

BORDEN'S MANIFESTO TO CANADIAN PEOPLE

Stands for National Highway Across the Continent and Canada for Canadians

Opposition Leader Would Free Government Roads from Partizan Control--Nationalization of Ports Advocated So That Country's Products Would Not Go to Portland, Maine.

Montreal, Oct. 25 (Special)—The leader of the Conservative party, R. L. Borden, has issued the following message:— Halifax, N. S., Oct. 24, 1904. To the People of Canada:— Parliament is now dissolved and political parties must submit themselves, their action and their policy to the judgment of the people. Since my election to the leadership of the Liberal-Conservative party it has been my privilege to address audiences in every province and territory of the Dominion, the Yukon excepted, and with my colleagues to discuss in parliament many subjects affecting the public weal. Our policy has been clearly defined and consistent, the same in every quarter alike and to every class. The records of parliament show where we stand on the public questions which have been before the country since the last elections. These cannot all be discussed in this message, but in regard to some of the principal issues involved in this contest I submit in a few words from the platform on which we appeal for your judgment. The subject of most immediate concern is transportation, having regard to the enormous obligations which would be imposed upon the people by the government's transcontinental projects to the certainty that its adoption by you would shut out for a century government ownership of railways. To the vital importance of controlling our own trade and commerce this question is the most momentous and far reaching that has ever been submitted to the electorate of Canada.

Canada for Canadians. The immense territory and ever increasing products of Canada demand the best and most economical transportation. We know that the people are willing to provide generously whatever money may be necessary for the development of the Dominion and our policy is to extend and improve the transportation facilities by land and by water, but we insist that what the people pay for the people should own and control; that public money should be used for Canada, for its people and not to promote the trade and wealth of foreign ports.

We fully realize the country's need for increased facilities of transportation. Efficient service and reasonable rates must be assured. In utilizing the public credit for these purposes we must thoroughly guard against the diversion of our trade in the hands of foreign competitors. The government seeks to impose upon the people liabilities amounting to at least \$150,000,000 for the construction of a transcontinental railway under conditions which absolutely fail to safeguard our national interests. The important and immediate profitable western division is to be owned and controlled by a corporation interested in diverting our trade away from our own ports.

We affirm that the management of the Intercolonial railway and of other railways operated by the government should be freed from partizan interference and from party political control. We also affirm the necessity of thoroughly equipping our national ports and developing and extending our system of canals and inland waterways. The principle upon which Sir John A. Macdonald based his fiscal policy in 1878 guides us today. We maintain and we will develop that policy for the advancement of the whole Dominion. It is a stable policy, avowed openly without reserve. It is a practical business policy justifiable to the needs of the time. Our aim is so to apply it for the common good of the people and for the conservation of the Canadian producer.

Reciprocal Trade Within the Empire. We believe that any extension of our markets by means of reciprocal trade arrangements should be sought among those within the empire who are our chief customers rather than in foreign countries. A preference for our products in British markets would lead to an immediate and enormous development of our resources. Such honest industry in every legitimate calling may receive a just reward, that the toiler may enjoy in his own land full employment under conditions which ensure a just wage, that capital may be attracted to and may be safely invested in our industries, that articles and commodities required for the use of our people may be produced as far as is reasonably possible in this country.

Mr. Borden also spoke on the broken promises of the Liberals, and especially emphasized Laurier's promise of prohibition that was revised even by the people voted in favor of it. Another broken promise was one to reduce the expenses, but they had increased them to more than double those of the Conservatives. The fiscal policy was touched on, and Liberals were accused of preaching free trade to the western farmer and protection to eastern manufacturers. The Conservative leader said of voters from all over Canada show tellings of victory.

Borden Quotes Blair. Speaking of the G. T. P., Mr. Borden said that the government is asked to put into the Grand Trunk \$150,000,000, while the whole investment the Grand Trunk corporation would invest is but \$14,000,000. He claimed that if the government is going to furnish nine-tenths of the capital it would be better to furnish the other tenth and own the road. He also in detail pointed out that the Grand Trunk will have all the profit while the government will rent its part of the road to them at a figure less than the government will have to pay for interest on the cost of building it. In support of his figures, Mr. Borden quoted Hon. A. G. Blair, Blair had said it would cost the government \$133,000,000, and Mr. Borden believed his more recent estimate of \$150,000,000 correct. He attacked the government for the concessions they had allowed to the Grand Trunk, and quoted them as saying that the G. T. had compelled them to give in, though they preferred not to have done so. He said that the government's railway policy is in effect of drifting into the hands of the G. T. corporation. He scorned with contempt the idea of statesmen knocking down and allowing a corporation to control the country.

