

THE WINTER PORT.

Mr. Foster Makes a Very Important Statement.

What He Will Secure For St. John If He is in the Next Cabinet.

A Direct Service for a Term of Years with British Ports By Up-to-Date Steamships.

Harmonious and Continuous Co-operation Between Land and Water Freight Carriers.

As Traffic Requires Will Deepen the Approaches to This Harbor If Montreal and Quebec Be Made National Ports for Summer Traffic, Will Favor Same Treatment for St. John and Halifax in Winter.

Focusing Liberal Conservative Mass Meeting in the Opera House Last Night—The Speeches of Mr. Foster and Dr. Stockton.

Another packed house and numbers turned away, is the story of the crowd at the Opera House meeting Thursday night. Men were lined up all around the sides of the house and every chair on the stage was occupied. Union Jacks waved from the front of the platform and in conspicuous places on the walls hung banners bearing suitable inscriptions. They read: "Vote for Foster and Stockton and the rights of St. John." "Blair's winter ports, Boston and Portland." "France, my dear country—Tarte." "Turn the rascals out." "Preference for Canada's markets."

Among the gentlemen on the platform were: Dr. Jas. Gray, Ald. Colwell, E. B. Emerson, Col. Markham, S. D. Scott, A. C. Smith, A. W. Baird, Dr. Harding, ex-quarantine officer; J. Huestis, J. Sinclair, J. deW. Spurr, G. Keator, Dr. Wetmore, A. S. Osborne, W. M. Jarvis, J. W. Forbes, Ald. Milidge, H. N. Farlee, S. Schofield, Dr. Christie, Chas. Grantville, Dr. Quigley, Burt, J. N. Sutherland, Geo. McLeod, Ald. White, Mr. Miller, H. A. Austin, W. S. Barker, F. L. Potts, W. S. Fisher, Capt. Perry, W. S. Cody, I. Holder, F. A. Jones, E. C. Jones, Dr. Inches, D. J. Seely, Geo. A. Kimball, Thos. Patton, W. P. Hatheway, Dr. Quigley, F. Shaw, E. G. Nelson, Thos. Campbell, James Morrison, T. H. Crosby, Ald. Baxter, Wm. Ruddock, Ald. Seaton, S. Fitzpatrick, James Moulson, Dr. Johnson, D. Mullin, W. Watson, Allen, S. H. Belyea, T. L. Coughlan, H. C. Tilley, J. Moreland, L. A. Currey, Rev. Dr. Macneil, A. A. Wilson, Ald. Maxwell, F. A. Dykeman, Harris Allen, Percy Hall, G. H. V. Beyer, J. E. Irvine, Dr. Gichrist, Rev. D. Long, Rev. E. H. Nobles, Dr. Alward, J. Irvine.

As Col. Armstrong entered with the speakers, the audience rose en masse and shouted and cheered with a vigor that told of its enthusiasm. When the applause had subsided, Col. Armstrong briefly referred to the size of the audience, and introduced

HON. GEORGE E. FOSTER.

Mr. Foster rose, the cheering recommenced with renewed vigor, and it was some moments before he could be heard.

Mr. Foster said, not much has happened since last we met. Mr. Blair has taken Carleton and has said things that most of them, it is true, he said on this platform a few days before. Otherwise there is not much new. There have been a number of

forty, swing out of Ontario to the west, with a substantial majority, and go through the west, like a snowball over the snow. (Cheers.) Turning then to the matter of

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the speaker asked whether the people of St. John wanted the winter port. (Cries of "Yes.") He had met a man over in Carleton who had said that the city council was to blame for the way matters now stand. Finally, being cornered, he remarked that "We have lived here before there ever was a winter port, and we could live here after it was gone." That man was a Blairite. (Cheers.) The people of St. John do want the winter port business, and they desire earnestly to have it continued. (Cries of "Hear, hear," and cheers.) Admit that and the next question to be asked is: "Is the winter port in danger?" To look at and to listen to certain people who formerly used to be enormously active, one would think it was not. The editor of the Sun had an article in the day's issue with the caption: "Sleepers, awake." It was not known whether the voice had penetrated to the ears of the lumbermen. Some of the trees were on a leaf on the tree of the winter port business shake in the breeze, these very sleepers would be out in the streets, crying for a meeting in the institute. Today while the wind shakes it in every branch, and threatens to uproot it, they sleep on. Is there no danger? Why says there is none? Mr. Blair. He knows. That's what he is paid for, and afterwards he's paid to tell us. Generally more is asked than the simple categorical statement. Only favored individuals get off with simply making the assertion: Mr. Blair in this is highly favored and it is a case of facts against Mr. Blair. He says that the traffic is going on as before. Mr. Shaughnessy, president of the Canadian Pacific Railway, says no, except under certain conditions. But Mr. Blair, who is not president of the C. P. R., says, "Yes. You pay your money and you take your choice. Well, Mr. Blair thought that his bold assertion might call for a little proof for some people, so he says "of course the ships are coming here; their contracts are signed." Half of this is true. The other half

IS NOT CORRECT.

There is the Manchester line. It has a running contract for three years, signed one or two years ago. It is not a new contract signed this year. The same is true of the Elder-Dempster steamers. A contract has been signed by the Fessenden line. None has been signed by the Head or Donaldson line. This contract is not a contract to carry freight, but is the formal arrangement for the lines to accept subsidies from the government, provided they perform the service. Anyone who knows what an inflexible part the subsidies play in comparison with freight receipts, knows that not one steamer would come for the subsidies. The signing is mere writing on paper. The essential point is that not one single line that came here last year has made a shipping agreement or contract with any land carrier in the dominion by which it is certain to get cargo.

