

# POOR DOCUMENT MC 2035

THE EVENING TIMES AND STAR, ST. JOHN, N. B., THURSDAY, NOVEMBER 24, 1921

## ROUSING MEETING AT GLEN FALLS

Liberal Candidates, H. R. McLellan and Dr. W. P. Broderick Are Given Rousing Reception—Present Strong Case for a Change of Government—E. H. McAlpine and W. M. Ryan Heard.

A rousing rally in the interests of the Liberal candidates for St. John-Albert was held last evening in the Manor House at Glen Falls and besides two splendid addresses by the Liberal nominees, Dr. W. P. Broderick and H. R. McLellan, the audience listened to two effective speeches by W. M. Ryan and E. H. McAlpine, K. C., the latter an experienced campaigner who aroused great enthusiasm among his hearers by his stirring denunciation of the present government's extravagance with the people's money. Sustained applause greeted the speakers at the conclusion of their remarks and their arguments were resented in such an effective manner that on several occasions they were obliged to discontinue speaking until the applause had subsided.

Ex-Councillor J. M. Donovan acted as chairman and introduced the first speaker, W. M. Ryan, who said that in the most important question was: Are we to have a united Canada? There could be no gainsaying the fact that unrest was rampant among the people and to remedy this Canadians must put up a united front, Mr. Ryan said. Mr. Ryan's other remarks were brief and to the point and he was loudly applauded when he sat down.

H. McAlpine, K. C.

In introducing Mr. McAlpine, the chairman said it was a great pleasure to him to do so as he had known Mr. McAlpine for upwards of thirty years and there was no better campaigner in the province. Mr. McAlpine soon established himself on most friendly relations with his auditors by relating several humorous anecdotes of past campaigns. "Most of us enjoy elections, we must have our fun out of it, but in all seriousness, I want to say I am particularly pleased with the two candidates, Dr. Broderick and H. R. McLellan. I have known Dr. Broderick for many years and I am glad to see him moving up. As for Mr. McLellan, there is no man more energetic, more active or more determined than he. He is a human dynamo and

in this campaign was the tariff. "In his recent western tour, I notice the premier forgot all about the tariff," said Dr. Broderick. The premier was trying to show that in the east the Liberals were disloyal to the manufacturing elements, but the speaker reminded his hearers that way back in 1896, the Conservatives were elected to power. They were elected, and what happened? There was no blue ruin; on the contrary, there never was a more prosperous period in Canadian history than that inaugurated when Mr. Hon. Sir Wilfrid Laurier took over the reins of government. The railway policy of the late Liberal chieftain contained the noble patriotic idea that transportation should flow east and west over a Canadian route, in Canadian cars, and to and from Canadian ports. That policy had been discarded by the Conservatives.

Hon. Mr. Meighen had no mandate from the people, declared the speaker. When Union government was formed it was for the purpose of prosecuting the war and when the war finished, a fresh mandate to proceed with the problems of reconstruction was needed. "When the war finished, it was up to the government, as a matter of conscience, as a matter of duty and the preservation of the principles of responsible government, to go to the people. Instead they clung to power for two years or more," Dr. Broderick said.

Turning to the railway question, the Liberal candidate said that a great injustice was being done the port of St. John. The terminals of the acquired government roads were in the United States and all Canadian grain is being routed to Portland (Me.), one of the three terminals. The Canadian Government Merchant Marine came in for severe criticism from the speaker. In 1918, the merchant marine policy was adopted and today it had cost the country in the neighborhood of \$100,000,000. To-day these ships were racing to all ports of the world looking for cargoes, while right here in New Brunswick, they could have got all the freight they wanted, Dr. Broderick declared. If these ships had been available at the time, the present stagnation in the lumber industry in New Brunswick might have been averted.