He asserted that the Liberals have abandoned everything to the G. T. that they will not have even a say in regard to freight rates. He warned maritime provinces to beware that the government is in no way compelling the G. T. to ship via Canadian ports and that if the government is supported the deal the maritime provinces' future will be sealed. He spoke highly of the extension of the I. C. R. and stated that his policy if returned to power. He made it plain that the Conservatives do not oppose a transcontinental railway, but do oppose the G. T. scheme, favoring the extension of the people's railway to be owned by the people and disinterested from politics altogether.

King Edward has received from Emperor Nicholas himself a calligrapher expressing the deepest regret, and a practical acknowledgment that Great Britain's perpetuity note will meet with a reply conveying every demand for apology for the act of aggression against the British flag; compensation for sufferers and punishment of the officers responsible for what is everywhere conceded to have been a gratuitous blunder, and the Russian ambassador to the Court of St. James has expressed to Foreign Minister Lansdowne his sorrow and sympathy. These developments, which came late in the day, have allayed to some extent the deep resentments in the public mind and the admiral's tonight gave evidence of the appreciation of the necessity of proving it prepared actively to support the position of the people of Great Britain and fulfill the requirements of the world, which it issued the following statement: "On receipt on Oct. 24, of the news of the North Sea tragedy, preliminary orders for mutual respect and co-operation were issued as a measure of precaution from the admiralty to the Channel, Mediterranean and home fleets."

Cellulose Starch Never sticks Requires no boiling

NEWS OF BLAIR'S STAND SHAKES G. T. P. SCHEME

Hays' Hurred Trip to England to Allay Feeling CAPITALISTS SHY.

Don't Want to Invest Money in Project That People Are Against—Montreal Anxious to Hear Mr. Blair—Laurier Silent About Gift Enterprise in Last Two Speeches.

Montreal, Oct. 25 (Special)—The announcement that Hon. A. G. Blair is to take a further stand against the Grand Trunk Pacific has awakened more interest in the big issue of the political campaign. On Change today it was stated that Mr. Blair had in his possession some interesting revelations if he chose to make them public.

The news from St. John that he would take the stump was warmly received; for it is felt that the former minister can do more than any other man in the country to administer a death blow to one of the biggest jobs in the history of the country. Pressure is being brought to bear on Mr. Blair to deliver his first speech in Montreal where the railway matter is a decidedly live issue just now.

Meanwhile the members of the Grand Trunk Pacific are having their troubles. Owing to the strenuous opposition of Canadians to the scheme, the English capitalists on whom Charles M. Hays has been depending for support are hesitating.

The hurried visit of President Hays was made necessary by the changed feeling of Sir Charles Rivers-Wilson and other prominent G. T. men who had intimated that they are not so anxious to be regarded as endorsing with their capital a scheme which is meeting with so much opposition from the Canadian people.

It is regarded as significant that the premier in his two speeches here Monday did not utter a word in support of the Grand Trunk Pacific project.

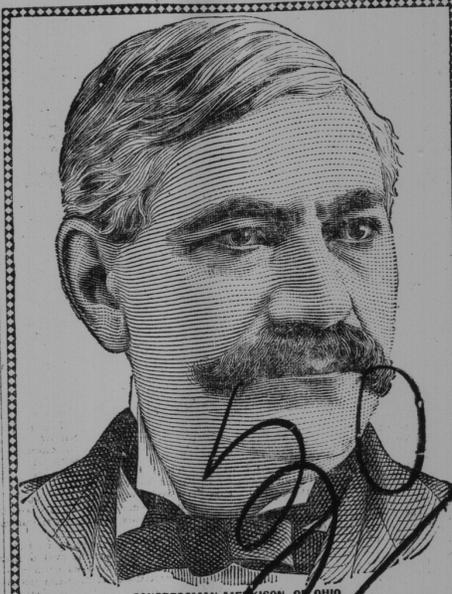
EXPECTED TO SPEAK IN FREDERICTON Fredericton, Oct. 25 (Special)—The Gloucester this evening says:— "There are yet many rumors going the rounds as to Mr. Blair's movements. It is reported from Montreal that he is to speak at St. John, Fredericton and Moncton at an early day, perhaps some day this week. It is also said that he will take the platform in one or two of the cities of Ontario. On the other hand it is claimed that Mr. Blair will not address the people during the campaign; that, having resigned his office as a further protest against the government's railway policy, he will not take further action. We are, however, inclined to the view that Mr. Blair will address meetings in the three towns named in this province. He seems to be full of the notion that the government should be defeated on the Grand Trunk Pacific, and it would be unlike Mr. Blair, now that it is free to take what influence he pleases, not to use his influence to assist to bring about the result which he is so anxious to see accomplished. Mr. Blair was in Montreal on Sunday, and his company was certainly not of the campaigners who hold to the view that he will remain silent."

