

Mr. Borden's Campaign.

(Continued from Page One.)

MR. BORDEN INTRODUCED.

After the echoes of the cheering had died away Mr. Borden gracefully performed his formal duty of introducing Mr. Borden to an audience which, as the chairman said, already knew and esteemed him as a man of whom nothing could be said that was not good. He referred briefly to the national railway and national port policy for which Mr. Borden stood, and traced the growth of his position in the esteem and affection of his party since he was chosen leader, and of the development of the party during the same time.

As Mr. Borden rose the applause and cheering began again, and the leader was kept standing and bowing for some time before the enthusiasm subsided sufficiently to allow him to proceed.

In introduction he spoke of his pleasure at again visiting the place that gave him such a hearty and generous reception last December. It was needless to add, he said, that the results which had followed that visit increased the kindly recollections he had of St. John. He referred to his selection as leader of the conservative party after the defeat of the party in 1909, in which election the man who had led them so well for four years went down with his party. He had had the pleasure only three days ago of seeing this grand old man, Sir Charles Tupper, in Halifax, and found him taking as keen an interest in politics as he ever did. Referring to his pleasure at the presence of Hon. Geo. E. Foster on the platform, Mr. Borden said that he had no hesitation in declaring that great as that eminent gentleman's career had already been in Canadian public life, a still greater career awaited him in the years to come. (Cheers and applause.)

THINGS HAVE HAPPENED

Since his last visit here, said the speaker, many things had happened in political affairs in the country. Among others was the resignation of Hon. A. G. Blair, the former member of the opposition, to the railway policy. "I will not repeat the bitter words with which the ex-minister of railways denounced the railway policy upon which the government is soon to appeal to the people," Mr. Blair was always forcible, but he was never more forcible and bitter than when he was speaking of the policy of his colleagues as absurd and directly opposed to the interests of Canada in general and the maritime provinces in particular. He even attributed unworthy motives to the government, yet Laurier and the government with true Christian spirit appointed him to the most important judicial position in this country, the chairmanship of the judicial commission. Either one conclusion or the other is unavoidable; either Mr. Blair was not fit for the railway policy, or the government is unworthy of the favorable consideration of the people. The only answer to the dilemma (applause).

DR. DANIEL'S ELECTION.

Following Mr. Blair's resignation came the election in St. John, where the liberal majority of 1909 was turned into a conservative majority of 300. The echoes of that victory, gentlemen, are ringing all over Canada, yet it will be heard until the last ballot of the next election is polled. That victory has done more to encourage the conservative party than anything else that has happened during the last four years. And the effect of this was caused by the favorable results in this election.

"I want to say to you, electors of St. John, that this is a man who represented it with credit to St. John and to himself. I have seen many men make their first appearance in the house, but I never saw one take a better stand or make a better impression, or speak more to the point and to better effect than did Dr. Daniel." (Cheers.)

THE PARTIES IN CONTRAST.

Continuing the discussion of the things that had happened since his last visit, Mr. Borden referred to the sharp contrast presented by the policies of the two parties on several matters during the past year. Upon the railway record, he said, could the conservatives look with more satisfaction their action with reference to the railway policy. Upon the national port record, he said, could the conservatives look with more satisfaction their action with reference to the national port policy. Upon the national port record, he said, could the conservatives look with more satisfaction their action with reference to the national port policy.

THE JACOBSON CASE.

As a culmination he instanced the appointment of an important position in England of a man named Jacobson. (Cries of "Shame.") This man had been mixed up most discredibly in Ontario election scandals. In one instance it was proved that he had offered money to a party to perjure themselves in an election trial in the interest of the liberal candidate. So flagrant was his conduct that the government had to discontinue the trial in question the preceding justice, Judge Street, condemned him in the following terms:

Judge Street interposed saying: "Mr. Blake was quite within his rights in calling attention to the means that have been taken to procure evidence in this case. One of the difficulties I have in this case is the knowledge of the improper and reprehensible means and large expenditure which have been proven to have been devoted to an absolutely improper purpose. It is impossible to follow the ramifications of such an expenditure, and in dealing with the last case I cannot get out of my mind the possibility of the course of the inquiry having been affected by the expenditure of a very large sum of money. Here is Mr. Jacobson, a lawyer in England, here is this man of the lowest possible character, as far as appears from what has been said about him, and one knows of the desperate efforts that have been made to prove the charges. Nothing was ever heard of my experience before like it. It is impossible to trace out all these underground influences."