As a conspicuous example of the lack of foresight of the Meighen administration and how it favored the big interests, Dr. Broderick related the Roumanian deal. During the war, he said, the government loaned to Roumanian and Greece the sum of \$25,000,000. When this fact became known to the manufacturing interests, they saw in it a good chance to get rid of their wares. Accordingly, they approached the government and proposed that they send their goods over to Roumanian but that the government must pay and then be reimbursed by the Roumanians when the Roumanians felt like paying. "From that day to this, Roumanian has not paid one cent," declared Dr. Broderick.

"Whom are you going to decide in favor of, a government that favors the big interests or a government that favors the people, a government that absolutely mistrusts the people or a government that trusts the voice of the country?" asked the speaker. In conclusion, Dr. Broderick paid a high tribute to the leadership of Hon. W. L. Mackenzie King who, he declared, would be the next prime minister of Canada.

Dr. Broderick was loudly applauded when he resumed his seat and the applause broke out afresh when the chairman introduced the final speaker of the evening, H. R. McLellan. Mr. McLellan went over the "railway crime" very minutely. He picked the whole question up and examined it from every angle and that his arguments were sound and effective was amply attested by the frequent applause which punctuated his telling indictment of the government's abuse of the public confidence. In a nutshell, he declared that the ports of St. John and Halifax were being neglected to the improvement of Portland. "I'm no prophet," said Mr. McLellan, "but let me tell you this—that the port of Portland will not be able to handle all the grain that is poured in to it over the Grand Trunk this winter, while the port of St. John will go begging. The port of St. John will be developed under a Liberal administration. There will be no unemployment for the next five years."

In opening his address, Mr. McLellan said that he could not fail to appreciate the trust imposed in him after hearing Mr. McAlpine's eloquent remarks. Before accepting the nomination, he had satisfied himself that the Liberals in this riding were big enough and brave enough to bury all past differences and work for the good of the party. Practically every thinking man in Canada was satisfied that the government would go down to defeat and that a Liberal regime would obtain again.

That the tariff was the chief issue, Mr. McLellan said, was merely a baggage to the real crime. The tariff was a question was the big question.

In Sir Wilfrid Laurier, Canada possessed a demagogue but in Hon. Arthur Meighen, one could find the very devil incarnation of the word "demagogue." This railway crime was not due to Sir Wilfrid's lack of foresight. In 1903 the great Liberal promoted the greatest railway policy ever attempted in North America. He referred to the National Transcontinental. How did he go about it? He went to the country and the people gave him permission to go ahead.

In 1908 he did the same thing for furthering his policy. This was a decided contrast with the closure methods

applied by Hon. A. Meighen in foisting the Grand Trunk deal on Canada. Hon. R. B. Bennett, who was now the minister of justice in the Meighen cabinet, had referred to Mr. Meighen as the "transferee of the McKenzie & Mann interests," and Mr. McLellan proceeded to show just how far he deserved the title. In 1914 the government under an agreement drawn up by Mr. Meighen, loaned the McKenzie & Mann people the sum of \$45,000,000, with the stipulation that if they defaulted in payment of interest or principal, the government could step in, seize the assets and satisfy its claim without legal procedure. Two years later they did default, the government stepped in, seized the railway and left it to an arbitration board, but that the finding of the board must not be over \$10,000,000.

He had no doubt but that McKenzie & Mann were behind this agitation to buy the Grand Trunk. What was the excuse offered to buy? In 1918 and 1919 there was a deficit of \$18,000,000 in the operation of the road, which could not be met. The company was on the verge of bankruptcy when it was bought for the sum of \$397,000,000, the price set by an arbitration board. But the first, second and third preferred stock was declared useless and of no value. That decision should have been final, but someone suggested that it was hard on the English shareholders of preferred stock. In the meantime Sir William had not been idle and had cornered the stock declared worthless. The Rt. Hon. A. Meighen then introduces an act paying \$61,000,000 for this stock.

There were many phases of this railway deal that he would like to discuss with the honorable minister of customs on the public platform but Mr. Baxter had shown a disinclination to meet him. In conclusion, the speaker said that the inspiration that had driven him into the political arena was the implementing of the pledges made under the confederation pact. It had been promised that the ports of St. John and Halifax would be developed to equal the chief ports of the American union in return for our trade with the New England states and trading with upper Canada. St. John would be developed under a Liberal regime and those long forgotten promises fulfilled. (Prolonged applause.)

