



# NOMINATION DAY.

## Tuesday's Proceedings Passed Off Quietly --Dr. Daniel and H. A. McKeown, Formally Nominated.

### Both Gentlemen Addressed the Electors at Considerable Length During the Afternoon--Dr. Daniel, the Conservative Candidate, Given Rousing Reception

Promptly at the hour of 12 Tuesday Sheriff Ritchie opened his court for the nomination of the candidates in the by-election which takes place next Tuesday. There were present in the rooms a number of spectators, but nothing out of the ordinary occurred. The sheriff read the writ calling for the election, thus formally opening the court.

Shortly after twelve Dr. Daniel, the conservative candidate, accompanied by C. D. Hazen, M. P., R. B. Emerson and Col. J. R. Armstrong, entered the court room. Dr. Daniel's nomination papers were filed by Col. Armstrong, and the deposit of \$200 made. They then departed.

About twenty-five minutes after twelve C. J. Milligan appeared and filed the papers of the Hon. H. A. McKeown, and also made the requisite deposit. Somewhat later Mr. McKeown was there himself for a short time.

No objections were raised, and the proceedings passed off very quietly. The sheriff, however, kept his court open until two o'clock, when the nominations were formally closed, and the usual demand for a poll made.

Dr. Daniel's papers were signed by the following:

William H. Thorne, J. Douglas Hazen, John R. Armstrong, W. S. Shriver, Fisher, Alfred A. Stockton, Miles E. Agar, Robert Maxwell, William Shaw, John E. Wilson, Philip Grannan, William Stacey, Alan Lewis, C. Barton Lockhart, George Kichham, J. Murray MacLaren, J. P. McInerney, William Christie, Henry A. Austin, Robert B. Emerson, Alexander W. Macrae, W. Frank Hatheway, William D. Gaskin, James J. McGaigan, J. DeWolfe Spurr, Hiram B. White, Douglas McArthur, Daniel Mullin, Joseph T. Knight, Elias Alward, Thomas Bell, John Killen, Thomas Kichham, J. Reynolds, Charles F. Brown, John Gilchrist, John B. M. Baxter, P. Robertson, Innes Thomas, H. Sommerville, G. S. Fisher, James Christie, W. Bayard and others.

The signers of Mr. McKeown's papers were:

Joseph Allison, Thomas McAvity, Carson Flood, W. G. Scovell, E. B. Macaulay, Edward L. Rising, C. K. Cameron, J. Edmund Secord, James Manson, J. Ory Morrell, J. Harvey Brown, G. Nixon, A. G. Mackenzie, H. H. Brown, Frank J. McPeake, Henry Hill, J. Fraser Gregory, Daniel J. Farley, Geo. Robertson, John Y. Ellis, John Keefe, E. Lantieri, J. E. W. Vroom, Richard O'Brien, John L. Oarleton, Alex. McMillan, T. H. Eustachios, Joseph Bullock, James Pender, G. Sydney Smith, Alexander Macaulay, H. H. McLean and others.

At 2:30 o'clock in the afternoon the candidates began to address the electors.

HON. H. A. McKEOWN.

Mr. McKeown, the government candidate, spoke first and said:--Mr. High Sheriff and electors of the city of St. John: The contest which is upon us is one in which I feel that the electors should and do take a great deal of interest. There is a cause for which I and the government feel this community should express its opinion on a policy of great importance. I mention in my remarks intend to deal fully with the policy of the present administration. I will say that I believe that the present administration is a matter of great satisfaction to me. (No applause.) It is true that a government cannot cause trade itself, but it is nevertheless a fact that a government can create conditions of trade. It is in the power of the liberal party to do this. I mention in my remarks intend to deal fully with the policy of the present administration. I will say that I believe that the present administration is a matter of great satisfaction to me. (No applause.) It is true that a government cannot cause trade itself, but it is nevertheless a fact that a government can create conditions of trade. It is in the power of the liberal party to do this.

Mr. McKeown, after recovering from the interruption, read sections from the contract. The instant he said that the company broke any provision of the contract, the government would take it totally out of the hands of the company. (No applause.)

