

20,000 LABORERS WILL SUPPORT BORDEN.

Have Issued a Manifesto Favoring a Policy Which Will Bring Them Adequate Protection.

MONTREAL, Oct. 31.—The workmen of Montreal to the number of upwards of 20,000 are out with a manifesto in favor of all the conservative candidates. The manifesto reads as follows: "MONTREAL, Que., Oct. 31.—To Brother Workmen: We have taken cognizance of the written assurances of the most binding character, signed by Mr. Campbell Lane, conservative candidate for parliament in St. Lawrence division; by Mr. H. B. Ames, conservative candidate in St. Antoine division; by Mr. C. T. Marschal, conservative candidate in St. Marys division; by Mr. F. D. Monk, conservative candidate in Jacques Cartier division; by Mr. Michael J. Morrison, conservative candidate in St. Anna division; by Mr. J. T. Cardinal, conservative candidate in St. James division; and Mr. S. D. Vallieres, conservative candidate in Malouine, indicating that the conservative party will be a straight protectionist party; and, furthermore, having taken cognizance of written pledges deposited with Mr. H. LaPorte, mayor of Montreal, said pledges to be placed in the hands of Mr. John A. Flitt of the Brotherhood of Carpenters and Joiners of Hamilton, at Ontario, and Mayor LaPorte, as permanent custodians, and said pledges to be retained by them as the property of the workmen of Canada. "These pledges, which are of the most unequivocal nature, binding the candidates to work in parliament, until actually successful, for such measures as will procure for the workmen adequate wages as a result of adequate protection. "In view of the fact that the candidates above mentioned promise, if elected, to seek the adherence of the other conservative members, we, workmen of Montreal, have no hesitation in saying that now is the workmen's opportunity to bring about the political change that will enable them to share in the benefits of a policy of adequate protection for Canadian industries and Canadian labor. "There is a tidal wave setting in, which promises to carry the workmen by tens of thousands to the support of the conservative candidates. Mr. Tarte says no man could have foreseen the change of feeling, and he holds that the outlook supports the view that the conservative party is coming to power.

THEY CHEERED DUNDONALD.

Rousing Meeting Held Last Evening at St. George.

ST. GEORGE, Oct. 31.—A meeting was held here this evening in Court's hall in the interests of the conservative candidate, G. W. Ganong. The hall was crowded to the doors and the audience was most enthusiastic. Jas. Dodds was in the chair. About forty influential residents of St. George and vicinity were on the platform, including among whom were Nicholas Meating, Ernest Harvey, Isaac Dick, Hector McKenzie, Dr. Taylor, J. Oscar Baldwin, David McAdam, Howard Bailey, Burton McNichol, Elgin McNichol, W. A. Gallant, Joseph McCormick, Samuel Austen, H. Spear, H. Condie, Abraham Gass, H. A. McLeod, Thos. Armstrong, Nevin McMahon, P. Moore, Robert White, Dan Cameron, A. Kenighan, H. Harvey. The room was prettily decorated with flags and mottoes. The first speaker was Charles Johnston of the firm of Mines, Coutts and Co. He took up the granite question, and showed how the industry and suffer under the rule. He referred to the letters of the Utopia Granite Co. and Fairplay which had appeared in the Globe and Liberal News, and conclusively showed that many of the statements were false and their arguments entirely wrong. John D. Chipman of St. Stephen was received with cheers. He severely criticized the actions of the Liberal government and explained the conservative policy as regards railway and fiscal matters. George W. Powers, M. P. P., received a magnificent ovation. He went into the transportation question in detail, and showed that it could not work for the government had said it would. Referring to Mr. Emmerson's statement made a few days ago, that there had been no scandals during Liberal rule, Mr. Powers showed by several examples, such as the Jackson case, that this was not so. He concluded his remarks by referring to the Dundonald affair. The ex-commander's name was received with great applause. Mr. Powers' remarks were most carefully listened to and frequently cheered. The meeting broke up with cheers for the King, Mr. Borden, Mr. Powers and Mr. Ganong.

BOSTON NEWS.

Sad Death of a Former Moncton Man.

The Condition of the Markets—Gold For Nova Scotia. BOSTON, Oct. 31.—A Nova Scotia banking institution today engaged \$1,000,000 in gold at New York for shipment to Canada. Benjamin Belliveau of Hyde Park, formerly of Moncton, either committed suicide or was accidentally overcome by illuminating gas, and was found near the Lexington avenue hotel at New York a day or two ago. Belliveau had been at the hotel since Oct. 10. A letter signed "Your wife, Agatha," and dated at Hyde Park, Mass., was found near the body when hotel employees forced the door of his room. The letter bore the address "Mrs. Agatha Belliveau, 91 Dana avenue, Hyde Park, Mass." Another letter signed "Miss Ida Langille, 43 Garden street, Boston," also was found in Belliveau's pocket. Mrs. Belliveau in her letter pleaded with her husband to stop drinking and other loose habits and return to her and her baby. She said she was living with her mother and had to sell her furniture. She had received no money from him in a long time, and baby needed clothes. Then turning to the mild reproofs to affection, she related that she still loved him and would take him back if he would reform. "You would love baby," said the letter, "if you could see him. He's getting so big now. He has just got two new teeth." Belliveau was formerly a resident of Hyde Park and lived at 91 Dana street, where his wife and child were residing. Belliveau was an enthusiastic horseman. He had not lived with his wife for several months. He came here from Moncton. He was 26 years of age. The following deaths of former provincials were announced: In Lynn, Oct. 21, John G. Kelly, formerly of St. John; in Roxbury, Oct. 20, Daniel A. Furlong, aged 78 years, formerly of Moncton; in New York, Oct. 28, Benjamin Belliveau, aged 28, formerly of Hyde Park, Mass., and Moncton; in Everett, Oct. 25, Margaret E. Halloran, aged 35 years, native of Prince Edward Island; in Jamaica Plain, Oct. 21, Maria C. Matheson, formerly of Cape Breton; in Melrose Highlands, Oct. 20, Mrs. Margaret Edna Keyes, wife of Starr Keyes, native of Moncton; in South Boston, Oct. 21, Mrs. Jane Clark, wife of William Clark, formerly of Sydney, C. B.; in Cambridge, Oct. 20, Dr. William C. Flower, aged 72 years, native of Moncton; in New York, Oct. 19, Joseph Pearce, aged 40 years, native of Nova Scotia. Large lumber receipts from the provinces lately have been recorded. Last week 13 schooners arrived with 1,021,110 feet of lumber, 88,000 feet of mill and 1,185,000 shingles. Several vessels came in with lumber this week. The situation in spruce lumber has not materially changed, though random cargoes are easier owing to heavier receipts from the provinces. Ten and 12 in. dimensions are yet held at \$21; 9 in. and under, \$19; 10 and 12 in. random 10 in. and up, \$20.50, and 5 in. and up merchantable boards, \$18 to 18.60. Hemlock boards are steady at \$15 for good eastern stock, 12, 14 and 16 feet. Shingles are steady and unchanged. The following prices are quoted: Salt herring easy at \$7 to 7.50 for N. B. large split. Smoked fish are in heavy supply, \$12 to 15c. for medium scaled. Fresh fish are plentiful and cheap. Market cod are worth 2 to 3c. per lb.; large, 3 to 4c.; shore black, 3 to 3.2c.; eastern white halibut, 14 to 14c.; eels, 10c.; large mackerel, 20c.; medium, 15c.; N. B. smelts, extras, 20c.; medium, 10 to 15c.; live lobsters, 18c.; boiled, 20c.

AT PENOBSCQUIS

Dr. Weldon Talked to Old Friends.

