he Province very con en, was not oing of these of the most Jovernment company overnment e bonds for the railroad nches to the quently it al railroad could be an amount ore than the h plates and st for cons or so ago outside of al subsidies. bought for nent feeling ave this connew road at nial at Northe bonds of ose of comequently it indebtedness in putd condition. ine the comengineering into all the as that in he enterprise rnment took it for operanmission. ESTED. en said in

ers with remoney, the as to the count of the made upon r.º Chairman, nt took over he continuent of outounts were careful and work was Sharpe, one and reliable r had in the Sharpe was weeks and ould assume sibility, his completed expenditure

point.

P. system.

ne, the C. P. R.

of the Grand Trunk Pacific Rail-

Company. His is the master mind



ause.)

of St. John at

int, and that

int is Chipman In the second would be taken as a to first the Government would be taken as a celt that the Government in this election would, be taken as a celt that the Government in this election would, be taken as a celt that the Government in this election would, be taken as a celt that the Government in this election would, be taken as a celt that the Government in this election would, be taken as a celt that the Government in this election would, be taken as a celt that the Government in this election would, be taken as a celt that the government in this election would, be taken as a celt that the government in this election would, be taken as a celt that the government in this election would, be taken as a celt that the government in this election would, be taken as a celt that the government in this election would. is track through the Rocky Mountains justified in incurring any reasonable indicative which would be necessary which would be necessary which would be necessary with other the present aid to be given, pro-bet to its terminus at Prince Rupert on the readily of the present aid to be given, pro-bet to the the present aid to be given, pro-bet to the the present aid to be given, pro-bet to the the present aid to be given, pro-bet to the the present aid to be given, pro-bet to the the present aid to be given, pro-bet to the the present aid to be given, pro-bet to the the present aid to be given, pro-bet to the the present aid to be given, pro-bet to the the present aid to be given, pro-bet to the the present aid to be given, pro-bet to the the present aid to be given, pro-bet to the the present aid to be given, pro-bet to the the present aid to be given, pro-bet the the present aid to be given to the the present aid to be given, pro-bet the the present aid to be given to the present aid to be given to the the present aid to be given to the the present aid to be given to the present and the pr order to keep the road in a fair of its Atlantic termini. As an evi- railway company and forms part of a bave made good so far as our promises until every ton of the products of Can- wick alone, but of Canada, because if ate of efficiency to maintain the traf-so that it may be available for the of efficiency to maintain the traf-so that it may be available for the as a part of the G. T. P. Railway hen that system is completed. The ference has been made by my on-The road will carry, I may say that Brunswick, and to the people of the popular vote or win the popular apents to the fact that I have stated plans which the Company has recently St. John Valley especially, they are en- proval. (Applause.) this road would be taken over by submitted to me, as Minister of Public titled to have this road built and that G. T. P., and I have been charged Works, of their terminals on the Mis- the representatives of this province

ith deceiving the people in this re- sion River at Fort William on the west will fail in their duty if they do not coast of Lake Superior, are designed take every reasonable means to secure more particularly concerns the people "Let me say, sir, that I never named ultimately to provide elevator accom- its early construction. I regard this of this constituency. You will rememtime when it would be taken over. modation for forty million (40,000,000) as not a matter of local concern at ber that when you elected me I told. have said that I believed it would be bushels of grain. At Tiffin also, on the taken over in a few months, but I also | eastern shore of Georgian Bay, they stated there might be delays. I have are laying out extensive terminals and

said that the near future would see providing elevator accommodation for the fulfillment of my expectations in many million bushels of grain. Their this respect. Upon what did I base all plan is to develop there a great Canathese expectations? dian lake port, and to divert from Buf-"In the first place, when the con- falo the wheat traffic of the Canadian struction of the G. T. P. came before west, which now goes in large quanparliament, the then member for St. titles to that port into Canadian chanin, Colonel Tucker, and a right good | nels, and so that it may get its outlet iend to St. John he always was, be- to Europe through Canadian seaports.