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It was only a wise course on the part of the constituency, to return a man who could have the greatest weight in the councils of the country.

In connection with the driving matter, which had occupied a good deal of the attention of the people of St. John, he considered it a matter of consequence that the government had bent a willing ear to the people. Never was there a spoutful of dredging done by the old government. In view of the statements of the Premier, the commission, the city of St. John should hold on to every bit of land it possibly could. The government had done well in the past, and now when it was not a matter of turning out the government, but of simply returning to Ottawa, a representative who would look after the interests of the constituency, he believed this constituency would not go back on the government.

DR. DANIEL.

When Dr. Daniel was greeted with applause and cheers. He said all present must have listened with interest and varied feelings to the address of Mr. McKeown. He said that the route finally taken, and expressed regrets that the line had not been built through the centre of this province, in order that the long haul via the north shore might be avoided. The Grand Trunk Pacific can be divided into two sections, that which is west of Winnipeg, which is to be built and owned by the company, and that east of Winnipeg, which is to be built and owned by the government. It is one matter to talk about what this railway will cost, and another to talk about what it will cost the government. I believe that this railway will cost some one over \$100,000,000, but it will not cost the government more than \$40,000,000. In this statement I am going to take the judgment of the people of St. John. The surveyors' estimates showed that the distance over the road from Moncton to Quebec will be 350 miles. The cost for the purpose of argument. The cost will be \$25,000,000 a mile, which makes \$100,000,000. The section from Quebec to Winnipeg, and the section from Winnipeg to St. John, will cost \$38,000,000 per mile, and will cost about \$41,300,000. The cost for the distance from Winnipeg to Moncton will therefore be about \$51,300,000. The road from Moncton to St. John will be built entirely by the company. The only thing the government will do with respect to this section will be to endorse the company's bonds to raise the money. On the section through the prairies the government guarantees a little over \$9,000 per mile, and on the section from St. John to Quebec, \$22,500 per mile. For the first seven years the government is to allow the company the free use of the road. The interest which the government would have to pay in seven years on the money that it would put in the construction of the road would amount to \$13,000,000. I never said that the cost of the road was \$13,000,000. But I did say that it would cost the government only \$13,000,000, and I consider for that amount it is a good bargain.

These matters may be concealed from the people.

Several years ago when the route of the I. C. R. was a matter under consideration, a good many were disappointed over the route finally taken, and expressed regrets that the line had not been built through the centre of this province, in order that the long haul via the north shore might be avoided.

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The surplus which the government has this year will more than pay for the road. If the road were built by the government, it would have to go out and borrow the money. We would never get a railroad if we had to depend upon the surplus of the conservative government.

Dr. Daniel--When was your when the conservatives were in power? Mr. McKeown--I was just where I am now. They were able to pull Dr. Stockton out of the office, but they were not able to pull me over.

Continuing on the G. T. P. scheme, Mr. McKeown said that the government would take it totally out of the hands of the company, knowing the policy for breaking the contract, would do so. If he had three or four days to look at the contract, the conservatives might know a little more about it.

With respect to the guarantees, Mr. McKeown said that the government took a mortgage of the western section. In that section for every \$20,000 the government should put up the company must invest \$10,000. On every \$20,000 which the government should expend money, it would have a first mortgage. Further than that, the company agreed that it would put on the rolling stock, and that all came under the mortgage. The Grand Trunk Pacific to the assistance of the new company, and guaranteed to the government what might be expended. The contract was in every way favorable to the people of this country.

Mr. McKeown said that he wanted to know whether the conservatives were opposed to the building of the eastern section of the road, or whether the objection was to the manner of building it. He would like to know so that he might meet the objection.

The people of the maritime provinces had to keep alive to their interests when public utilities were being constructed. He would venture to say that the western section did not care whether the eastern section was or was not built. Under the charter of the company had the power to build from Chipman to Norton and thence to St. John. If he wanted to build the road, he could do everything in the power of St. John. Dr. Stockton a few nights ago on the Institute platform, asked him whether the government would punish the electors of St. John if it returned a conservative candidate. What the people wanted was justice and he would take occasion to say that the government would do so.