And Told Them Many Things Against the Present Government. SUSSEX, N. B., Oct. 31.—A successful conservative meeting was held Saturday night at Penobscquis, Kings Co., when Dr. Weldon, dean of Dalhousie law school, Halifax, and a Penobscquis boy by birth, addressed an audience which filled the Foresters' hall to the doors. Gideon McLeod was chairman, and after a few introductory remarks made on Dr. Weldon, who spoke for two hours. Dr. Weldon first spoke of the increase of trade during the last few years, for which the government receives claim credit, as being a result of the policy of the present administration, but with reference to the lumber industry as the tariff price of lumber was fixed by the market across the seas and the cut would largely depend upon the demand, the increase in this industry was due to causes for which the government are not fairly entitled to claim credit. In the increased cheese export the increase has been largely due to the fact that we have learned how to make as good cheese as anybody. It is easy to transport, freight is not very high and we get it in the English market and get a good name, but that all this was done long before the present government came into power. In the wheat trade the increase has been caused by the demand from the British markets, supplied in the old days from South Russia and the Western States. Settlers went west in such numbers that soon the American prairie lands were exhausted, the came word of the prairie lands to the north and the migration into Canada, with the consequent increase in wheat growing. He referred to some length to the G. T. P. railway policy giving the claims made by the government in behalf of the scheme, viz., first, that it meant the transportation of wheat; second, the opening up and colonization of a new country, and, third, it would develop the lower provinces. In dealing with the first arrangement Dr. Weldon used figures obtained from a member of the board of commerce, Montreal, showing that the transportation cost of wheat as reported at present was twelve cents a bushel from Winnipeg to Liverpool. That if it were C. P. B. having a line already built and established and yet cannot handle the wheat output because of the greatly increased cost by the all-rail route which would benefit come to have this second line? Taking up the second point, opening up and colonization of the country, the speaker referred to the fact that many reports have come in to the condition of the country, but it is so vast a territory that although men have made various trips there has never been as yet any adequate survey made, and that although Sir Wilfrid promised a survey should be made he entered into no bargain with the G. T. P. people before he appointed a commission. As to the third argument, the development of the lower provinces, the speaker said: "do not let me hear you can make a case for St. John under this contract. If we had the old Grand Trunk bound we could have a chance to get there in connection with this other route, because there would be some people bound, but we had not under the Grand Trunk. What is most likely is that the Grand Trunk will put up their connection with this other route and catch the trade in the east and let their contract about hiring the eastern piece of ground." In closing Dr. Weldon made a strong plea for purity in politics and freedom from bribery at the polls.

Our Suits and Overcoats

Appeal to judicious buyers, they are not only made from cloths that will stand wear and keep their color and appearance, but the inside make is such that they will keep their shape as well. You'll find the prices much lower here than elsewhere. See Our Suits and Overcoats At \$3.95, \$5, \$6, \$7, \$8, \$8.50, \$10, \$13 to \$15. J. N. HARVEY, Men's and Boys' Clothier, 199 and 201 Union St.

Quebec is Fast Coming Round

The People Are Not Supporting Laurier, and the Big Province Will no Longer go Solidly Liberal.

(Special to the Sun.) MONTREAL, Oct. 31.—While Mr. Tarte has not taken an active part in the present election beyond setting forth his well known views on protection and on the transportation problems in the columns of La Patrie, he has by no means been lacking in interest in the fight. Through correspondents of La Patrie, who are mainly liberals, he has kept his readers well informed and at the same time through these correspondents and many avenues of private information he possesses, he has kept thoroughly in touch with the situation the provinces over. Tonight for the first time Mr. Tarte deals with the prospect of the conservative party in this province, his text being the Toronto News estimate that the conservatives will only carry twelve seats in Quebec. Mr. Tarte at the outset remarks that liberal leaders are today anxious to concede the conservatives fifteen seats in this province, and says that if the remainder of the News' estimate is as far astray as it is in regard to Quebec, it must be very erroneous. Quebec in Mr. Tarte's opinion will return at least twenty seats, whereas the number claimed for the party in this correspondence a while ago, in fifty constituencies, as Tarte's text out there, is a brisk fight going on, and he declares he would not be in the least surprised to see the conservatives carrying even more than twenty seats. As for Ontario, Mr. Tarte reminds the people, referring to the News' estimate, that liberals now divide the province, that liberals made the same claim in the last three elections and in every instance were wrong. As election day draws nearer liberals are becoming more and more anxious as to the existence of the solid Quebec vote which they rely. The enthusiasm of 1896 and 1900 is lacking. There is an enthusiasm, but it is not of the same brands as distinguished those campaigns. Healers are still cheering lustily, but the great majority are silent. There is the successor of Laurier, not so frantic and devoted to the cause. The change in public opinion is perhaps marked by the experience of one conservative canvasser in the St. Marys division of Montreal, who in this election covered some 400 houses which he covered in the campaign of 1900. Then the people appeared to be proud to thrust the fact upon his attention that they were going to vote for Laurier. Now they are dubious. They do not say they will vote for him or against him, but decline to say how they will vote. Only one conclusion can be drawn from this unnatural reticence and that is that people have made up their minds to vote against Laurier and will not openly confess it for fear of having charges laid before their door of being enemies of their race and religion. Such has been the experience of those French Canadians who through Laurier's regime have remained loyal to the conservative party. No one expects that this upheaval will be sufficient to restore Quebec to its position of a staunch conservative province, but close observers like Mr. Tarte are convinced that it means the end of the days of a corrupt and unscrupulous Laurier. The conservative representation from Quebec in the next parliament will be both large and influential. Talk of campaign has now the appearance of an addition to the record. In St. Marys division, has developed all the fire and eloquence of Chapleau in his palmiest days and is sweeping the constituency from end to end by his persuasion and majestic oratory. No men love good speakers more than French Canadians and in Marchal they have a new idol. His opponent Piche, who generally opposed by liberals, and Marchal's election is generally conceded. Where Piche has a hundred people at a meeting Marchal has a thousand. The name of Laurier will not save Piche, and that is the only asset he has. As one old French Canadian said after hearing Marchal: "Laurier succeeded Chapleau as the representative of the sentiment of Quebec. There is the successor of Laurier, then to throw grenades with great accuracy and rapidly. In the meantime another body of Japanese assaulted the trenches on the slope of Rihlung Mountain. The Japanese trenches extended to certain portions of the slope and sloped some distance above the extreme Japanese outpost, where the ascent of Rihlung Mountain became almost perpendicular. The Russian trenches seemed the slope. To advance against them over an unbroken slope, which was mined, even without Russian resistance, would have been a difficult task, but the slope had been torn up, great holes having been blown in it at various places by the bombardment, and the Japanese availed themselves of these indentations, which offered combined foothold and protection against bullets. In the meanwhile the fire of all their available artillery was directed against the Russian trenches, the Russians eventually retiring, whereupon the Japanese in thirty minutes constructed trenches sufficient to shield themselves. The Russians exploded mines but, the Japanese claim, without result. One company of Japanese engaged in this fight aroused general complimentary comment for its remarkable coolness, executing the various manoeuvres for the purpose of securing shelter with automatic exactness as if on parade. Upon the retirement of their troops the Russians opened fire from East Mountain and that night they made a sortie. But the Japanese had in the meanwhile brought up machine guns, with which the sortie was repulsed. Except for the knowledge that the bombardment was continued, all information covering the period between Oct. 27th and Oct. 29 is lacking, but presumably it is much of the same character as the just described. 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FOWLER AT NAUWIGEWALK.

Had a Big Audience and Was Very Well Received.

HAMPTON, Oct. 23.—A large and very enthusiastic meeting in the interests of George W. Fowler was held this evening in the hall at Nauwigewalk, at which there were a number of liberals who heard some very clear and forcibly expressed arguments in favor of the Hon. Mr. Borden's plans in regard to the ownership and control of the proposed transcontinental railway, as well as an equally clear presentation of the failures of the liberals to carry out their pledges when in opposition and the ruinous character of their deal with the Grand Trunk Pacific company.