Yet when the facts were laid before the house by Mr. Borden, Sir Richard Cartwright defended the appointment and said the only fault he had to find with Mr. Jacobson was that he was not discreet enough. In other words, Sir Richard would admit that the whole debacle and substitute for it one commandment, "Thou shalt be discreet so that thou shalt not be found out." (Applause.)

THE SPOILS SYSTEM.

Discussing this in the house, Mr. Borden said that he had used some pretty strong language in condemnation of the liberal spoils system, and proved the following resolution: In making appointments to public offices and particularly to those of a representative nature, party services should not alone be considered but selections should be made with regard to capacity and personal character. The government made no answer, simply calling on its followers to vote it down. "I'll ask any fair-minded man," said Mr. Borden, "if he is prepared to endorse his leader's position in that matter. I was not contending for an impossible ideal, simply for a fair ruling principle that could be reached by any party. But Sir Wilfrid Laurier was the first man to vote it down. Every New Brunswick liberal voted against it. The meaning of this is that the liberal party is not fit to be entrusted with the government of the country. The meaning of this is that the liberal party is not fit to be entrusted with the government of the country. The meaning of this is that the liberal party is not fit to be entrusted with the government of the country."

THE LAURIER GENERAL.

Mr. Borden next spoke of the government's conduct with reference to the Laurier general. Mr. Macdonald, appointed by Alexander Mackenzie, as guardian of the treasury, and continued in office through the liberal years of conservative rule. The conservatives had differences with him occasionally, but in his efforts to defend the treasury against the raiders, he asked for amendments to the constitution, and in his efforts to defend the treasury against the raiders, he asked for amendments to the constitution, and in his efforts to defend the treasury against the raiders, he asked for amendments to the constitution.

CHANGES IN THE CONTRACT.

But all this time negotiations were going on between the government and the company, with the result that, instead of the expected election, parliament was again called together and the country was surprised by the announcement that further great concessions were to be made to the company. Mr. Fielding was asked why concessions should be made at this time when the contract was so recent. He replied that the contract was so recent that it was not yet in the hands of the public. He said that the contract was so recent that it was not yet in the hands of the public. He said that the contract was so recent that it was not yet in the hands of the public.

THE ELECTION LAW.

Mr. Borden next referred to the present condition of the election law. He did not pretend, he said, to be more of a purist than many other gentlemen in this country. For his part he regarded the purchase of votes by any party as foolish as well as immoral. His theory was that any party could do more by spending money in acquiring an efficient organization than by using it illegally. Personally he felt that it could not be elected without the use of money or liquor, and during the last eight years, in having ballots stolen from the boxes.

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motion of the prime minister because, he alleged, the minister of justice had not time to revise it. There was time for a transcontinental bill, time for a Quebec bridge bill, time for railway subsidies, time for many other measures designed to retain the present administration in power, but no time for a measure designed to improve and purify elections. Since then another session has come and gone, and a bill was introduced by a conservative member, Mr. Casgrain, but it could not be passed without the consent of the government, which was refused.

THE GRAND TRUNK PACIFIC.

Mr. Borden next discussed the great matter before the people, the G. T. P. deal. He referred to Laurier's speech, when, introducing the bill, he passionately declared that time could not wait. Since then eighteen months have passed, and yet not even the survey work on the government section of the road has been commenced. Since he last spoke here, he said, the contract had been considerably changed, and the government was now to build a railway from coast to coast. The government was to build the eastern section and guarantee three-quarters of the cost of the western section and other assistance to the Grand Trunk and G. T. P. deal.

NO COMPENSATIONS.

