. Since as been a resident of withdrawing from the has so long held reghest esteem and re-

nent fie has for many inent worker in the nd has several times for the party nomina-

appointment to the red by an important glish speaking Cathoo, Peterboro, Kingston which visited Ottawa last winter.

s a native of this city. preliminary education nools and collegiate"inwards graduated with A. from Ottawa Unihis final year he won ted by Pope Leo XIIL.

aw as his profession me articled to C. A. , and upon the comstudies at the law lmitted to the bar at ronto. Returning to diately entered upon and within a few years building up a large

Mr. Murphy has been He rendered the vice in a variety of from that of ward ident of the Ontario on. At the Ottawa on in 1900 he was nomination as one of ates, and although not r he was a tie upon with the gentleman received the nomina-

is the representative itario on the executive eform Association. He he prime of life. and s as an effective plat ergy and sane judg a most valuable addionnel of Sir Wilfrid

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th the improved rolles d labor sayclusive with



hers take all the work Write us if your dealer

he "Puritan". te" Churn

vith your hand - with



KWELL & SONS ry's, Ont.

awo Names Voted On

PROPLE OF THE CONSTITUENCY were prepared to entrust their interests, When the delegates assembled at 7.30 at a somewhat critical time in the history of this city, in my hands. o'clock on the second floor of Berryman's Hall, Edward Sears was asked | There were five questions then upper-

to take the chair. Two names were most in the public mind; roted upon, James Pender and Edward 1. The admission by the government antalum, ex-M. P. P. Mr. Pender's of the claims of this city to be recog-Majority was very large and Mr. Lan- mized by it as one of Canada's national talum at once moved that the choice be ports, and the consequent taking over by the Dominion of the obligation of made unanimous. At the ratification made unanimous. At the ratineation incurring the expenditure necessary to the received the sting from the nest meeting later Mr. Lantalum made a incurring the expenditure necessary to of traitors which finally resulted in

to handle its fair share of Canada's port to the candidates. trade in the winter season. The delegates then adjourned to the The delegates then adjourned to the 2. That no arrangements should be ister of Trade and Commerce, telling made for the use of the Intercolonial The candidates then took seats on the

Railway which would work injustice to time, because the government were this city and province, and deprive St. about concluding an arrangement John of the legitimate advantage which under which for the next ten years In the meantime while the delegates its geographical position naturally gives Portland, in the state of Maine-think were at work a large growd of voters

it in competing for the foreign trade of it, gentlemen, a city in a foreign of Canada. Rear the result. Shortly before eight clock, on motion of A. O. Skinner, 3. That every reasonable effort should be put forth to have St. John made one You, who now see each winter the ma-John Keefs took the chair and called of the Atlantic termini of the Grand sipon E. H. McAlpine, K. C., to ad-Trunk Pacific Railway Company's line, ess the meeting. It is no exaggerain order to enable the people of this , the Allan line, steaming into your hartion to say that Mr. McAlpine's speech commanity to share in the benefits re bor with perfect safety and lying sewas one of the features of the proceedsulting from the opening up of the vast hgs. He was never in better form and and fertile territory to be developed by n one continuous witty effort he kept his audience busy, now laughing, now the new Transcontinental Railway. 4. That the policy of directing Canaheering, as he referred to Hon. George E. Foster's cold bloodedness and Dr. dian trade through Canadian channels Pugsley's untiring energy in securing and Canadian ports should be carried to the utmost limits.

mistakable proof that the WHOLE

for this port increased facilities. The audience received Mr. McAlpine's re-5. That by the acquisition by the Inference to Mr. Foster as "an icicie" tercolonial Railway of the branch lines was received with mingled laughter as feeders of the people's railway, new trade, because they were about making and safeguard the interests of St. John

life and activity should be infused into an agreement under which the govand applause Mr. McAlpine told how stagnation the sections of country traversed by the ernment of Canada, the two great Can- Provinces touched by the Intercolonial. marked the condition of the port of branch lines, and so that the prosperity adian railway companies, the Can-St. John under the Conservative ad- of these sections might be materially of these sections must be instantally canada's then one and only great Atlantic termini of the Grand Irana the sections of the province immediate. Sceamship line, WERE TO JOIN Pacific Railway, as you are aware, the steamship line, WERE TO JOIN ministration and pointed out the great development that has taken place here since Sir Wilfrid Laurier came into He referred to Mr. Borden's the sections of the province, including benefit of the whole province, including Depart ON FOREIGN SOIL AND power. He referred to Mr. Borden's benefit of the while provide international metropurity plank and contrasted it with polis. the revolting revelations in Colchester.