The meeting was presided over by Thomas Fraser, and the speakers were ex-Alderman Baxter, Wm. J. Brown, D. O'Connell and R. A. March, who for two and a half hours kept the audience interested in the questions presented and evidently made a strong impression upon the minds of all, as was evidenced by the applause with which every well turned point or incontrovertible argument was received. Among the audience were quite a number of liberals who joined in the manifestations of approval. Cheers were given for the King, the opposition leader, Mr. Fowler, and the speaker, Mr. Borden's name, while the name of the candidate is evidently in great favor in this section of the parish, and will receive a majority of the popular vote.

Tomorrow (Saturday) the conservatives will hold another meeting at Hampton Village, with Messrs. Alward and Hatheway as chief speakers. Mr. Fowler's meeting at Uplam this evening was a great success, Alexander Campbell in the chair.

A RUSSIAN OFFICER

Thinks the North Sea Affair Resulted From Drunkenness.

MONTREAL, Oct. 23.—Boris Demitri Mensikoff, formerly an officer of the Russian navy, and for nearly two years a sub-lieutenant on board the flagship of Admiral Rojestvensky, is in the city. Mr. Mensikoff comes of a distinguished Russian family, which, however, ever since the mid-reign of Alexander II. has been accused of holding liberal views. Difficulties between the captain of his vessel and himself arising from his outspoken comments on the way promotions were regulated in the Russian navy, resulted in his retirement, which was hastened by the fact that he received a warning from a friend that on his first return to a Russian port he would be arrested and exiled. He is at present taking a tour of Canada, and particularly the western states, where he may perhaps settle.

"I firmly believe," he said today, "that the recent act of Admiral Rojestvensky or the vessel under him, was prompted by the order of the admiral himself, when in a drunken humor. I cannot say that Admiral Rojestvensky is the best type of Russian officer. At times he drinks to excess and I greatly fear for him, but my sympathies are with the Russian people, that the recent terrible act was due to his intemperance."

"The navy is not on a good rating. High officials have in many cases been inclined to speculation, and the result is in bad shape. It makes the blood of the lover of his country boil to see such an abuse of power."

TRIED ALL ELSE TO NO BENEFIT

WHEN DODD'S KIDNEY PILLS CURED HIS DIABETES.

Starting Case of Thos. Harrison, of St. Mary's Ferry—He Tells the Story Himself.

ST. MARY'S FERRY, York County, N. B., Oct. 23.—(Special).—That Dodd's Kidney Pills will cure Diabetes, one of the most deadly forms of Kidney Disease, has been satisfactorily proved by Mr. Thos. Harrison, of this place. Speaking of his cure, Mr. Harrison says:

"I began to suffer with severe pains above the region of the kidneys. When I lay down it was torture to get up again. My appetite failed and I lost sleep rapidly. I doctored with several physicians but to no avail. I was finally advised to try a bottle of Dodd's Kidney Pills and they did me so much good I continued the treatment till I had used three boxes. They cured me completely."

CORNELIUS SHIELDS DEAD.

Was Manager of the Lake Superior Corporation.

SAULT STE. MARIE, Ont., Oct. 23.—Cornelius Shields, general manager of the Lake Superior corporation, died this morning from edema of the lungs and heart failure, from which he had been suffering for some time. He remained away from his office yesterday for treatment of tonsillitis. Complications causing death developed last night. Mr. Shields was born in New York state and was 49 years old. Funeral arrangements are deferred until the arrival of Daniel Shields, deceased's brother, from Michipicoten.

LOST THEIR VOTES.

Seventy-five men fully entitled to their franchise were omitted from the voters' list and as it became known, voters' list and as it became known, the necessary affidavits and petitions were forwarded for the purpose of having those names added to the voters' list. When the matter came up we are informed that Wendell P. Jones, Carleton's representative in the local house, objected. Mr. Jones will linger long in the memory of those who have been thus outraged in the loss of franchise.



Mrs. Rosa Adams, niece of the late General Roger Hanson, C. S. A., wants every woman to know of the wonders accomplished by Lydia E. Pinkham's Vegetable Compound.

"DEAR MRS. PINKHAM:—I cannot tell you with pen and ink what good Lydia E. Pinkham's Vegetable Compound did for me, suffering from the ill effects of the sex, extreme lassitude and that all gone feeling would rise from my bed in the morning feeling more tired than when I went to bed, but before I had used two bottles of Lydia E. Pinkham's Vegetable Compound, I began to feel better and more vigor returned to me. I became regular, could do more work and not feel tired than I had been able to do before, so I continued to use it until I was restored to perfect health. It is indeed a boon to sick women and I heartily recommend it. Yours very truly, Mrs. Rosa Adams, 519 12th St., Louisville, Ky."

Any woman who is troubled with irregular or painful menstruation, weakness, leucorrhoea, displacement or migration of the womb, that bearing-down feeling, inflammation of the ovaries, backache, general debility, and nervous prostration, should know there is one tried and true remedy, Lydia E. Pinkham's Vegetable Compound. No other medicine for women has received such wide-spread and unqualified endorsement. No other medicine has such a record of female cures.

"DEAR MRS. PINKHAM:—I am very pleased to recommend Lydia E. Pinkham's Vegetable Compound for womb and ovarian difficulties from which I have been a sufferer for years. It was the only medicine which was at all beneficial, and with a week after taking it, I was able to get up and about. I had a great change in my feelings and health, and I have not had a headache since. This is nearly a year ago. I always keep a bottle on hand, and take a few doses every week, for I find it tones up the system and keeps me feeling strong and never have that tired feeling again. I certainly think that every woman ought to try this grand medicine, for it would prove its worth. Yours very truly, Miss Elsie Danforth, 203 De Soto St., Memphis, Tenn."

FREE MEDICAL ADVICE TO WOMEN. Don't hesitate to write to Mrs. Pinkham. She will understand your case perfectly and will treat you with the best advice free, and the address is Lynn, Mass. No woman ever regretted having written her, and she has helped thousands.

\$5000 FORFEIT if we cannot forthwith produce the original letters and signatures of those testimonials, which will prove Lydia E. Pinkham Med. Co., Lynn, Mass.

NINE FROM NOVA SCOTIA.

Conservatives Are Sure of This Many and Will Probably Get a Few Others.

HALIFAX, N. S., Oct. 23.—News from all over Nova Scotia confirms the statement made some days ago that the liberal conservatives will secure not less than nine of the eighteen seats in this province, and they have an excellent fighting chance in several other of the constituencies.

There are three-cornered fights in four constituencies, where independent liberals and a labor candidate are running, while the conservatives have nothing but straight candidates in every county. These divided forces on the liberal side add greatly to the prospects of the conservatives in South Cape Breton, Richmond, Inverness and Digby.

The conservatives are sure of holding Pictou, Colchester, Lunenburg and Halifax, they will capture Cumberland, and they have a splendid fighting chance in Annapolis and Hants, while there need be no surprise if Fielding is defeated in Shelburne-Queens, and a stiff fight is being put up all along the line.

R. L. Borden has been busily engaged all day in personally meeting his constituents. Tomorrow evening he will address a meeting in Dartmouth, and on Monday he will speak in Sydney.

GANONG'S CAMPAIGN.

MACK'S BAY, Oct. 23.—The best political meeting ever held in Mack's Bay was convened last evening in the County Line Hall under the auspices of the conservative committee. Oscar Hanson, Jr., occupied the chair. The first speaker was S. E. Morrill of St. John, who was followed by G. W. Ganong, M. P. for Charlotte Co. Mr. Ganong in his usual happy manner held the attention of his audience from start to finish while he gave many convincing proofs of the righteousness of his even liberal conservative party.