It was only a political road. Mr. Blair had objected to the railway, and he gave them at length. He took objection to it, as there had been no request and no survey had been held. It was impossible as yet to ascertain the location of the railway, as there had been no survey. The government had granted \$2,000,000 to the Canadian Northern railway, and there was room for five millions of people. If they were going to locate a new railway out west or west of here, the government should build it out of their own funds.

Mr. Blair opposed the Grand Trunk Pacific because it passed St. John by. The electors of St. John, unless they were blinded by party feelings, could not, if they ever believed Mr. Blair, vote for the liberal candidate. (Applause.) Mr. Blair said the proposed railway was the shortest or cheapest route. Why should the line be extended to Moncton and the ocean by the shortest way? Mr. Blair said that he had a large winter port business and it was capable of doing more if the facilities were increased. The harbor was the best reason why St. John had one staple produce which was very useful in filling up cargoes. He referred to lumber. This was the staple of the coast, and it was from Quebec to Lewis and then down to St. John by the valley of St. John river. (Applause.) Mr. McKeown said that he was not opposed to the eastern extension. He was, but that depended upon the way it was built. If it were built let it come to St. John, and the results would be of the best. (Applause.)

If the line came down the St. John river it would seem that the company must be in a position to be brought to St. John by the valley route. The liberals blamed Sir Leonard Tilley for making the I. C. R. this way. Why not lay this line down the river St. John. (Applause.) It was the cheapest route and it would open a coastwise business. Mr. Blair said right when he found it was not to be brought to St. John by the valley route. The liberals blamed Sir Leonard Tilley for making the I. C. R. this way. Why not lay this line down the river St. John. (Applause.)

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The government could appropriate the railway, and fix up the I. C. R. with the proposed line would cost. Business men should remember that the government could not do this. Mr. Blair showed his statement opening up his conduct in this connection. The government could appropriate the railway, and fix up the I. C. R. with the proposed line would cost. Business men should remember that the government could not do this.

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of Canada instead of the country paying the bill (applause). If the dominant government used the I. C. R. as they had Quebec there would be no call for Geo. Robertson to build a dry dock. The government did everything better than what the government proposed on the eve of an election. The railway through New Brunswick talked of would be no good to St. John. The opposition party had a policy which was better than what the government proposed. Mr. Borden advocated the equipment of St. John and other ports as national ports (applause). His policy was to make Montreal and Quebec St. John and Halifax, free ports. Dr. Daniel asked the electors to vote for him on such a policy. He thought St. John could not do better than send him to Ottawa, to call attention to the needs of the city (applause and cheers).

MR. McKEOWN'S REPLY.

After Dr. Daniel had finished, Mr. McKeown made a brief reply. He said that during the time the liberal party was in power they did make certain improvements in the harbor, but he would like to know what the conservative party had done previous to their defeat in 1896. Dr. Daniel had answered his question by saying that the conservative party was opposed to building the Grand Trunk Pacific railway by the proposed route, but he would assure the people of St. John that it would be built if the people of this city would vote for it.

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VICTORY FOR JAPAN

Three Russian Warships Torpedoed by Japanese Who Escape Without Injury.

PORT ARTHUR, Feb. 9.—Japanese torpedo boats attacked the Russian fleet here during the night and three of the Russian ships were badly damaged. The Japanese, who thus scored the first success of the war, escaped undamaged. In consequence of the attack by the Japanese torpedo boats, martial law has been proclaimed here.

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ST. PETERSBURG, Feb. 9.—An official despatch received here says that the Japanese torpedo boats have attacked the Russian squadron in the outer roads at Port Arthur and that three of the Russian ships were damaged.

After the Russian report of the attack by the Japanese is as follows: "I most respectfully inform your majesty that at or about midnight the Japanese torpedo boats made a sudden attack, by means of mines, upon the Russian squadron in the outer roads of the fortress of Port Arthur, in which the battleships Retyuzan and Casares were and the cruiser Pallada were damaged. An inspection is being made to ascertain the character of the damage."