What do we get out of this partnership? What are the reasons for it? Last year the premier said it was necessary, and immediately necessary, because of the prospective loss of the government section of the railway. The statement of Mr. Hay was explained in the Financial News, a well known financial paper. It was shown that the railway company did not propose to carry grain east by all-rail. "What gathered by the Grand Trunk to the westward was to be carried by water to Midland or some other point on the western coast. The statement of Mr. Hay was explained in the Financial News, a well known financial paper. It was shown that the railway company did not propose to carry grain east by all-rail."

THE PREMIER TOO.

Sir Wilfrid Laurier pointed out the advantages of Portland. He said that the Grand Trunk would continue to go there when it had such interests, that we could not undo the past. But he hoped that the additional traffic of the Grand Trunk Pacific might be turned to Canadian ports. How could he expect it? Look at the situation. At the Grand Trunk meeting the officers said that the company had been gathering up traffic in the east to hand over to the C. P. R. in Montreal. The Grand Trunk was to go west to get traffic for its own eastern lines. The Grand Trunk was to go west to get traffic for its own eastern lines. The Grand Trunk was to go west to get traffic for its own eastern lines.

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CANADIAN WINTER PORT.

When Mr. Fitzpatrick told the house of commons that for seven months in the year we had no Canadian outlet for our exports it was surprising. I had not heard that St. John was closed in winter (laughter). I thought that Halifax was open on port, though you in St. John sometimes make a joke to the opposite effect. Sydney is never closed. There are many other ports on the Atlantic open every day in the year (hear). The statements of Mr. Fitzpatrick and his colleagues seem to have greatly misled the English people. Otherwise well informed public men have warned the Balfour government not to offend the United States lest that country should close the whole seaboard against us during half the year (laughter). I am sorry to crush the hopes of the people with these statements of our ministers. It was found necessary to set Sir Wilfrid right on some of these questions of geography last year. He got his mileage wrong and the one thing that he was sure of was that he would correct the geography. I asked Fielding in 1909 whether there was anything in the contract to prevent the G. T. P. carrying the traffic to Portland. He said that the company would have to bring it to St. John or Halifax for the same price as to Portland. He was asked whether the shipper would have to go to Portland, especially since they had such large interests there. Mr. Fielding's reply is found in Hansard. He said the company would make money by going to Portland, but the government did not intend to permit it. But when Mr. Borden asked him what there was to prevent it, Mr. Fielding's reply is found in Hansard. He said the company would make money by going to Portland, but the government did not intend to permit it.

A ONE-SIDED PARTNERSHIP.

A high official of the Grand Trunk Co. said to the shareholders at one of the meetings that the government was going into partnership to carry out this enterprise. This partnership was decidedly unequal. The government is the senior partner in respect to the payments, but the junior in respect to ownership and control (laughter). The obligations of the country in respect of the whole line were computed at \$150,000,000 to \$170,000,000. These figures cannot be contradicted. But the Grand Trunk obligations were confined to the giving of its guarantee to bond payments, at \$14,500,000. The rolling stock is to be provided by a trust as explained by the president of the company. The capital stock of the Grand Trunk Pacific is to be used as a speculation for the profit of the promoters.

A BETTER POLICY.

As against this extraordinary bargain the proposition had a distinct policy to propose. This, Mr. Borden said, was set forth in resolutions which he introduced in April, 1909. The substance of this motion was contained in these clauses: The immediate construction and control by the dominion of such lines of railway in the west to the Pacific as the enormous importance and the American port, and the great western country require. The extension of the Intercolonial railway to the westward, and the extension and improvement in the province of Quebec and in the maritime provinces of the government system of railways. The development and improvement of our canal and inland waterways, and the thorough and efficient equipment of our national ports and terminals on the Atlantic and Pacific coasts. The thorough examination, extension and survey of the country with a view to the future construction of such lines of railway as may be found in the public interest.

NATIONAL PORTS.