MRS. A. G. BLAIR IS ILL. MONTREAL, Oct. 23.—Hon. A. G. Blair has been confined to his house at the bedside of Mrs. Blair, who for some time has been ill necessitating general medical consultation. Mr. Blair's well known devotion to his wife has precluded the possibility of his even discussing public affairs or giving any thought or attention at all to them for over a week, except attendance for a short time at the sittings of the royal commission. The many friends of the hon. gentleman will be pleased to hear today that Mrs. Blair is much better.

DR. AGNEW'S HEART CURE has saved the lives of many heart troubled people. It gives strength and health to the body through its action on the heart and relieves the severest attacks in thirty minutes.

Mrs. Mary Johnson, Georgetown Island, Ont., writes: "Send a bottle of Dr. Agnew's Heart Cure as quickly as possible. I have used it before and it is the best Heart Cure I ever tried. It gives relief in ten minutes and is excellent for Stomach and Nerves."

Dr. Agnew's Liver Pills 40 doses 10 cents, are not only the cheapest, but best pills made.

Prince Edward Island News.

Prominent Citizen Assaulted at His Home—A Budget of Interesting News.

CHARLOTTETOWN, P. E. I., Oct. 23.—A few evenings ago John MacEachern, an aged gentleman, was assaulted in the vestibule of his home while returning about ten o'clock from a meeting of the Caledonia Club. He received a severe punning and was left lying unconscious on the lawn. Mrs. MacEachern hearing the trouble outside her home, called for the police, which adjourns Mr. MacEachern's residence. Several of the guests were quickly on the spot, but the ruffians had fled. Two brothers, named McEachern, were in the dining room at the time. They belong to Caledonia, about thirty miles east of Charlottetown. They had come into town that day intending to leave next morning for Bangor. They were both in their men between thirty and forty years of age. At the police court they gave as their excuse that they had been drinking and mistook Mr. MacEachern's residence for their home. The ruffians were enraged at being locked out. But the man who did the beating was sentenced to six months' imprisonment in the Reformatory. The other man was dismissed. This outrage coming so quickly in the wake of the recent murder is calculated to give Charlottetown an unenviable reputation before the rest of the world.

It is believed that the murder was committed by a person partially insane, while the assault was by men living many miles from Charlottetown. We believe that no city in Canada are life and property safer than here and our people feel keenly the odium which has recently been fastened upon us by irresponsible parties. Despite every effort, the new law developed in the murder case. George E. Leith, superintendent of the eastern division of the Pinkerton detective service, Boston, spent a week here working on the case. Two other men, who were present at the murder, are R. W. Martin, and still at work here.

Interest in the political campaign increases rapidly as election day draws near. H. B. Fielding is to address three meetings in this province, speaking in Charlottetown on Monday night next. Both sides are working to win with the chances for all four seats favorable to the conservatives. Warburton and Prowse will require a large majority in Charlottetown and West Queens to grapple with the Liberal which has developed in East Queens. The Conservative Party through the different constituencies has been a distinct success, but the working of the "machine" may turn out to be a different matter.

At the annual meeting of the Caledonia Club the following officers were elected: President, H. B. Fielding; vice president, Alex. McDonald; first vice, James Calder; second vice, A. D. McCaulay; rec.-sec., D. R. McLennan; Treas., John McSwain; pipes, Peter Ferguson. Daniel Walker of North River, corporal in the P. E. I. Light Horse, died on Tuesday of typhoid fever in Manitoba. Deceased went west on the harvest excursion. The funeral was held at the residence of Newcastle, N. B., purchased a very fine draught horse here last week from George Myers of Hampton. The horse had won several prizes and the price paid was a handsome one.

The officers of No. 2 Company, Fourth Regiment C. A., were banqueted at the armories a few evenings ago by the non-coms and men. The Sunday School of the Baptist Association held here was highly successful. Mrs. Bryner, Mr. Lawrence and Prof. Excell were in attendance. The following officers were elected: President, H. B. Fielding; vice president, Rev. R. G. Sinclair; first vice, A. D. McCully, John P. Gordon; treasurer, Dr. Jardine; superintendents, normal department, Prof. Jordan; home department, Mrs. Doull; cor. sec., Mrs. Morrison; and Catharine A. Callaghan, both of Charlottetown; John Pierce and Emma Hooper, both of Charlottetown; Thomas Bradshaw of Charlottetown; and Paul McPherson of Annapolis; James Curd of West Point; G. McLean, both of Charlottetown; H. Pope Hooper and Minnie L. Reagh, both of Milton; Alexander Glennie of Boston and Mary McLean of Graham's Bay; Francis J. Callaghan and Catharine A. Callaghan, both of Drogheda; F. Murphy of Avondale, and Minnie Wedgden of Lake Verde. Islanders wedded elsewhere in West Point, N. S., Thomas Umphey of New York, and Florence H. Harper of Boston, and formerly of Summerside; at Plottou, N. S., McDonald, contractor for the superstructure of Hillsboro bridge, and Maud Foster, daughter of Conductor Foster of the Short Line, Pictou; at Vancouver, Ernest A. Earle, formerly of Charlottetown, and Agary Ethel Salisbury of Vancouver; at New Mills, N. B., Isabel McMillan and Richard A. Murray, formerly of Brudenell, P. E. I.; at Marble Mountain, N. S., T. A. McLean, Jr., of Charlottetown, and Margaret McLaughlin, of Marble Mountain; at Lowell, Mass., Paul McPhail and May I. Rogerson, of Churchill, P. E. I.

Dr. Gould, a photographer here, fell from the window of his studio on the second floor a few evenings ago and received a bad shaking up. The Aberystwyth and St. Dunstan's football teams played a draw game in a downpour of rain last Saturday. Parties coming to the province recently include John McLean of Whiteville, Rev. James Cameron of Charlottetown, James C. Lawson, O. S. Gordon, Leslie Cook, returning from Western Canada; O. Hannebury from St. Louis; F. P. Carvell from Philadelphia; Hilda Roberts from Montreal. Those leaving include Bishop McDonald, to Rome; Mrs. L. H. Beer to Ottawa; Mrs. Daniel Haslam and Blanche Howatt to Harold.

The remains of the late K. Harold Angus, who died in Jersey City hospital, were interred Tuesday in Sherwood cemetery. Rev. Angus, father of deceased and formerly of Charlottetown, Governor in the tidal survey department at Ottawa.

F. L. Hazard, K. C. The latter arrived in W. Jenkins of Georgetown and Dr. Morris of Dundas. Herbert Bell, Augustine Cove has sailed from Montreal in England to continue his studies in Edinburgh University. He graduates in two years in the M. A. B. E. course.

The annual meeting of the Grand Division, Sons of Temperance, was held this week. Many new members were initiated. The following officers were elected: G. W. P. Rev. A. D. McDonald, Hampton; G. W. A. Jas. Elliott, Elliott's Mills; G. Scribe, W. E. Edwards, North Wiltshire; G. Treas., D. N. McKay, Springfield; G. Chap., David Rogers, Freetown; G. Cond., Ethel Tanton, Charlottetown; G. Sent., Howard Rackham, Fredericton; G. Sup., S. F. Tarbush, Charlottetown; P. G. W. P., S. F. Hodgson, Charlottetown.