turally wished to know where St. department which I have the honor to hn would stand in respect to the control, is assisting in this great patriand received assurances that there otic and truly Canadian national work: would be a branch to this city from the so also is it assisting the Canadian Pamain line at the nearest available cific. Both the railway companies are working with a common object spendint. "Then we had the utterances of Hon. ing millions to reduce the stores on their railways between their ports on ing millions to reduce the grades on Mr. Emmerson when was Minister of Railways, in which he stated in no un-Montreal in order to enable them to sibility which attached to him as a minister of the crown, that the Cen-tral Railway would, in his opinion, be the first state of the state of the

re voting for the Transcontinental, The Federal Government, through the

(Applause.) I had many interviews with officials THE ST. JOHN VALLEY RAILWAY. of the G. T. P., and I was informed

that so far as the eastern end of the "Ladies and Gentlemen - While Transcontinental was concerned they speaking of railways, I want to speak garded the construction of the line to you, and by means of the press and its connections more as a matter which is represented here this evening, for the Government to deal with than to the people of this province, with re for them, and that they would be pre- ference to another railway project pared to be guided by the views of the which is very dear to by heart, and terest. It is a matter which will afinister of Railways in this respect. which I want to see accomplished, and fect the prosperity of a vast section and other members of the council visit- eastern shores of the great lakes and and had gone over to the Conservative "Having these assurances, and know- which I shall see accomplished in the of the country, its claims appeal to ed Ottawa for the purpose of urging ng what was the opinion of the Min- near future. I refer to the construc- both the provincial and the federal ister of Railways, I made the state- tion of a line of railway down the Valment which I did with the utmost con- | ley of the St. John River, from the fer-

fidence. I have never for a moment tile lands of Carleton County to the

doubted that the G. T. P. would city of St. John. (Applause.) ignore the opportunities for busi- "Our opponents are in a somewhat ness afforded by this great com- unfortunate position in regard to this mercial city, and that they would line of railway. In some sections of ook to St. John as one of the province, I notice that Mr. Hazen winter ports through which to ex- speaks of it as if it were already built. port to the markets of Europe the vast as if the bonds which we proposed to traffic of the West which is bound to guarantee had been already issued, as

come to these lower provinces in the if the province was liable for the inwinter season over the new Transcon- terest now, and as if the road was not tinental line, as it is now coming East paying anything, and the province was over that other great transcontinetal liable for the whole obligation which it was proposed to assume for its construction. In other portions of the Mr. Emmerson resigned the portfolio of rallways and canals, and has to be the case, notably, in the city of province where we would expect this