HALIFAX WOMAN WILLS \$7,500 TO CHARITY Halifax, Oct. 25—The will of the late Mrs. Mary Wiggins, of Windsor Junction, has been made public here. She leaves \$7,500 for religious and charitable objects. The bequests include \$2,000 each to the board of home missions of the Anglican church, Nova Scotia; widows' and orphans' fund of same; clergy superannuation fund of same; \$500 to Trinity House; \$500 to Halifax School for Blind; and \$500 to British Book and Tract Society. The estate is valued at about \$70,000. After paying legacies to widows, amounting to \$9,250, the income and balance goes to her daughter, Alice Tremain, wife of Hadley B. Tremain, barrister.

Have You Asthma? You're probably here because you've had it. Well for one does not want to suffer from it. You can be cured. You can get relief. You can get Catarrh gone today. You can get relief and have no more asthma. Catarrh has been successfully treated for years. You can't get anything so good, so simple, so certain to cure.

FOR THIRTY YEARS

Congressman Meekison Suffered With Catarrh—Read His Endorsement of Peruna.



CONGRESSMAN MEEKISON, OF OHIO.

Hon. David Meekison is well known not only in his own State but throughout America. He began his political career by serving four consecutive terms as Mayor of the town in which he lives, during which he became widely known as the founder of the Meekison Bank of Napoleon, Ohio. He was elected to the Fifty-fifth Congress by a very large majority, and is the acknowledged leader of his party in his section of the State. Only one flaw marred the otherwise complete success of this rising statesman. Catarrh with its insidious approach and tenacious grasp, was his only unobscured foe. For thirty years he waged unsuccessful warfare against this personal enemy. At last Peruna came to the rescue, and he dictated the following letter to Dr. Hartman as the result:

"I have used several bottles of Peruna and I feel greatly benefited thereby from my catarrh of the head. I feel encouraged to believe that if I use it a short time longer I will be fully able to eradicate the disease of thirty years' standing."—David Meekison, ex-Member of Congress.

Over 100 members of Congress endorse Peruna as a catarrhal tonic. Men of prominence the world over praise Peruna.

A TONIC is a medicine that gives tone to some part of the system. There are different kinds of tonics, but the tonic most needed in this country, where catarrh is so prevalent, is a tonic that operates on the mucous membrane. Peruna is a tonic to the mucous membrane of the whole body. It gives tone to the capillary circulation which constitutes these delicate membranes. Peruna is a specific in its operation upon the mucous membrane. It is a tonic that strikes at the root of all catarrhal affections. It gives tone to the minute blood vessels and the terminal nerve fibres. Catarrh cannot exist long where Peruna is used intelligently. Peruna seeks out catarrh in all the hidden parts of the body.

A. M. Ikard, an employee of the C. P. & O. R. R., West Burlington, is a tonic that operates on the mucous membrane. "I had catarrh of the stomach and small intestines for a number of years. I went to a number of doctors and got no relief. Finally one of my doctors sent me to Chicago and I met the same doctor. They said they could do nothing for me, that I had cancer of the stomach and there was no cure. I almost thought the same, for my breath was something awful. I could hardly stand it, it was so offensive. I could not eat anything without great misery, and I gradually grew worse.

"Finally I got one of your books, and read it. I would try Peruna and that was all. I found a relief and a cure for that dreadful disease. I took five bottles of Peruna and two of Manalin, and I now feel like a new man. There is nothing better than Peruna, and I keep a bottle in my house all the time."—A. M. Ikard. Catarrh of the stomach is usually called dyspepsia. Catarrh of the stomach cannot be cured by pepsin powders or any other temporary relief. The only cure for real dyspepsia is the removal of the catarrh from the mucous membrane of the stomach. This Peruna will do. This Peruna has done thousands and thousands of times.

Congressman Botkin, of Kansas, was cured of catarrh of the stomach of many years' standing. Hundreds of other cases have been reported to us through uncollected testimonials. Peruna is the only internal systemic remedy for catarrh yet devised. Every one afflicted with catarrh, at last Peruna, will be able to get a degree of relief to take a course of Peruna.

If you do not derive prompt and satisfactory results from the use of Peruna, write at once to Dr. Hartman, giving a full statement of your case and he will be pleased to give you his valuable advice gratis. Address Dr. Hartman, President of The Hartman Sanitarium, Columbus, Ohio.

NOW LINED UP FOR NEW BRUNSWICK FIGHT

(Continued from Page 1)

Canada ever wanted to serve their best interests, now was the time to act. O'Byrne was most than harmful. (Cheers.)