Mr. Borden then took up the question of improving the ports. This, he said, was in the public interest. Other countries were spending immense sums on their waterways and terminals. New York is alive and awake. Great improvements are taking place in all Atlantic ports which are rivals of ours. Cheap transportation is in demand everywhere, and a modern equipment of ports is necessary to give our ports a competitive advantage. If we do not go forward in this direction, such expenditure and enterprise will be breathed upon the backs of our people. Halifax, St. John, Quebec and other ports everywhere, and a modern equipment of ports is necessary to give our ports a competitive advantage. If we do not go forward in this direction, such expenditure and enterprise will be breathed upon the backs of our people.

A GOVERNMENT-OWNED RAILWAY.

There is nothing alarming in the idea of a government railway. After all, a railway is only a highway. This kind of highway is in some countries owned by private parties and in others belongs to the government. But here

CONSERVATIVES ABLE TO GOVERN.

In closing Mr. Borden referred to the statements made by ministers and their friends that the conservatives had not material to form a government. He said that the conservatives had not material to form a government. He said that the conservatives had not material to form a government. He said that the conservatives had not material to form a government.

CHEERS FOR DUNDONALD.

The liberal-conservatives have kept one thing above party politics. From the officer to the rank and file we have kept the mill grinds free from the damning influence of partisanship. We must have a militia, but when that militia is vitiated by introducing party feeling the safety of our country is gone. The liberals had done this, and had driven from Canada one of the first of England's generals (at this point Mr. Foster was interrupted by three cheers for Lord Dundonald). They had deprived Canada of the best practical and competent commanding officer she had ever had (cheers). In conclusion Mr. Borden said that of all the lines of policy of the liberal-conservative party as outlined by Mr. Borden, the most important one was that of sympathy with Mr. Chamberlain's imperial policy (great cheers) — the liberal-conservatives must do something to build a railway over a country not the best in thought and action of civilization, and the Canadian people must uphold the high traditions of our flag that it may symbolize in future ages the glory and good it has in the past. (loud and prolonged cheers.)

THE SPOILS SYSTEM.

Another quarrel Mr. Foster had with the government was the flagrant misuse he had made of the pardoning power. Stealing from the ballot-box, the freeman's decision, and the vote—a crime only second in degree to murder. It is a crime most difficult to prove, and when it is proved the penalty is enforced. Reference was made to the Brunet case in Montreal, in which the offender was scarcely within the group of the law where the liberal party leaders got to work and secured his pardon. Sir Wilfrid Laurier, when in opposition, lifted up his white hand and said that he stood for purity in elections. It was the same Sir Wilfrid who wrote Brunet's pardon and set the precedent. Again in Toronto, after a man had been convicted for embezzlement, the party leader got up a petition and got him out of prison. In less than six weeks this man was again trying to do business in the front street.

FISCAL POLICY.

Mr. Borden briefly reaffirmed the policy of his party in fiscal matters. It stood for protection as firmly as ever. He spoke of the four thousand miles of frontier between Canada and the United States. Our imports from that country were rapidly increasing. Our sales of home produce to the United States showed no gain. In support of this statement he read the following figures from the statistics of the United States:

Imports from the United States were as follows in the fiscal years mentioned:		
1901.....	\$107,149,225	Increase.
1902.....	114,744,666	7,595,441
1903.....	122,789,227	14,245,561
1904.....	125,620,511	2,831,284
Imports from the United States were as follows in the fiscal years mentioned:		
1901.....	\$67,983,678	
1902.....	66,667,784	Decrease \$1,315,894
1903.....	67,983,678	Increase 1,315,894
1904.....	66,856,885	Decrease 908,423

CONSERVATIVES ABLE TO GOVERN.

Mr. Borden strongly affirmed his belief in Chamberlain's policy. It was not enough to have the country reciprocity. Why then was it that those who were most eager for reciprocity with the United States were so afraid of reciprocity with our own kind and country across the sea? (Applause.) We give a preference and a guarantee that if the terms of our policy involved the loss of self-governing powers, he would not take it. But if Mr. Chamberlain's policy involved the loss of self-governing powers, he would not take it. But if Mr. Chamberlain's policy involved the loss of self-governing powers, he would not take it.