been succeeded by a gentleman, who Fredericton, his supporters are urging my supporters, and who would be ago for them to read, and note how the dredging but the construction of though one of the most practical and that the St. John Valley Railway will great question, in which the neonle of tion of the importance of carrying out standing side by side with me when cordial was its support of the governthe wharves as desired. (Applause). capable public men whom I have ever never be built, that it St. John and the whole valley of the the Canadian idea of having the trade the federal battle cry is sounded and ment. (Laughter and applause.) St. John River, are so deeply interest. was only an known, is not so familiar, and cannot of Canada conducted through Canawhen the legions are marshalled for He spoke of the many evidences of WHAT TORIES DID FOR ST. JOHN. election dodge, and that I and the goved, they are silent. Is it because Mr. dian channels. Powerful influences expected to be so familiar with the ernment were never sincere in the acthe federal conflict. Hazen had not the courage to present progress shown in the legislation of have been working against Maritime "Contrast the treatment which this railway situation in the maritime pro- tion we took regarding this road. "Now, ladies and gentlemen, in con- the government and the efforts they his views to the people, or that he has Government is meting out to the port Province ports in the past. inces as Mr. Emmerson. He is, how-You will remember that up to 1897 clusion let me say to you that in my had made to advance the interests of ever, carefully studying the situation, and I have no reason to suppose that ment came before the legislature with "Let me say to you, ladies and genno policy whatever in reference to it ? of St. John with the treatment which the subsidized mail steamers were al- opinion you could not find in the con- the people and maintaind that when it received when Mr. Hazen represent-THE GOVERNMENT'S RECORD. lowed to make Portland, in the state stituency of the City and County of governments failed to do this it was ed this constituency in Parliament. Idwed to make Portland, in the state structury of the only worthy of time to make a change. his views upon this quetion will prove the proposition to guarantee the bonds ferent from those of his predecessor. to be issued upon this road to the ex- ative newspapers are warning the Branch Railway, with a wharf, and "Now, Mr. Chairman, some Conservstanding e protests of the people of your confidence than the four Liberal Commenting upon the Opposition (Applause) tent of \$15,000 per mile, an amount far public against promises which I may the city was desirous of commencing Brunswick made continuously and per- and the two Liberal candidates for the did not this city ...d of the Province of New candidates for the City of St. John statement of the debt he told them he make upon the eve of this election. to provide terminal facilities on the ST. JOHN THE TERMINUS. proposed for a railway in this prov-Ladies and gentlemen, may I say to West side. The Government in 1892 resistently against such an anti-Canadian City and County of St. John, who are ince, at all events since Confederation. policy. There were many people in now appealing to you for support. I PROPOSE TO BOTHER THEM you that I did not come here for the quired the city to pay \$40,000 for this "While we have no jealousy of our shows we were assuming a grave repurpose of making promises; I came property. In view of what I am doing here for the purpose of showing you for the port, do you think that if I Canada, and some people, I regret to am pretty well in touch with public sister city of Halifax, and while we say, even in our own city who thought sentiment throughout the Province, with a list of figures that he would sponsibility, a responsibility which we could only be justified in taking be- what I have done for the benefit of the had been your representative at that that it was all right to allow the ex- and from all the constituencies I hear have to read and they could not reearnestly hope that the expectations port and import trade of Canada to be nothing but the most favorable re- member, but briefly he reminded them people of New Brunswick and what time I would have asked the taxpayof the people of that city will be realthe road was in the best interests, not the government with which I was so ers of this city to contribute this \$40,ized, and that when the transcon done through a foreign port. For- ports. All intimations point to the retunately that sentiment has pretty well turn of the Government to power by power twenty-five years ago there was that when this government came in long asociated did; to speak of the 000 to the treasury of Canada? How tinental railway is completed, her only of the section of country which would be traversed by that line, but policy of the party which is at present different was the conduct of the Proor. I well wharves will be lined with ships, and died out, and a striking instance of the a large majority. a debt saddled upon the province or in the best interests of the whole provin power and to claim for the present vincial Government toward this city. In idea is found in the freaty lately negorecognition of the Canadian national "Let me express the hope that when about two millions of dollars. Since that the business will be vastly inweeks and ince. The legislature realized as those creased, yet no man who studies the ent by the tiated by Mr. Fielding and Mr. Brodeur of March the constituency of the City the debt some \$2,600,000, but against of us who have given any thought to map can doubt but that if we are true people who the subject have realized for years, ministration of affairs, your confidence carried through