Arthur Saunders of the Anglo-American Telegraph Co., has taken a position in the Sackville office. Rev. R. G. Sinclair, of St. John's, is to be the pastor of the Anglican Church in Charlottetown, formerly of Alberton, aged 59; Mrs. Daniel Robertson of White Road, aged 65; Elizabeth Butler of St. Mary's, aged 62; James S. Seaman of Ebenezer, aged 68; Goenlander McCarthy of St. Marks, aged 57; Hyman P. Terlizick of Charlottetown, aged 58; Neil C. McPherson of St. Catherine's, aged 58; John D. Mart of Cape Travers, aged 76; Mrs. Angus McLean of Georgetown, aged 60; Douglas McKinnon of Canoe Cove, aged 60; Mrs. Angus D. McDonald, Little Pond, aged 46; John D. Mart of Lover Mountain, aged 68; Mrs. Henry Rapson of Milltown, aged 78; William Snodgrass of West Royal, aged 62; Mrs. Leth of Stanhope, aged 60. Deaths of islanders resident elsewhere include: In Jersey City, Harold Angus, aged 25, son of Robt. Angus, formerly of Charlottetown and now of Ottawa; Charles Me. Mrs. Rober. A. Jordan, eldest daughter of Rev. P. A. Kiddon of St. Peter's Bay, P. E. I.; at New-Newtonville, Mass., Mrs. Henry Crouse, formerly of Tyne Valley, aged 63.

William's prospects in this end of Sunbury are reassuring. The omens all point to the word "victory" written across the sky of the future.

EMERSON FIGHTING FOR LIFE. MONCTON, N. B., Oct. 23.—As flight approaches the interest in the fight increases though the activity is confined chiefly to the Conservative side. The Liberals manifest remarkable apathy regarding the contest upon the unlimited use of money at the polls of which there is already abundant evidence. There are two thousand government employees at this head centre of the electoral but reports from outlying parishes show most remarkable revulsions of feeling against the government and the prospects are that the minister of railways will have the fight of his life. Much money has already been wasted on his defeat where a month ago the Liberals boasted of from ten to fifteen hundred of a majority.

MEETING AT FAIRVIEW. A large and enthusiastic audience filled the hall at Fairview Friday evening to listen to speakers on the conservative side of the question. A. W. Fowles occupied the chair. M. Kelly was the first speaker, followed by Messrs. Smith and McLeod, members of the Borden Club. Mr. Kelly dealt largely with the railway question, the others took up the extravagant expenditure of money by the government, broken promises with reference to the tariff, etc. The audience was composed largely of liberals, but who showed an interest in the questions at issue and gave a good hearing.

HEBERT HAS NOT RETIRED. RICHMOND, N. B., Oct. 23.—The report that Hebert had retired from the contest in Kent is unfounded. He declares he is still in the field and will remain.

Tug Lord Kitchener, from Boston via Calais, where she picked up a barge, passed up the bay yesterday for Fairsboro. BEARS THE SIGNATURE OF THE KING YOU HAVE ALWAYS BOUGHT. Castoria. The Kind You Have Always Bought.

Childs' Play of Wash-day



LIBERALS WERE EXCITED

When one of Their Mottos in Halifax Was Changed.

HALIFAX, Oct. 20.—The outside walls of the liberal headquarters in Halifax are adorned with the peculiar motto in large letters "Vote to make Halifax the terminus of the national transcontinental railway." Last night the big black letters were changed, and over the word Halifax was planned a piece of cotton bearing the word "Portland" in similar type, so that the great motto on the liberal headquarters then read "Vote to make Portland the terminus of the national transcontinental railway."

It remained that way till the people were going to church near noon today, when some of the liberal committee-men saw it and with difficulty removed the word Portland. They could not, however, remove the impression that had been created. There is an idea in some quarters that the conscience of a portion of the liberal committee prompted them to put on the word Portland as a concession to the truth, others say it was a tory who did it.

CONSERVATIVES AT BENTON.

Hale is Good For a Big Majority From That District.

BENTON, N. B., Oct. 23.—The liberal conservative meeting at Benton, one of the largest and most enthusiastic political meetings ever held in this town, was held in Lewis's Hall this evening. Joseph Spore acted as speaker. The audience listened with profound attention throughout the meeting. Many ladies were in attendance.

A number of speakers were present, including David Higwell, E. B. Reed, D. McLeod Vince and W. S. Saunders, who presented the leading questions of the campaign in an able manner. An interesting event of the meeting was the maiden speech of E. B. Reed, former Benton boy. J. H. Hale can count on Benton for a good solid conservative vote on Thursday next. The meeting was closed by the audience giving three rousing cheers for Mr. Hale and Borden.

QUEBENS-SUNBURY SAFE.

FREDERICTON JUNCTION, N. B., Oct. 23.—On Thursday night an overflow meeting greeted J. D. Hazen and C. D. Richards in the agricultural hall. C. D. Richards was the first speaker and for three-quarters of an hour held the close attention of his hearers. Mr. Hazen was in magnificent form and until a late hour spoke to an enthusiastic audience. The meeting closed with the National Anthem and three cheers for Mr. Wilnot and three for Hazen.

Wilmot's prospects in this end of Sunbury are reassuring. The omens all point to the word "victory" written across the sky of the future.

IN VICTORIA AND MADAWASKA.

ANDOVER, N. B., Oct. 23.—The Liberal of Victoria-Madawaska are particularly and are holding two meetings each night, giving the electors double doses of action. Mr. Costigan is rushing up and down the railway like a shuttle. Mr. Manzen, who has been visiting this time. The evening of the working steadily and well. A splendid meeting was held at Killbuck last night, the speakers being Messrs. Carter and Craig. Mr. Manzen, who has been visiting from there, Victoria will give a good majority for Manzen.

KINGS AN

(Established by Act, 1903). Kings and Albert were elected by 2 majority. In Kings, in 1867, elected by 220 majority. In 1872, James Deacon, elected by 72 majority, elected by 200 majority. In 1878, J. E. N. elected by 71 majority. In 1880, J. E. N. elected by 18 majority. In 1882, J. E. N. elected by 12 majority. In 1884, J. E. N. elected by 12 majority. In 1886, J. E. N. elected by 12 majority. In 1888, J. E. N. elected by 12 majority. In 1890, J. E. N. elected by 12 majority. In 1892, J. E. N. elected by 12 majority. In 1894, J. E. N. elected by 12 majority. In 1896, J. E. N. elected by 12 majority. In 1898, J. E. N. elected by 12 majority. In 1900, J. E. N. elected by 12 majority.

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BEARS THE SIGNATURE OF THE KING YOU HAVE ALWAYS BOUGHT.

Castoria. The Kind You Have Always Bought.

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BRINGS

A catalogue of FREDERICTON BUSINESS COLLEGE, which is the means of leading many a young man and woman to secure an education which is now returning to them in salary.

HUNDREDS

of Dollars.

Send for free catalogue. Address W. J. OSBORNE, Fredericton, N. B.

NEW B

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CARL

In 1867, Hon. Ch. elected by acclamation.

In 1874, S. B. Ap elected by acclamation.

In 1878, Hon. Ch. elected by a majority of 1881, D. Irvine, Lib. elected by 159 majority.

In 1882, David Ir elected by 159 majority.

In 1887, F. H. Ha elected by 119 majority.

In 1891, N. R. C. elected by 108 majority. H. at by-election, 1892, 258 majority.

In 1896, F. H. Ha elected by 406 majority Lib.

In 1900, F. H. Ha elected by 255 majority Lib.

CHARR In 1867, John B. elected by 296 majority.

In 1874, A. H. C. elected by 296 majority.

In 1882, by 314 majority.

In 1887, G. W. elected by 412 majority.

In 1900, G. W. elected by 580 majority. Armstrong, Lib.

GLOUC In 1867, Hon. T. elected by 390 majority.

In 1874, Hon. T. elected by 314 majority.

In 1882, K. E. E. elected by 414 majority.

In 1887, K. E. E. elected by 414 majority.

In 1892, K. E. E. elected by 414 majority.