ST. PETERSBURG, Feb. 9.—A special telegram from St. Petersburg says three Russian ships at Port Arthur were severely damaged last night by torpedoes discharged from Japanese torpedo boats. The latter were passing the harbor. Subsequently a large fleet of Japanese battleships and cruisers appeared before the port.

PRAYERS FOR VICTORY.

ST. PETERSBURG, Feb. 9.—The Imperial hall, which was to have been held this evening has been cancelled. At two o'clock this evening the Imperial court and all functionaries will attend a solemn deum to pray for victory for the Russian arms.

CHINESE RISING FEARED.

CHE FOO, Feb. 9.—The Japanese residents are leaving Port Arthur. On Monday a steamer was chartered and proceeded to Dainy, thence to Japan. Others are going to China. Admiral Alexief tried to reassure them and promised protection to their property. Russian officers and foreign merchants are leaving here in fear that the Chinese will rise.

JAPAN'S POSITION.

TOKIO, Feb. 9.—The following is the statement issued by the Japanese government setting forth its position: "The Japanese government has decided to maintain the independence and territorial integrity of Korea, and to safeguard its interests therein, the Japanese government has decided to view with indifference any action endangering the position of Korea, whereas Russia, notwithstanding her solemn treaty with China and her repeated assurances to the powers, not only continues her occupation of Manchuria, but has taken aggressive measures in Korean territory. Should Manchuria be annexed to Russia, the independence of Korea would be impossible. The Japanese government, therefore, being desirous of securing permanent peace for Eastern Asia by means of direct negotiations with Russia, with the view of reaching a friendly adjustment of the mutual interests in both Manchuria and Korea, where their interests meet, communicated to the Russian government its desire to the Russian government and invited its adherence. To this the Russian government expressed a willing assent. Accordingly, on the 20th August, Japan proposed to Russia, through its representative at St. Petersburg, the basis of an agreement, which was substantially as follows:

I. A mutual engagement to respect the independence and territorial integrity of the Chinese and Korean empires. II. A mutual engagement to maintain the principle of an equal opportunity for the commercial industry of all nations with the natives of those countries.

III. A reciprocal recognition of Japan's preponderant interest in Korean affairs. Russia has special interests in railway enterprises in Manchuria and a mutual recognition of the respective rights of Japan to take measures necessary for the protection of the above mentioned interests so far as the principle of article I is infringed.

IV. The recognition by Russia of the exclusive rights of Japan to give advice and assistance to Korea in the interest of reform and good government.

V. The engagement on the part of Russia to unimpede the eventual extension of the Korean railway into Southern Manchuria so as to connect with Eastern China and the Shanghai-Kwan New Chwang lines. It was the intention of the Japanese government originally that conference should take place between the representative of Japan at St. Petersburg and the Russian authorities, so as to facilitate as much as possible the reaching of a solution, but the Russian government absolutely refused to do so on the ground that the czar contemplated a trip abroad and for other reasons. It was unavoidably decided to conduct the negotiations at Tokio. It was not until the third of October that the Russian government presented counter proposals, and in these proposals it engaged in respect to the sovereignty and territorial integrity of China, and stipulated the maintenance of a primogeniture of equal opportunities for the commerce and industry of all nations in China, and requested that Japan declare Manchuria and its littoral as being entirely outside of her sphere and being against him in absolute. "I know," said the governor, "but he couldn't get her to marry him in any other way."

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WELL DONE, QUICKLY DONE.

(M. A. P.) The late Henry Seton Merriman—his real name was Hugh Scott—was one of the swiftest writers the world has ever seen. Mr. Merriman only wrote at long intervals, but when he once sat down at his desk he would produce two or three chapters of 5,000 words each in an evening.

Once he argued with Walter Pater at Oxford on this matter. "Nothing," Mr. Pater reiterated, "nothing can be done well that is done in a hurry."