Mr. Blair says that the city council should take action in the matter. That was a lovely report received from the committee which waited on Mr. Blair, full of his tender solicitude for the winter port and even for the city council. The city council, he said, should prosecute the C. P. R. for breaking its contract. When could the council prosecute? When the contract has lapsed, when the C. P. R. has failed to do what it promised. Mr. Blair says that it has not lapsed and that the C. P. R. has failed. In one word he says the council should prosecute the C. P. R. because the contract has lapsed, and in another he says the C. P. R. is coming. (Cheers.) I. A. G. Blair, say it. (Cheers.)

Mr. Blair says that it is politics and inordinate greed that is pushing the C. P. R. to the destruction of St. John. On the eve of the election, he says, the C. P. R. has taken me by the throat and pointed a pistol at my head. Is it a dignified position for a minister of the crown, who has the interests of the country at stake, to come about on the different platforms and say that he is being taken by the throat and try to arouse the ire of the people against an imaginary enemy? There is a dignified and honorable way for one to express his contention. Mr. Blair has forgotten his position, and has put himself in a position to attack an interest which at the least deserves fair and honorable treatment. (Cheers.)

WHY DOES MR. BLAIR

say the company has waited until the eve of an election? It is a misrepresentation. The C. P. R. had an agreement with the late government. Mr. Blair denounced it in 1897. In 1898 it came to an end. The C. P. R. notified Mr. Blair that unless an agreement of a fair and reasonable nature be obtained, it could not continue the business. In 1899, Mr. Blair and Mr. Shaughnessy corresponded voluminously concerning the matter. There was no election on then. The question was raised when the old contract lapsed. It was raised in 1899, and on the 14th of September a temporary agreement was made. It stipulated that the freight and passenger arrangements then existing should not be disturbed, and granted the C. P. R. certain rights to obtain freight in I. C. R. territory, and further stated that the whole subject should be further discussed with a view to a permanent arrangement before the next season (the present one.) Yet Mr. Blair says that now on the eve of the election, this great corporation has put a pistol to his head. Mr. Blair ought to be more concerned about his own honor in position, than that agreement. Twenty-four hours after it was made, the C. P. R. made arrangements with the steamers. Eight days afterwards, Mr. Blair's

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ROYAL BAKING POWDER CO., 100 WILLIAM ST., NEW YORK. traffic manager notified the C. P. R. that the arrangement could not be carried out. President Shaughnessy telegraphed Mr. Blair, and the minister suspended the action of his traffic manager until the 9th of October, and then issued instructions that the party that it interests. Their day's labor depends upon the solution, their bread and butter depend on it. It is a mighty important question to them, though Mr. Blair, with his back against the wall and the pistol to his head, does not think so. (Cheers and laughter.) The next class consists of the pilots, tugboat men, port wardens, customs officials, lawyers and doctors. It last year had from 20 vessels, \$6,279, and from the 63 would have had from \$18,000 to \$20,000. That is another party that would have some interest, though Mr. Blair against the wall, and threatened by the pistol, might not think so. (Cheers.) LET US NOW LOOK at some more facts. There is Mr. Shaughnessy, who said positively that unless a reasonable traffic arrangement were made with the I. C. R., his road could not carry on the winter port business in St. John. He took this ground in 1898, he reiterated it in 1899, and he has taken no other ground since. (Cheers.) Here we are today, the 25th of October, when contracts should be made, without one signed. And further, they can show no evidence that a single line has contracted with the C. P. R. or the I. C. R. to carry freight. Mr. Blair says the Elder-Dempster people have made a contract for 3,500 standards of deals. But that is not a contract for winter port freight. Do you suppose that the government would give a subsidy to carry deals? This is a contract that the Elder-Dempster made weeks ago, believing it to be justified in taking a few standards of deals, not more than two cargoes with its other freight. Can any man claim, basing it on this, that the Elder-Dempster line is coming here to do winter port business? Because it has forestalled a few standards of deals, it is going to carry on winter port business. Outside of that not a single contract has been entered into, and the agents of many lines have been notified that these lines will not come here until the railway difficulty is settled. Import and export traffic are daily refused and passed on to other ports, Boston and Portland, freight that would have come here. These are facts and against Mr. Blair's bluff which will you have? (Cries of "Facts.") Take the bluff and remain easy or take the facts and realize that there is a crisis in the winter port business of St. John and of the whole of Canada. (Cheers.) Suppose that Mr. Blair's bluff gives way and the C. P. R. does not come here, of which there is danger, what is involved? It would be amusing if it were not so serious to note how cavalierly Mr. Blair treats the whole matter. TAKE THE CALCULATION made up by Mr. Schofield from the books. It divides the beneficiaries in

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SVILLE. Game—Results of the Floods. k Co., Oct. 17—James... R. McConnell for the... ed today with a lot of... a mouse head whose... two inches from tip... a beautiful car-... bear skin, beside a... brought home a beauti-... week the result of a... the Miramichi woods... washback is back to his... time of year. By the... great deal of damage... culverts, etc. Trains... do not connect only by... bers across bridges on... some time before re-... A very pretty little... belonging to Mr. Flew-... land office was swept... the debris. The new... completion this week, and... now fell last night, some... on the ground.

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