and drew attention to the fact that under Conservative rule thousands of our wigh to send me to parliament as your time to prevent such an outrage being from St. John, it would be natural that der to earn a livelihood. In connection date of carrying out your wishes in rs- St. John alone, but the people with St. John from that point. When grades. Therefore when the grain in St. John we want to enlarge and im-

use).

RUNNING RIGHTS ON I. C. R. ested you at the time when you chose to date, and it is as follows:

PORTS. (Applause).

glowing victory for the candidates in Pacific Railway Company, with a view way which would work injustice to these constituencies. His address was to their providing ocean terminal facil- this city and province and deprive St. John of the legitimate advantage which ber that when our people were pro- its geographical position gives it in competing for the foreign trade of Canada

was cheered for several minutes as he state of Maine, their winter port and You have seen in the press that the Canadian Pacific Railway Company foreign country at the cost of the Canhas applied to the government for runadian people, when the citizens of St. ning rights over the Intercolonial Railway: Now I am free to admit that in my judgment terms could be whole province, were demanding that this injustice should cease, the then suggested under which no injustice would be done to St. John or to New at Hampton stated in presence of a Brunswick, and no injury to the Internumber of us who were restive under this injustice, that it was a small thing people of Halifax and other sections to make such a fuss about. I rememof Nova Scotia, as well as New Brunswick, to reap the benefit of havber well when in 1895 I accompanied a delegation of citizens of St. John to ing a great transcontinental railway Ottawa to ask for a small grant of like the Canadian Pacific interested in

developing traffic and increasing the business and prosperity of all sections culty, and not until Mr. Chesley-as he of the. Maritime Provinces. We must told me himse'r-and possibly Mr. Hanot forget, however, that the Grand Trunk Pacific and Canadian Northern zen, though as to him we have no posito you. tive information-threatened to resign Railway Companies will soon reach the Maritime Provinces. They, too, may I well remember the COLD, APA-

be made great factors in the industrial and commercial life of the reople of these provinces by the sea. Does or does not this suggest the idea that this whole subject should be dealt with, if

duty it was to encourage and assist St. John, received us, and that it was dealt with at all, with a view to afnot until we met Sir Mackenzie Bowfording every reasonable facility for ell, the Prime Mirister, who had not the three transcontinental lires gaththen received the sting from the nest of traitors which finally resulted in the relations of the country reach-ed by the Intercolchial? Three things his political death, that we were en must be ever kept in mind-first, that abled to see even one ray of hope. I nothing shall be done to impair the scale. (Applause). sefulness or the earning power of the Intercolonial; secondly, no one company shall be given a monopoly in the exercise of running rights over thirdly, in trying to satisfy the demani of one section of the Maritime Provinces no injustice must be done country-would be the Atlantic termto any other section. (Applause). inus of the subsidized mail steamers. To those who are fearful that some injustice may be done to St. John, le jestic Empresses of the Canadian Pame say that the government has not cific line, and thestately furbiners of rights which the Canadian Pacific Rail fiealt with the application for running

way Company has made. When the curely at our wharves, can scarcely proper time arrives, is to use confithirteen short years ago when the Dodently rely upon it that the whole govminion government, including New ernment, including the representative Brunswick's representative in the cab- in the cabinet of our sister province of inet, through its Minister of Trate and Nova Scotia, will treat it in a broad, Commerce, calmiy and coolly assured generous and patriotic spirit and will us that we need have no hope of eb.

not be a party to any arrangement coming a winter port for Canadian which will not fully protect the rights and every other section of the Maritime (Applause.)

adian Pacific and Grand Trunk, and MAKE THE CANADIAN WINTER Transcontinental terminate at Monston, PORT ON FOREIGN SOIL AND from which point its trains would na-UNDER AN ALIEN FLAG. I well re- turally pass on to Hellfar over the in-member my saying to the then Minis- tercelenial Railway and might also The speaker referred to the lack of any immigration policy prior to 1896 and drew attention to the fact that unthat instead of coming at an inoppor- have always felt. however, that as the Canadian Pacific to haul grain all national works begun under the Lib-

St. John, N. B., Sept. 7, 1903. The Hon. Wm. Pugsley, Ottawa.