"Nothing," said Mr. Merriman, "nothing can be done well that is done in a hurry." "Nothing," said Mr. Pater. "How about making a train?"

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THE CURSE OF MANKIND IS CONSTIPATION.

Ninety-tenths of the ailments we have can be traced to constipation. The bowels are



CITY NEWS.

Recent Events in, and Around St. John.

Together With Country Items From Correspondents and Exchanges.

To cure Headache in ten minutes use KUMPORT Headache Powders.

There died at Hubbard's Cove, N. S., on February 7, Edward Harris, aged 85 years and said to be the oldest man in Nova Scotia up to the time of his death.

Capt. Pike will take command of the Eastern Steamship Company's steamer St. Croix today, as Capt. D. Thompson, her general commander, is leaving on a three weeks' vacation trip.

At a meeting of the shareholders of the Dalhousie Lumber Company yesterday the following were elected directors: George McKean, Henry Hayward, J. T. Knight and A. H. Hilliard.

The Eastern S. S. Co.'s flag was at half mast yesterday on account of the death of W. E. Leonard, the oldest member of the Church of England in St. John, who died in his 93rd year on Monday.

The annual general meeting of the ordinary associate (lady) and ex-officio members of the Church of England in St. John, was held at the lecture hall, 121 Grand street, on Thursday, Feb. 11th, 1904.

When the blood is rich and pure there is a healthy glow to the complexion which speaks of the vigor and vitality of the system.

CHICAGO, Feb. 10.—Fire, which originated in a building occupied by the Chicago Table and Linen Co., destroyed the plant and the plant of the Chicago Paper Packing Company and of the Waterbury company.

Richard O'Brien, 25 00; James J. V. Ellis, 25 00; J. A. Friend, 25 00; James B. Daley, 5 00; J. H. O'Brien, 5 00; J. A. Friend, 5 00; A. M. D. Sweeney, 5 00; John O'Regan, 5 00.

WATCHING FOR A MURDERER. Recently a letter was received at the Immigration building at Sand Point by a German expected to arrive here shortly, and from one of his countrymen.

CHICAGO, Feb. 11.—Mrs. Matilda B. Carse, founder of the Woman's Temple and one of the leaders of the National Women's Christian Temperance Union, has suffered a fall on an icy pavement, which resulted in a broken hip.

OTTAWA NEWS. OTTAWA, Feb. 10.—According to the last census there were 4,672 Japanese in Canada in 1901, of whom 4,615 resided in British Columbia.

TO CURE A COLD IN ONE DAY. Take Laxative Bromo Quinine Tablets. All druggists sell. The money if it fails to cure, E. W. Grove's signature is on each box.

NOTICE. The canvassers and collectors for the SEMI-WEEKLY SUN are now making their rounds as mentioned below.

EDGAR CANNING is in Albert Co. and Westmorland. F. S. CHAPMAN in Kines Co. N. B.

CAMPAIGN IN CARLETON.

Grand Mass Meeting in the City Hall, last Thursday.

Speeches by Dr. Daniel, the Candidate, J. D. Hazen, Ald. Baxter and Dr. A. A. Stockton--All Were Given a Most Hearty Hearing.

One of the most enthusiastic meetings of the campaign was held Thursday in Carleton City Hall, where hundreds of electors were assembled, determined to carry forth to victory the standard of the liberal conservative party.

Dr. Daniel, J. D. Hazen, M. P. F., and Dr. A. A. Stockton, who were given a hearty reception, W. D. Baikin occupied the chair. Among those on the platform were Samuel Brittain, who is one of the oldest citizens of Carleton, and who has always manifested a good deal of interest in the welfare of his constituency.

Mr. Baikin before introducing the speakers, said: Ladies and gentlemen, it is not necessary for me to explain the purpose of this meeting. I am pleased to see such a large audience of intelligent citizens assembled to discuss the issues of the day.

Mr. Hazen asked the electors to support Dr. Daniel because he represented the principles of the great liberal conservative party. It was the policy of the liberal conservative party to advance the welfare of the people.