the House a vote of on behalf of Canada with the Govern- and of the City and County of St. this there was over five hundred thouto ourselves, and stand for the policy that those districts bordering upon the the road \$2500 a year for 20 years in aid of the ment of France, by which it is provid- John will be found in line with the rest sand dollars on deposit at Ottawa and for which I, as your representative Saint John River, being the oldest set-stand, of giving St. John ng place. The not to wait France may have the benefit of the in- port to a Government which stands for in the sinking fund. This left a balccounts, they shortest possible connecthe finger of suspicion at him, and say ion Government of that day made the titled to railway accommodation, and termediate tariff the goods must be honest administration, which stands ance of about \$1,990,000 and of that tion with the transcontinen- it was most gratifying to me to find that either in public or in private life city pay. oring people imported direct to Canada through for the prudent management of af- amount \$1,600,000 had been spent to tal line which this road from Norton men who had that our friends, not only in the St. he has ever done one act which would "Now ladles and gentlemen, I do not Chipman will give, and if we proed by their John Valley, but from the north shore, disentitle him to the confidence of the refer to this matter in any boastful Canadian ports. fairs and at the same time is prepared construct permanent steel bridger "During the present session of par- to do everything possible to promote throughout the province. The balance that the dee proper terminal facilities for the from all sections of the province, ral-T. P. at this port St. John must lied to our support upon this great while my course is not an issue in this When I became your representative, I people. So far as I am concerned, spirit. I have simply done my duty. liament Mr. Ames, a prominent mem- the general progress and prosperity of had been given in railway subsidies. The Govern ber of the Conservative party, and one the people. (Applause.) share to a larger extent than any other question, giving to the measure their campaign, yet I think I can apepal made up my mind that everything sted upon the A voice-"Get a financial critic, Mr. of the representatives of the city of hearty assistance, and scarcely any 'to you and appeal with the utmost which I could reasonably do to adsaid, became McKeown." Montreal, spoke strongly against this ATTORNEY GENERAL MCKEOWN. antages which will accrue from the measure. I, can say truthfully tonight, ey had been confidence upon my record, and I am vance the interests of this city and of "Financial Critic!" shid Mr. Mcprovision of the treaty and claimed Hon, H. A. McKeown, the attorney freight traffic in the winter season of scarcely any measure was ever intro-Keown. The trouble with these finangoing to appeal to you tonight upon this Province and of Canada as a that the intermediate tariff should ap- general, when named by the chairman ter the Govne G. T. P. duced in the legislature which seemed cial critics is they get in such a frame that record, and will ask you whether whole would be done: to the accomply to goods whether imported into as the next speaker was greeted by a to meet with more general approval ssurance to The geographical position of this of mind that they can't tell the truth there has been such a marked differ- plishment of that purpose I should de-Canada through Canadian or American storm of applause. The audience had assures us beyond the shadow of than the proposition to liberally urther funds (Cheers.) ence between my promises and my per- vote all my energy and all my abilities, been warmed up by the ringing speech the construction of the Saint John Valports. was a vote of doubt that this will be the case, and More than that, they can't stand the formances as to entitle you to have such as they are. I did not become lready the G. T. P. are looking to STRENGTHEN HIS HANDS. of the Minister of Public Works and ley railway. truth. They are like some men found y at the last any suspicion that what I may say your representative to advance my in-"While in asking aid to such a large John. Not long ago you had the were eager for more. They were not "In view of the necessity, in the in- disappointed, for Mr. McKeown held everywhere, when you tell them the ut. sir. it will not be carried out. terests or those of my friends, but I eneral manager of the line here, Mr. at a consider amount we felt it necessary to surtruth they stand still and call you a terests of New Brunswick, in the in- their attention by his rapid and mas-"Take the Eastern Extension claim, trust that I have an exalted idea of round the measure with every possible tank W. Morse, looking over the opwas for the liar. (Laughter.) terests of this community, in the in- terly discussion of provincial affairs for instance. You will remember, those the duty which devolves upon a represafeguard, we had an assurance from tunities St. John will afford for Referring to the extravagant stateitional rolling terests of the Maritime Provinces, that and Opposition canvasses. MacKenzie & Man, who are now build, of you who have followed political sentative of the people in Parliament erminal facilities for his line. He did ments of Messrs. Hazen and Hubbard events for the past few years, how year and in the Government of the country. upon these great questions of Can- ginning, to come in contact with great ing a third transcontinental railway, not come here on any political misvidence that a after year when we were pressing this "Fortunately, my predecessors have adian interests, it seems to me that I issues. The consideration of them in regard to the finances of the prov. that if aid to