After some brief remarks from the chairman the meeting concluded with the singing of the national anthem and the giving of three rousing cheers for Hon. W. L. Mackenzie King and the candidates.



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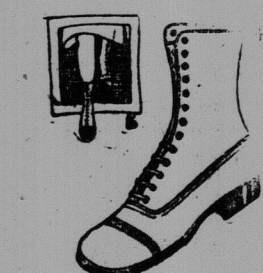
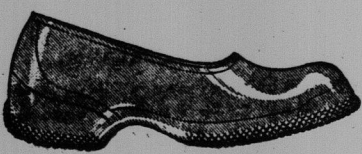
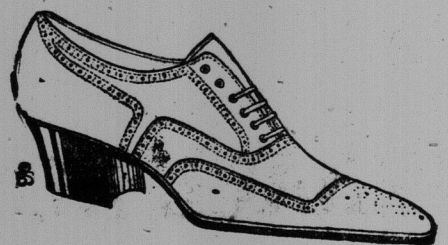
17-19 Charlotte Street

### THE PROGRESSIVE CAMPAIGN.

A meeting of the Progressive party was held last night at the Trades and Labor Hall in Prince William street, with F. S. McMullin in the chair. Representatives from nearly every ward in the city were present and preparations were made for appointing the various committees, and ward workers and plans made also for the coming tour of the two candidates, F. A. Campbell and W. M. Calhoun. Meetings will be held in Musquash, Dipper Harbor and Lorneville; also five meetings in Albert county and then the tour will end with a big meeting in this city. It was decided that both candidates would speak at each of these meetings.

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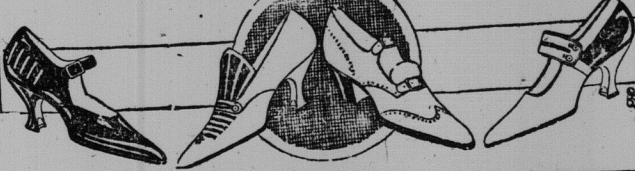
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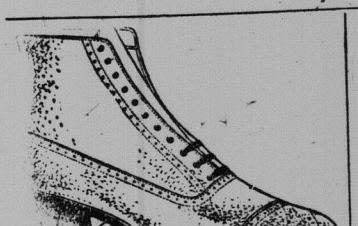
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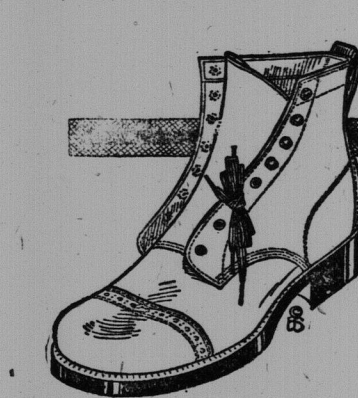
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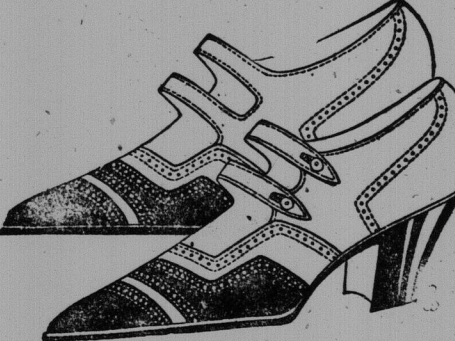
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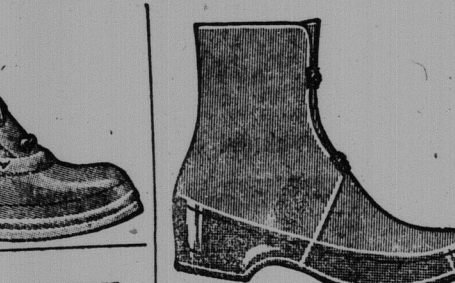


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