In 1897, T. Ha elected by 407 majority. geon, Lib., and by Ind.

In 1900, O. Turge elected by 896 plurality. Cors., and R. C.

KE In 1867, Auguste elected by 119 majority.

In 1872, R. E. C. elected by 125 majority.

In 1874, George elected by 495 majority.

In 1878, G. A. G. elected by 611 majority.

In 1882, G. W. elected by 538 majority.

In 1887, J. D. elected by 351 majority.

In 1892, J. D. elected by 200 majority.

In 1897, Dr. E. N. elected by 711 majority.

In 1900, J. E. elected by 18 majority. Lib.

In 1900, O. J. I. elected by 611 majority. Inverness, Cons.

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NORTEM In 1867, John B. elected by 469 majority.

In 1874, J. B. S. elected by 292 majority.

In 1882, Hon. Pe elected by acclamation.

In 1887, Michael A. elected by 473 majority.

In 1892, Hon. Pe elected by acclamation.

In 1897, Michael A. elected by 473 majority.

In 1900, J. E. N. elected by 12 majority.

NEW BRUNSWICK SINCE CONFEDERATION.

A Table Showing the Results of Elections in All the Different Counties.

CARLETON.

In 1867, Hon. Charles Connell, Lib., elected by acclamation, and in 1872, by acclamation. In 1874, S. B. Appleby, Lib., elected by acclamation. In 1878, Hon. Chas. Connell, elected by a majority of 319. By-election, 1881, D. Irvine, Lib., elected by 45 majority.

CHARLOTTE.

In 1867, John Bolton, Cons., elected by 296 majority. In 1872, John McAdam, Cons., elected by 222 majority. In 1874, H. Gilmore, Lib., elected by 298 majority; in 1878, by 283 majority; in 1882, by 314 majority; in 1887, by 81 majority; and in 1891, by 248 majority.

GLOUCESTER.

In 1867, Hon. T. W. Anglin, Lib., elected by 390 majority; in 1872, by 1,097 majority; in 1874, by acclamation; in 1878, by acclamation; in 1882, by 324 majority; in 1887, by 416 majority. In 1891, K. F. Burns, Cons., elected by 416 majority.

ST. JOHN CITY AND COUNTY.

In 1867, Hon. John H. Gray, Cons., elected by acclamation. In 1872, Isaac Burpee, Lib., and A. L. Palmer, Cons., elected by majorities of 506 and 289 respectively, and in 1882 by 524 and 300. By-election, C. A. Everett, Cons., elected by 254 majority.

SUNBURY AND QUEENS.

(Established under the Redistribution Act of 1892.) These two counties, previously separated, were united by the Redistribution Act of 1892. Their separate political history is here given:

KINGS AND ALBERT.

(Established by the Representation Act, 1893.) Kings and Albert were formerly two electorates, of which the records follow: In Kings, in 1867, George Ryan, Lib., elected by 220 majority.

VICTORIA.

In 1867, Hon. John Costigan, Cons., elected by 229 majority; in 1872, by 362 majority; in 1874, by 439 majority; in 1878, by 403 majority; in 1882, by 393 majority; and in 1891 by 695 majority.

WESTMORLAND.

In 1867, Sir Albert Smith, Lib., elected by 1,743 majority; in 1874, by acclamation; in 1878, by acclamation; and in 1882 by 644 majority.

NORTHUMBERLAND.

In 1867, John M. Johnson, Lib., elected by 469 majority. By-election, R. Hutchinson, Lib., elected by 238 majority. In 1872, Hon. Peter Mitchell, Cons., elected by acclamation, and in 1874 by 182 majority.

SHIP NEWS.

PORT OF ST. JOHN.

Oct. 25.—Sch Ida May, 119, Gale, from New Bedford, D J Purdy, bal. Sch Manuel R Curza (Am), 258, Shanklin, from New Haven, Peter McIntyre, bal.

BRITISH PORTS.

BARROW, Oct. 25.—Ard, str Consul Horn, from St John, N. B., and Louisburg. PRAWLE POINT, Oct. 25.—Passed, str Ely, from New York via Annapolis, for Halifax.

FOREIGN PORTS.

PORTLAND, Me., Oct. 25.—Ard, schs Myra B., from St John, N. B.; Lena Maud, from St John, N. B., for Boston. CALAIS, Me., Oct. 25.—Ard, bktn Nels. Higgins, from Philadelphia.

DECEASED.

At Hillsboro, Oct. 25, sch G T Garretson, Haskell, for Boston. At Chatham, Oct. 24, B C Mowatt, for Buenos Ayres.

ARRIVED.

Oct. 25.—Sch Ida May, 119, Gale, from New Bedford, D J Purdy, bal. Sch Manuel R Curza (Am), 258, Shanklin, from New Haven, Peter McIntyre, bal.

DEPARTURE.

Oct. 25.—Sch Ida May, 119, Gale, for New Bedford, D J Purdy, bal. Sch Manuel R Curza (Am), 258, Shanklin, for New Haven, Peter McIntyre, bal.

OF INTEREST TO FARMERS.

Department of Agriculture, Commissioner's Branch, Ottawa, Oct. 20, 1904. Reports from many districts indicate that potato blight and rot are again this season causing serious loss to the farmers of Canada.

REPORTS.

NASSAU, N. P., Oct. 25.—The Atlantic Transport Line steamer Massachusetts, from Cardiff for New Orleans, stranded off Abaco, Bahamas Islands, Oct. 18. She is resting easy.

NOTICE TO MARINERS.

PORTLAND, Me., Oct. 24, 1904.—From Cape Elizabeth to Portsmouth, NH: Notice is hereby given that Boon Island Light, which has been closed since the late blight, is now open to navigation.

GILLMOR GROWING TIRED.

Lack of Support in Charlotte County Disheartens the Liberal Candidate.

ST. STEPHEN, Oct. 23.—Mr. Ganong's canvass is progressing with great acceptance in all parts of the county. Notice is hereby given that the Liberal candidate for the county, Mr. Ganong, is growing tired of the opposition.

FORMER DEFENSE.

ST. JOHN, N. B., Oct. 25.—Fresh south wind, from St. John, N. B., for New York. Passed south, tug Gypsum King, towing two barges and one schooner, from Windsor for New York.

FOUNDER AT ALMA.

ALMA, N. B., Oct. 23.—George W. Fowler, M. P., addressed a political meeting here last evening. Long before the hour for opening the meeting the spacious Baptist meeting house was filled to its utmost capacity.

DEPARTMENT OF AGRICULTURE.

Commissioner's Branch, Ottawa, Sept. 22, 1904.—Attention was recently called to the fact that out of some 100 to 200 samples of water from farm wells analysed annually by Prof. Shutt, Chemist, of the Dominion Experimental Farms, not one-fifth are found to be wholesome.

CASTORIA

For Infants and Children. The Kind You Have Always Bought. Bears the Signature of J. C. Watson.

WEAVER'S SYRUP AND CERATE

All those suffering with Boils, Scrofula, Eczema will find Weaver's Syrup and Cerate invaluable to cleanse the blood.

have yet to learn of one closet kept with a regard to common decency, not to speak of hygienic laws. This state of affairs is utterly inexcusable.

The late blight is the one which causes the crop and by causing rot, blight, Alternaria Solani, and the blight which causes the rot, Phytophthora infestans.

Though not quite so convenient, the dry earth closet is so cheap and so satisfactory from the sanitary point of view that no farmer who has a reasonable excuse for refusing to adopt it.

These results should convince potato growers of the importance of spraying their potatoes for the prevention of blight and rot. The work must be thoroughly done.

It is generally recognized that some varieties of potatoes are greater power than others to resist the disease, and it is safer to cultivate only varieties which are superior in this respect.