this amount were given sion but for the purpose of looking re prosperous ince the Attorney General asked if the claim we were ridiculed by our oppon- blazed the trail. The Government, can without any impropriety ask you, broadens and improves the mind, but they would send an engineer to exor the possibilities for providing would faisify statements to put an op. ents, how it was urged that we were while Mr. Blair was a member of it, creasing busisuitable terminals. Mr. Morse, who is amine the road, look into the traffic t requires adspending unnecessarily on delegations took the first great steps towards realponent in the wrong when out of power who not many months ago sent me to sometimes it became necessary to dwell prospects, and if the report was favora railroad man of great experience and what might they expect in this same The acquiring to Ottawa. Year after year the claim izing the expectations of the people your views and to advance your in- the government had to answer petty parliament by acclamation to represent upon small matters of detail and again able they would enter into a contract direction if they ever got in power? is necessitatability, went carefully over the railss, and unless for the construction of the line. We that St. John would become one of by from Norton to Chipman. He has (Applause.) upon both the Conservative and Liberal the great winter ports of Canada, by terests, to now still further strengthan charges occasionally, but there was a de his report to Mr. Hays, the the guarantee that the road must form nount of rollmade it a condition of the execution of He reminded them that the Dominion Governmnts. But we finally succeeded cancelling the contract under which my hands by sending six good and true larger and more inviting field of public President of the Grand Trunk Pacific, a part of a transcontinental system and sfactorily or Government could do much for them Liberal members to the provincial life, and as he had listened to the broad and the claim was paid. usiness which and compared what had been done rethe subsidized mall steamers made in legislature. It would be impossible for and statesmanlike speech of the Minbe leased to a company operating a etter which I have recently received transcontinental line or leased to the cently toward harbor improvements counts of the the winter season the city of Portland THE INCREASED SUBSIDIES. me to magnify the importance of your ister he had wonderd at the pettiness m Mr. Hays, in which he gives his Intercolonial. We thought that was a with the record of the Tory governfrom year to in the State of Maine their Atlantic taking this course at the present junc- and smallness of many of the issues ment for 18 years. Sir Alexander Macnds, large adture. I am aware there are some peo- introduced into this campaign by the kenzle had built the government pier "So also in regard to increased sub- terminus. He obtained a large Governon of the railway and his ideas proper safeguard, because we felt that sidies. You will remember that the late ment grant for the improvement of the rolling stock ple who place party polities above every Opposition ---- (Cheers). His worship, when he was in power, and after he rding terminal facilities here: additions are to enable the road to earn a sufficient Premier and his colleagues, including northern part of the harbor in connecother consideration, but to the prop- the mayor, had spoken very properly unt. So with amount to pay the interest upon this myself, year after year kept assuring tion with the I. C. R. went out nothing was done for St. erty owners of this constituency, to the when he had alluded to "primer poli- John until the Liberale came in power PRESIDENT HAYS' VIEWS. G. T. R. And large bonded indebtedness it must be the people that the time would soon "Mr. Emmerson followed by securing people engaged in great industrial en- ticians." (Laughter and cheers). being any part of a through system. again. come when we would get this readjust- something which was never thought of terprises, to the young men who are Notwithstanding the fact that it had While the line (referring to the New "Unfortunately, upon examination it ment and increased subsidity. When as being possible when the Conservathis railway "Let us." he said in conclusion. "have considering whether they will make been proved by the figures of the an old time political fight out of this. was found that the road would cost to we moved in the matter of increase and tive Government was in power, the inswick Coal and Railway line) is rolling stock their homes in this city or whether superintendent of education that the (Applause). Every year there are new good shape for the purposes build it as part of a trunk line more went to Quebec in the fall of 1902, dredging of the berth sites on the west for ent which can they will go to some other place for the school books of New Brunswick were than was anthcipated. MacKenzie & where the provincial conference was side of the harbor. I am now but widh it was originally intended, the the progress purpose of seeking a livelihood, I cheaper than those of any other Provvoters, young men who must identify ndling of local traffic, it would need and the in-Mann proposed that it should have held, our opponents said we were wast- ening the trail and am moving on to themselves with the progress of the desire to make tonight an appeal as ince the Opposition peristed in their country with the advancement of every engthening to fit it for the large grades of not more than five-tenths of ing our time and chasing sun shadows, the full performance of the duty which ing from year strong as it is possible for me to make statements to the centrary and in their one per cent., nearly equal to the but we persevered. You will remember as your