Dr. Daniel, the candidate, said that he was a man of undoubted ability and experience in the construction and operation of railways.

Dr. Daniel, the second speaker, was heartily received. He referred to being on the platform of the Carleton City Hall on the return of a contingent of soldiers from South Africa, where they supported Britain's flag with credit to themselves and to their country.

Dr. Daniel referred to the unpatriotic conduct of the present administration in not sending out forces by public opinion troops to the assistance of the mother country.

Mr. Blair had said that the G. T. P. was a reckless scheme. The contract provided that the western section was to be built within five years.

Dr. Daniel wanted to know how much time was allowed to build the eastern section? Time indefinite. The contract did not specify the time for the building of the eastern section.

It was clear that nationalizing the port of St. John would mean paying back to the citizens what money they had already spent on the terminal facilities.

Dr. Daniel then read from statements made by Hon. Mr. Blair, in which he said that the traffic would go to Portland and St. John would be side-tracked.

It was clear that nationalizing the port of St. John would mean paying back to the citizens what money they had already spent on the terminal facilities.

secret ballot? No. Did not Mr. McKean therefore almost hold his seat under false pretences?

Dr. Stockton said he had asked Mr. Emmerson what were the amendments that were proposed to be made in the G. T. P. bill.

Dr. Stockton referred to Mr. McKean as a circular politician, a kind of a whirling dervish. He was a man who had changed and had known when he changed, judging from the astounding statement he made on nomination day.

Mr. Hazen then referred to the resignation of Hon. Mr. Tarte, because he had advocated Canada for the Conservative; and to that of Hon. A. G. Blair, because he denounced a railway scheme that would be disastrous to Canada.

Dr. Stockton then took up the G. T. P. contract. From the ridiculous statements made by Mr. McKean, he judged that if he were not speaking in a jocular way, he could not have read the contract.

Dr. Stockton asked what had the present government done that they should boast of. They did not give the people the benefit of the west, nor did they secure the protection of the mother country.

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N. B. LIBERALS

Met in Big Convention at Berryman's Hall.

John L. Carleton Showed His Vim as Practical Tactician by Shutting Down a Row.

Speeches by Delegates From All Parts of the Province--Mr. Blair's Name Was Not Received With Unanimous Favor by His Former Henchmen.

The convention of the New Brunswick Liberal Association opened Thursday morning in Berryman's Hall.

The hall was crowded with delegates from every section of the province and until just before the close of the morning's session apparent unanimity prevailed.

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DR. SPROULE ON CATARRH

THE GATEWAY OF CONSUMPTION.

Twenty years ago Catarrh was comparatively unknown. Now no age, sex or condition is exempt from it, and no climate or locality is free from its prevalence.

It has been determined by microscopists that Catarrh has as distinct a germ as any of the noted epidemic diseases, and again and again has it been shown that a patient had been treated for some other disease when Catarrh germs have been present.

A remedy for Catarrh must be used constitutionally, and it must possess a direct affinity for the mucous membrane, and be adapted to each individual case.

Dr. Sproule, B. A., English Specialist in Catarrh and Chronic Diseases.

WANTED. WANTED-AGENTS-Reliable men to sell for "Canada's Greatest Nutrient," largest and best assortment of stock, liberal terms to agents. Apply to W. H. Harrison, Esq., 108 Prince William Street, St. John, N. B.

SCHOOL TAXES. The Sun Printing Company will mail to Secretaries, SCHOOL TAX BLANKS, for Forty Cents a hundred forms. SUN PRINTING CO., St. John, N. B.

W. H. HARRISON, LL. B. ATTORNEY-AT-LAW. OFFICE: 108 PRINCE WILLIAM STREET.

speaker. He expressed his pleasure at the appointment of Mr. Emmerson, chiefly because he had had so much to do in the interests of agriculture in this province.

Mr. O'Brien's resolution was then adopted. Senator Thompson moved a resolution supported by Fred P. Thompson, W. S. Loggie and Geo. B. Mercer, endorsing the appointment of Hon. Mr. Emmerson as minister of railways.

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