Before Chief Justice Tuck in the supreme court chambers yesterday the case of the C. P. R. vs. Mr. Connell, which caused something like a sensation in Woodstock a few weeks ago, came up with respect to an interim injunction which was granted by the C. P. R. to prevent the defendant from operating his mill while the C. P. R. was making certain repairs and alterations to its railway.

At the same time the chief justice appointed arbitrators in the arbitration case between the same parties. This case is for the recovery of damages sustained by Mr. Connell in consequence of the appropriation by the C. P. R. of virtue of an order of the chief justice, of land owned by Mr. Connell.

The arbitrators appointed were Jos. E. Stone, St. John; W. S. Saunders, Fredericton; and W. Z. Earle, St. John. The same lawyers appeared.

COOK'S COTTON ROOT COMPOUND

is especially used monthly by over 10,000 ladies. It is your druggist for Cook's Cotton Root Compound. Take no other kind.

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TO SUBSCRIBERS.

After the first of July all monies received for subscriptions will be acknowledged by changing the date stamped on the paper immediately after the name.

Should any subscriber notice that the date is not changed on the first, second or third paper after the money is sent, he should at once send a postal card to the Sun Office, stating when he sent the money and how it was sent, by registered letter, post office order or Express order—SUN PRINTING CO

NOTICE.

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NOTICE.

\$1.00 per inch for ordinary transient advertising. For Sale, Wanted, etc., four lines or less, 25 cents each insertion. Special contracts made for time advertisements.

The subscription rate is \$1.00 a year, but if 75 cents is sent ONE YEAR IN ADVANCE the paper will be sent to any address in Canada or United States for one year.

SUN PRINTING COMPANY,

ALFRED MARKHAM, Manager.

THE SEMI-WEEKLY SUN.

ST. JOHN, N. B., NOVEMBER 2, 1904.

GOVERNMENT OWNERSHIP THE ONLY SAFETY.

"Do we want to help the western people to get their grain to the Canadian seaboard? Do we want to help them to get it over an all-Canadian line? And do we want to make that help effective?"

"Then I say that the only way you can do that is by demanding and insisting upon the carrying out of the idea of the extension of the government owned road across the continent."

"Whose language is this? It is sane, reasonable and true language, and most certainly expressed the opinion of the man who used it."

The true words quoted above were spoken by Hon. Henry R. Emmerson, minister of railways, on the twenty-seventh day of May, 1903. One year and a half ago Mr. Emmerson was sure that the interests of the western shipper and of the eastern Canadian shippers could be secured in only one way. That was by a government owned and government operated railway.

The question under discussion was the Grand Trunk Pacific incorporation bill. Mr. Blair had not then resigned his place in the cabinet. Mr. Emmerson was a private member of the house. As the member for Westmorland he was free to say what he thought and knew to be the fact. He was free to stand up for the interest of the people. Afterwards he became a member of the railway owned government. He is now a railway owned minister, and when he speaks he speaks for Mr. Hays and the other owners. But when he spoke a year and a half ago he spoke for himself and his constituents.

We are quoting, sub heads and all, from the report of the discussion in the railway committee printed the next day in the Toronto Globe, the chief organ of the government. Mr. Walwright, with a great array of Grand Trunk men, was present promoting the charter of the company, and early in the meeting Mr. Blair announced that the government was not committed to any scheme. It will be remembered that Mr. Blair afterwards explained how negotiations had gone on behind his back between the promoters of the Grand Trunk Pacific deal and an inner circle of his colleagues. But at this stage nothing was known of the dealings if they were in progress.

Mr. Emmerson was one of the principal speakers in opposition to the charter. He asserted that parliament would not be justified in giving the powers sought for by the promoters. He pointed out that it was necessary to provide for the use of Canadian seaports in connection with this proposed railway. The minister of justice, who seemed to be rather impatient, asked Mr. Emmerson to say what should be done. The discussion then proceeded as follows:

Mr. Emmerson—I am coming to the point where I say we would be justified in doing it. I know that Canada has expended millions of money in providing railways for the west, and also for

the east, and they have not a dollar to show, so far as government ownership is concerned. (Hear, hear.) The millions which have been expended there are owned by the people. I am not going to complain that there has been great wealth made by these gentlemen, but I say this, that if there is any importance to be attached to a line of railway, a short line, the shortest line, and therefore the cheapest transportation from the west to the east, over Canadian territory or Canadian seaports, that it can only be guaranteed, it can only be accomplished by the government of the country, the people of the country, constructing a line of railway from the seaport to the west over the shortest route. That was what the people of the west wanted; that is what the national sentiment demanded, and it guarantees a Canadian seaport throughout every month in the year. If the government built the road the increased value of the lands lying along the road which should be met apart for the purpose of meeting the cost of the road. It seemed to him that the promoters of the bill gave evidence to the committee that they had not considered and did not take into consideration the proposal that the products of Canada should be shipped over an all-Canadian line to Canadian seaports, and the remarks of the president of the company indicated that it was their intention to simply tap the west from North Bay and ship their traffic to Portland.

Dr. Russell asked did he understand Mr. Emmerson that there was only one alternative, to accept this matter to operate the whole scheme from beginning to end under government ownership.

Mr. Emmerson—I say, and I am impressed with the idea, that you cannot carry out any suggestion containing herein and guarantee to the people of Canada what we all would like to see, and the only other alternative is by the government constructing a line of railway over the shortest route and by government control over the rates.

Dr. Russell—Then you do not look forward to any way of amending this bill so as to accomplish what we desire, short of having us build the road and government ownership?

Mr. Emmerson—I am forced to that conclusion.

Dr. Russell—That is the counsel of despair.

Mr. Emmerson—Of course, if the sentiment of the people was to consider in detail the several sections of the bill, then it would be my hope that you would do everything in your power to compel the railway to carry out the ideas we all hope for, but I say, as attempt as much as you will, exercise your ideas with all the acuteness you may, you will not control to the people of Canada their seaport over an all-Canadian route.

Mr. Johnston (Cape Breton) remarked that Mr. Emmerson had asked the committee to defeat the bill.

Mr. Johnston—You have practically asked the committee to defeat the bill. Well, assuming that the charter for the extension of the railway is in the hands of the trans-Canada railway. In what way then would the maritime provinces be in a better position by having the present charter defeated and the trans-Canada in possession of the field?

MR. EMMERSON STANDS FIRM.

Mr. Johnston—Do one thing at a time. I am not speaking from the maritime province standpoint at all. Mr. Johnston—I keep them in mind. Mr. Emmerson—Yes, I keep them in mind in common with the interests of the whole of Canada. I do not want the interests of Canada to be sacrificed simply in the interests of the maritime provinces.

Mr. Johnston—Nor do I.

Mr. Emmerson—The point is this: Do we want to help the western people get their grain to the Canadian seaboard? Do we want to help them to get it over an all-Canadian line? (Cries of "Yes.") And do we want to make that help effective?

Mr. Johnston—Yes.

Mr. Emmerson—Then I say that it is by demanding and insisting upon the carrying out of the idea of the extension of the government-owned road across the continent. (Hear, hear.)

Mr. Tarte—You are suggesting that the government should take the trans-Canada and build it themselves?

Mr. Emmerson—I don't care whether they take the trans-Canada. Take that route and build in that direction.

What Mr. Emmerson said in May of last year is as true now as it was then. There is only one guarantee that Canadian people can get the business. That is government ownership and control of the routes. Two successive ministers of railways have said so. Mr. Blair spoke even more positively than Mr. Emmerson to the same effect. Mr. Fielding and Sir Wilfrid Laurier have admitted that there is no effective control but the patriotism of the shipper and the good intentions of the company.