representative I feel that I the Commisinterest. Let this spirit of Liberalism to you, to look carefully at the great policy of misrepresentation. d (referring to the Transcontinental) and easy ingrades of the National Transcontinental how the speeches from the throne, which owe you in this respect. (Applause) be as strong as ever, unconquerable in completed, and having in view the line. interests which are at stake, and to its might and able to realise its highest Yet that issue was small indeed comtake such a course as will in your pared with larger ones in which this upon our advice were uttered by the sities in connection with the port, ould also be extended by the most t that it will aims-that spirit which animated us opinion tend to the carrying out of the city and lieutenant governor from time to time. CANADIAN TRADE IN CANADIAN ANOTHER COMPANY AFTER dIT four and eight years ago. It is abroad this railroad stated that we confidently hoped soon policy to which you, in your choice of CHANNELS. route feasible into St. John, and luable brancia tonight-in this meeting as it will be in me as your representative, are commit- PROVINCE WERE VITALLY IN-"There are now, I may say to you, creased subsidy would be given were to be able to announce that the inan investigation of its possibilin of Canada. all the wards of the city. We are con-"Fortunately, ladies and gentlemen, I ted, and which I am endeavoring by all oints to the development of the ers evidently TERESTED. fident of success in this city, confident however, other companies, particularly am a member of a Government which, the means in my power to carry to a ridiculed by Mr. Hazen. However, the flats on Courtenay Bay, I would one which I have in mind, a strong we will win the city for progress, for voted against criticisms of our opponents did not turn took a true measure of Canada's possest the ascertaining of the charac- railway company, which is negotiating us from our course, and as a result of from the first day it came into power, happy consummation. (Applause.) They were working in unison with the liberalism and best of all to win for the road for FEDERAL AND PROVINCIAL POLI. Liberal Government, and notwithand making inquiry with regard to the pur efforts, jointly with the efforts of the advancement of the city of which sibilities, and of what it was capable with a view to laying out a line and has surveyors actually at work standing all that the Opposition said we are proud." of becoming if a truly Canadian sentito for the development of this port through the northern part of the state the governments of the other provinces, THE G. T. P. TICS this was a party contest. (Cheers). similar lines to what has been of Maine, and if Mackenzie & Mann the subsidies were readjusted and all parts of this Dominion. from the ment was developed, and ever since, in New, Mr. Chairman, I have spoken at tory for the Opposition this fact would Government Montreal and what is contemthe Province of New Brunswick today Atlantic to the Pacific, wherever Sir nother standdo not take hold of the line as a part considerable length upon Dominion matters, but let me say to you that in this election, in my humble judgment. ted at Quebec. With this completed, is in receipt of \$130.000 per year more Wilfrid Laurier or any of his colleagues GOOD MEETING AT BLISVILLE w being conthe New Brunswick line (meaning is every reason to believe that this than it would have received but for this have gone and spoken before the people entre of the the Liberal party in federal politics, and the Liberal party in provincial politics are in the same boat. The re-New Brunswick Coal and Railway readjustment, and bear in mind, ladies they have put forward that one idea Moncton, At other company will avail itself of the strengthened and extended into and gentlemen, that no matter what above all others, that to have a United with the I. C. assistance granted and construct the BLISSVILLE, Sunbury Co., Feb. 14 ohn, the Grand Trunk Pacific may happen, whether our population Canada there must be that one inspirthe Transcon line through the St. John Valley and d be in a position to give the port -One of the largest meetings ever as increases or decreases this increase of ing thought running through the minds across the state of Maine to the city \$130,000 a year will go on for all time. of the people in the east and in the the City of presentatives of the Liberal party in when by their forgetfulness and negservice and development its imsembled in this county was held tothe Canadian Parliament and the Pro- lect and refusal to keep abreast of the elt that if the night in the Agricultural Hall here in ance demands. the Canadian Parliament and the Fro-vincial Government, now so ably led times they should go down. That is by Mr. Robinson, are working together not the case, however, with this ad-candidates. Milton Smith was chair-It is equal to the adding on a basis of west and in Central Canada, that whatcome not merely a local line but part 4 per cent. of \$3,250,000 to the capital ever sacrifice may be necessary, all sece in the bene these are the views of Mr. of a through system. It will give the of the Province. It means that by this receive from s, the Vice-President of the Grand tions of the country must be bound in the common interests of this Prov. ministration. This course shows a man. E. H. McAlpine and Colonel H. most direct line of railway between one act the Province of New Brunsnew Transak Railway Company, and the Pretogether by the indestructible bond of ince. We are prepared to carry out great contrast to that of the Opposl- H. McLean of St. John were the speak the city of Quebec and the city of St. John, and T think we might reasonably anticipate that it would be a paying tional sum of the tional re must be