R. O'Brien. Mr. O'Brien was next and was well received. He was proud to be a candidate, and proud of the reception accorded him. Dr. Daniel had undertaken to make predictions as to the result of the election. Mr. O'Brien referred to the election of 1900 and the prophecies made by Conservative leaders. He read the telegrams sent by such men as Sir Charles Tupper, Hon. G. P. Foster and Mr. Barger—all of whom predicted sweeping Conservative triumphs. But the result of the election was victory for the Laurier government.

Dr. Daniel mentioned that the premier endeavored to prevent the sending of troops to the theatre of war in South Africa. Who, the speaker asked, sent the militia, if it was not Sir Wilfrid Laurier? The credit of raising the forces and sending them belonged to the premier and his colleagues in the government. The speaker was in favor of the government. Mr. O'Brien spoke of the attitude of Conservative members when the G. T. P. was introduced. Mr. Hays, a prominent Conservative representative from West Hastings, said the opposition members were in favor of helping the G. T. P. scheme. They were in favor of having the line constructed as proposed, and having it built anywhere it was wanted provided it was not too far away from lines already built. Mr. Blair, in Vancouver, had publicly declared himself strongly in favor of more lines of railway.

Mr. O'Brien here drew attention to the action of the St. John Board of Trade and local legislature with respect to the railway scheme and said the project was endorsed by the people of New Brunswick. The point had been made that there was nothing in the contract to safeguard the interests of the maritime provinces, that there was nothing binding in the agreement. All this, said the speaker, was absent. The people had the idea that the lower provinces would suffer if the line is built. Mr. O'Brien here read from the agreement and asked if anything could be clearer or plainer. The company had made the agreement and was bound to carry it out. The interests of St. John were by no means threatened. Mr. Jarvis of the Board of Trade, maintained that the contract is guarded as well as words could guard it.

Mr. O'Brien regretted that Dr. Daniel did not read more liberally the published speeches of the Liberal leaders. Sir Wilfrid Laurier had made many speeches bearing on the railway scheme and he was in accord with the finance minister's recent statement. He was in favor of the G. T. P. R. and the proposed G. T. P. R. former road (which was built while the Conservatives were in power) received \$25,000,000 in each besides millions of acres of land, which is rapidly increasing in value.

Government Ownership

Mr. O'Brien here turned to the question of government ownership. To discuss it at length was a waste of time. It was practically an academic question and the country was not ripe for it. He believed the return to power of the present government. He felt that the building of the G. T. P. was assured. It would come within the lifetime of his hearers, Dr. Daniel to the contrary.

The election could not but proudly recall the record of the government. Unprecedented prosperity had been in Canada ever since the advent of the Liberal government in 1896. The government of a country had a good deal to do with whether the country was to experience good or bad times. The dominion had been and is flourishing since the Liberal government came to power. A man under the influence of liquor forced his way forward. He did not understand with Mr. O'Brien, but on the contrary was spontaneously in accord with him.

"The coffee is prosperous, Mr. O'Brien," he shouted, "and so am I." "I am a man, I am," he continued, "and what's more I ain't had hard times for eight years. And as for you, Mr. O'Brien, it's just like that we speak. I want to know why you ask a question and answer it yourself. You're no right to do that—you hear?"

The interupter was compelled to curtail further remarks. Resuming, Mr. O'Brien said the expenditure had been heavy but was and had been met without additional taxation, something the Conservatives could never do. Under Laurier the administration was never guilty of wastefulness or extravagance. The speaker quoted from journals in Great Britain published during Conservative rule in Canada. The editorial utterances of these newspapers, he said, were directed against political corruption in the dominion and were strong enough, said Mr. O'Brien, to make any Canadian blush.

Dr. Daniel had mentioned scandals in connection with Liberal rule. The speaker might mention the fact that Mr. Davis of Cornwall carried name, had also had contracts with the Tory government. He need not recall the corruption and prostration of the Canadian government prior to the Liberal regime. The majority of his hearers were familiar with it all—the bridge, the docks, the dredging scandals—the evil misdeeds of the political.

Concluding, Mr. O'Brien expressed his satisfaction at being associated with Mr. McKewen in the campaign and promised, if elected, to labor zealously and earnestly for his constituency. (Cheers.)

Dr. A. A. Stockton, who was received with great applause, said he was glad to meet Mr. O'Brien and Mr. McKewen on the platform. This was no ordinary contest. It was the most important since the great question of confederation. Mr. O'Brien had referred to certain telegrams which had been sent during the campaign of 1900. One of these was from the Hon. George E. Foster, who was defeated in the constituency but Mr. O'Brien had neglected to state that the man who had defeated him then, the Hon. Mr. Blair, was with him now. The other was from J. H. G. Bergeron, a noble French-Canadian patri-

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