Borings taken over the entire pro-

posed entrance channel to Courtenay encountered except within three hun-

found above grade sloping about one ped through this port about seven milin five to the surface. The materials in the bay are mostly red clay, with ing winter there will be double this Holly, Dr. A. F. Em

H. M. DAVY. what the borings show, and I have received from him a telegram expressing his gratification, which I shall read

MONTREAL, Sept. 8th, 1908. Hon. Wm. Pugsley, Cttawa:

Message received; very pleased to feeders of the Intercolonial. The matnote favorable report received from ter was now receiving the serious at-

your engineers as to Courtenay Bay, tention of the government. Dr. Pugsley spoke of the favorable report of the commission appointed by the late (Signed) OHAS. M. HAYS, It is now absolutely certain that local government to look into the con-Courtenay Bay presents the opportun- dition of these branch lines and told

ity which the Grand Trunk Pacific say of the benefit different counties of this they desire, of laying out their termprovince would receive if these lines inals upon a broad and comprehensive were taken over by the I. C. R. Dr.

Pugsley's remarks were cheered re-Further, let me inform you that at peatedly as he reviewed the governthe last session a subsidy was granted filling in the gaps previously unprovided for, and now there stand upon compliment to Mr. Pender and thanked the statute bovis acts granting & subthe convention for the honor done sidy for a line of railway connecting with the Grand Trunk Pacific at Grand him as their candidate. him in again unanimously choosing Falls down the valley of he St. John He was cheered to the echo as he River to this city, exactly the same aid took his seat. as is granted for the branches from the main line to Montreal and to For MR. PENDER'S SPEECH.

William on Lake Superior. (Applause). ABOUT GRAIN SHIPMENTS.

4. That the policy of directing Can-adian trade through Canadian chan-utes. It was not difficult to judge considerable take in this place. nels and Canadian ports should be car. what the feeling of the convention was. ied to its utmost limit.

I would like to tell you what the gov- honor conferred upon him, and ex- A number of Scott Act cases will be ernment has done and is now doing to plained that for years he had been too tried early next weak. bring about this result. When I be-busy with his own business to pay This has been the came Minister of Public Works I look- much active attention to politics. His September for several years. transportation question. One thing I accepting the nomination and he could ed above 85 in the made. discovered which impressed me very assure the convention that he was preforcibly is that a vast percentage of pared to go into the fight to win. the grain of the Ciralian West has (Cheers.) hitherto found its outlet to Europe

through Buffalo, which has elevator Mr. Pender, "that I think it a very accommodation for 40,000,000 pushels, and thence to the ocean at New York, Baltimore and other American cities horses while crossing the stream. I Baltimore and other American cities, Last year there were about 16,000,000 mean by that, that the electors of rail north of Lake Superior, nor did eral administration are completed."





SUSSEX, Sept. 10. Inter velopments are being awaited in a case brought by Frank Gerow, imp peatedly as he reviewed the govern-ment's policy in this direction. In closing the minister paid a high a number of times bruthdy beater a a number of times brutes, the second had young immigrant bey. Mr. Gerow had him arrested on the arrival of the time the transfer brought before Magistrate Hornbrook on the charge mentioned. Fred. M. Sproud, M. P. P. appeared for the prosecution and Messrs. Fowler and Jonah for the defense. The accused asked time to produce witnesses and the case was stood When Mr. Pender, after being callover until Baturday at tan o'el ed upon by the chairman, arose to when a large number of witnesses have

In the civil court today a number of He thanked the delegates for the cases were disposed of.

This has been the hottest day in ed with a great deal of care into the friends, however, had insisted on his thermometer at several places register-

SEVERAL NOMINATED

+ HALIFAX, Sept. 10.-Nova Sec-+ tia Liberals are rapidly closing up . their ranks. Four strong en · dates were nominated today-+ K. MacLean, M. P., In Laure + burg; Chas. Hill, who was define -• ed by rum and money in the set