ST. JOHN N. B.

undertaking, which is now rapidly line, and in view of the traffic which towards the improvement of roads and "All of us who have served, or are eral interests, and let me say to you, ment programme. Pacific Ocean. This city is to be one vided the road is leased to a strong think you will agree with me that we ada, that he would never rest content at the Liberal party, not of New Bruns-

THE WINTER PORT.

all, but a matter of interprovincial inyou that, in my opinion, this city was,

> important of Canada's national ports. I told you that I felt, in view of its geographical position, of the splendidopportunity which it presented for enabing Canadian trade to be carried on through channels and to wipe away the reproach which for many years existed against Canada, that for six months in the year the large part of our foreign trade was carried on through foreign ports; in view, as I said, of the important position which St. John occupied from a navigation standpoint; the Government might well deal in a more generous manner with the port than it had been doing in the past and assume the burden of providing proper accommodation for ocean steamers and so rethis direction. (Applause). I promised

JAMES LOWELL spect? (Applause).

both the provincial and the federal that the Government should undertake governments and while the experience the construction of additional berths of the past has shown that the present upon the West Side, being an extension

railway.

ontrolling and directing that great anticipate that it would be a paying tional sum of \$130,000 a year to apply Canadian channels. (Applause.)

provincial government has never yet of the wharf which the city has built failed in its duty to the public. I think upon the northern side of Sand Point. you will agree with me that the federal They presented a strong case. They government has shown a disposition to were able to show in what a broad meet the reasonable demands of the spirit and patriotic manner this city people in all sections of Canada, and had shouldered the burden of making you will not suppose for a moment provision for national trade, and the that they will fail in doing a full mea-Government, after hearing their represure of justice to the people living sentations and the arguments which I along this rich and fertile valley whose was able to advance in suport of them prosperity will be prompted by the when I met in consultation with my

construction of the St. John Valley colleagues, authorized me to say that the request preferred on behalf of the "But what is the policy of the oppo people of St. John would be complied sition regarding the St. John Valley railway? You will by a reference to with, and that the Government would undertake, not only the completion of their platform see that upon this

make Canada a great nation; and there that the result shows a great reaction is no part of Canada more interested in favor of the Conservative party. than the City of St. John and the Province of New Brunswick, in carry- ada would be inspired with hope and ing out these ideas to their full fruition. | confidence that this Province of New through which if we but selze upon the the past have shown their admiration

half the year a large portion of the traffic between Canada and the coundestined to become one of the most tries of the old world, and upon the full and complete carrying out of this truly Canadian and truly patriotic idea there will be built up in this city a degree of prosperity and of happiness beyond even the fondest dreams of the most optimistic among us. (Applause.) LIBERAL TRANSPORTATION POLICY, "Now Ladies and Gentlemen, the transportation policy which the gov-ernment of which I have the honor to be a member is carrying out embraced not only the construction of the neg transcontinental line wholly through Canadian territory, the building ap of a great terminus upon the Pacific Ocean, the utilizing of the cheap mode Heve the city of further expenditure in of conveyance by steamers across the great lakes the providing of terminal you, although you did not ask for the facilities upon a large scale both upon promise, because you trusted me, be- the western and eastern shores of the cause you knew that my interests and lakes, the providing of suitable termyours were identical, yet I did make inal facilities at the St. Lawrence ports the promise that if elected as your of Montreal and Quebec, but also the representative I would do what I could development of the ports of St. John to see that the claims of this city were and Halifax and other ports in the properly submitted to the Government Maritime Provinces, as the needs of and to urge for them due and proper the increasing trade will require. (Apconsideration. Well, ladies and gentle- plause.)

men, have I made good in that re- "In the carrying out of this policy we are also assisting the Canadian "Not many weeks ago a delegation Pacific Company in providing terminal their adherence to Liberal principles

> at the port of St. John. I have already called attention to what I have ty of St. John is concerned what would done since I became minister to carry be my position? out this grand national idea and whether you, in this election, show my hands in supporting the premier of New Brunswick and the Liberal candidates in the city and county of St. Jorn or not, I will still endeavor to the best of my ability to follow out the lines which I have laid down for the advancing of the progress and prosperity of this community. But let me call your attention to the fact that in the past you have had a mighty struggle to have your claims recognized. For years and years your hopes were disappointed; for years and years it seemed impossible to obtain from the public men of Canada a just recogni-

as will in our opinion advance the gen- | has not been taken from the Govern- cheered

In agriculture alone New Brunswick "The Conservatives throughout Can-St. John is the gateway, as it were Brunswick, many counties of which in minister had given them earlier in the vening.

opportunities afforded us will pass for and respect to Sir Wilfrid Laurier and

has made greater advances than in is with other things, and the governcampaign, he said that he had been satisfied to be a member of the Emmerson government and for the information of some of them he would add a link to the bit of political history the

When Foster came to New Brunswick in 1898 and called George W. Fowler, George Clarke and John D. Chipman to his side and kegan to form a Conservative organization to conduct local politics upon Dominion lines, he thought it was time to leave the party he had been associated with for a short time and return to the Liberals. (Cheers.) And when Hon. Mr. Emmerson invited him to become a candidate in 1899 he ran and won a victory, the effect of which has not yet died out-(applause)-and which will be repeated on March 3 next. (Great applause) He was proud to follow the leadership of C. W. Robinson. That gentleman possessed

HIS ABSOLUTE CONFIDENCE AND TRUST,

and in his opinion he would make a bigger clean up of the province in this election than either Emmerson or weedle had.

Large issues had been dealt with by the Minister. He had spoken of the ecessity for increased harbor accomnitebon on in St. John and intimated that the Grand Trunk Pacific might make use of Courtenay Bay for their erminal facilities. But before that could be decided upon the nature of Courtenay Bay bottom must be defintely known and the Grand Trunk Paific people had asked the city to make borings to obtain this information. He wanted them to distinctly understand that the province of New Brunswick would stand by the city in this matter and would bear half the cost incurred in doing this work. (Great applause.)

They must and they would put their tors of this constituency, who not your confidence in me by strengthening many months ago sent me to parlia- shoulders to the wheel and work to gether for the upbuilding and ad ment by acclamation, had become so dissatisfied with my course as your re- vancement of the province and while presentative that instead of feeling it doing this they would let the Opposiyour duty to strengthen my hands and tion distribute school books in their to enable me better to carry out the meetings (Laughter.) He would like to policy which I am pursuing in your in-terests, you had thought it to be your candidates to give them, for instance duty to take away from me that some arithmetics so that they might strength and support which you had learn how to add correctly and then previously given me, and which you they might approach the figures of the would continue to give me if you sup- public debt with greater correctness ported the provincial administration (Applause.) In addition to the school and their candidates in this constitu- books he would also like to hand out ency, all of whom are my friends and a file of the Telegraph of four years