Appointment to office has changed Mr. Emmerson's language. But what he said last year stands as his firm opinion after he had studied out the whole question. It is the view of Mr. Blair, of the St. John board of trade, and we believe of every business man in this city who has considered the question. There are some who, like Mr. Emmerson, will follow their party or their personal interest in spite of their knowledge of the fact that they are endorsing a dangerous policy. But in doing so they are inflicting a great injury upon the nation and especially upon eastern Canada.

Electors should consider Mr. Emmerson's emphatic statement. If they accept his view they must vote against his candidates and in favor of those who stand for government ownership.

MR. SCHOFIELD'S LETTER.

The letter Mr. S. Schofield publishes in today's issue of the Sun is a clear presentation of the important features of the Grand Trunk Pacific case. Comparing this project with the policy of government ownership Mr. Schofield shows that the advantages, especially from a St. John point of view, are all in favor of the plan recommended by our own board of trade. Mr. Schofield has, perhaps, a better practical acquaintance with transportation problems than any one else in this city,

and no one has given more study to such questions. In taking the view which he presents he has the support of the former minister of railways, as well as that of his successor. It may suit Mr. Emmerson to express another opinion today. There may be others whose political and financial relations with the government require them to commend the government policy. But independent opinion is all one way on this matter.

THE GOVERNMENT CANDIDATE IN KINGS-ALBERT.

The electors of Kings and Albert need not feel that Mr. White will suffer severely by defeat. Mr. White was defeated in Sunbury-Queens four years ago. In a little over three years after that date he had been able to earn about \$12,000 of public money, at the same time attending to his private practice, his business affairs and his relaxations. For his work on the consolidation of the provincial statutes he had before last April received \$3,700 "on account." The work was then about completed, but there were additional sums to be paid him which he has probably received since. In addition he received the following sums from the Dominion government for services in connection with the drafting of the railway act:

(Auditor General's Report, 1902.) 'Hon. A. S. White, in connection with the drafting of "The Railway Act, 1902," \$2,816.19.

Professional services, Sept. 26-Dec. 19, 1901, Jan. 24th-Feb. 13, 1902, \$6d. at \$25, \$2,375.

Trip, Sussex to Ottawa and return, Sept. 24-Nov. 20, railway fares, \$21.97; Pullman, \$2.50; hotels and meals, \$7.85; porters, 50c.; Russell House, tips, etc., at Ottawa, Sept. 29-Nov. 20, \$118.59—\$161.11.

Trip, Ottawa to Fayetteville and return, Nov. 20-Dec. 2, 1901; railway fares, \$74.35; Pullmans, \$14.20; cabs and meals, \$27.50; tips to porters, etc., \$5.35; papers, 25c.; shaves, 30c.; boots, 25c.; street cars, 25c.—\$124.55.

Stay in Ottawa and return to Sussex, Dec. 2-19; Board at Russell, tips, etc., while in Ottawa, Dec. 2-17, \$36.95; ticket to Sussex, \$18.57; Pullman, \$3; meals, \$2.50; porters, etc., 50c.; baggage, 50c.—\$62.45.

Trip, Sussex to Ottawa and return, Jan. 24-Feb. 18, 1902; Railway fares, \$36.85; Pullmans, \$6.25; meals, \$9.25; tips, \$2; baggage, 50c.; board at Russell, tips, etc., while in Ottawa, Jan. 26-Feb. 17, \$48.43—\$103.02.

It is probable that Mr. White did not suffer financially by his last defeat, and though he is not likely to have the Dominion government to reimburse him for another failure, the provincial ministry will probably last for some little time.

GOOD FOR THE UNITED STATES.

Political speakers who boast of the increase in Canadian trade forget to say that the greatest element in this increase is the rapidly growing imports from the United States. These have been nearly trebled since the change of government. In 1896, the last conservative year, the value of our imports from the United States was \$52,000,000. Here are the figures in round millions for each fiscal year since:

Table with 2 columns: Year and Value in millions. 1897: \$47,000,000; 1898: \$49,000,000; 1899: \$50,000,000; 1900: \$52,000,000; 1901: \$57,000,000; 1902: \$62,000,000; 1903: \$72,000,000; 1904: \$80,000,000.

A large part of these increased imports from the United States are manufactured goods which should be made by our own people. The average rate of duty on these goods is lower than it was in 1896, and the average rate on goods imported from the United States is a great deal lower than the average rate on the total imports from Great Britain, notwithstanding the preference.

It is no wonder that the United States manufacturers and United States workmen would like to see Mr. McKeown and Mr. O'Brien elected. Nor is it any wonder that the leaders of the labor organizations throughout Canada desire a change of government.

CAMPAIGN PROSPECTS.

We are now within two days of the election. It is possible to take a survey of the situation and form an opinion. Of course an estimate even by the most experienced campaigner may be wrong, as was shown by Editor McCready of the Charlotteville Guardian the other day. Mr. McCready says that during the campaign of 1878 he was living at Ottawa and saw a great deal of Premier Mackenzie and his colleagues. Their relations were confidential, and the journalist knows that these ministers were absolutely confident that the government would be sustained by an overwhelming majority. Yet in their own province of Ontario, where they were sure of their strength, they elected only a little more than half as many members as their opponents. It may be that Sir Wilfrid and his colleagues are equally confident, and equally mistaken even in regard to their Quebec stronghold.

One thing is certain. The liberal conservatives are well satisfied with the progress of the campaign in this province. Not a single awkward incident has occurred. Good candidates are everywhere supported by a united and hopeful party. There are no third candidates, no despairing candidates, and no defections. All the elections belong to the government party. The opposition expects to increase the majority of every conservative candidate who was elected four years ago, and of the one who was elected this

year. They expect to gain St. John county by a good majority and will not be satisfied with less than three of the other counties lately held by the government.

Prince Edward Island has two seats which will be close and two others in which the opposition candidates seem to be safe. It would not be surprising if the whole four members of the next house will be supporters of the Borden government.

Nova Scotia did not promise a large majority for Mr. Borden. The leader himself modestly told his audience here a few weeks ago that he hoped to divide his own province. Since then things have been going powerfully his way in the Cape Breton ridings, and he has some right to expect a better return than he looked for in September.

Quebec is at present the centre of attraction. It is admitted everywhere that the government will be beaten outside of the premier's own province. It is practically admitted that the government will be beaten if the opposition carry twenty seats in Quebec out of the sixty-five. Even fifteen may be sufficient to give the conservatives in that province hope to elect twenty-five and some talk of thirty. There is no doubt that the people of that industrial province are protectionists. There is no doubt that they would throw this government out without ceremony if the head of it were not of themselves. If the government should survive it would not be because its policy is popular, or because the administration has the confidence of the people even in Quebec, but simply because one minister of the seventeen has the backing of a majority of the people of his own race. Still there is reason to look for a sweeping change in the policy of the government.

Ontario is opposed to the government. The province voted the way four years ago, and will do so more emphatically on Thursday. There are twelve seats in the province which may be called city ridings. Of these the conservatives will probably carry all but two, Kingston and London, which are still doubtful. The opposition estimate for Ontario is fifty-seven to thirty-nine.

The government has reached the point of practically admitting that the opposition will sweep Manitoba and carry all those divisions in the territories which are not dominated by the foreign vote—this is by the way, immigrants from southern and eastern Europe. British Columbia offers small comfort to the government.

Altogether there is every reason to look for a change of government about the end of next week. If that should happen it will be pleasant to find the province of New Brunswick and the city of St. John in line with the new administration.

SIR WILFRID'S FOOLISH LETTER.

Sir Wilfrid has been so condescending as to address a letter through his campaign organ to the electors of St. John. It is evident that the premier takes great interest in this port a week before election day than he did when he negotiated his railway deal behind the back of the representative of St. John though that representative was his own minister of railways.

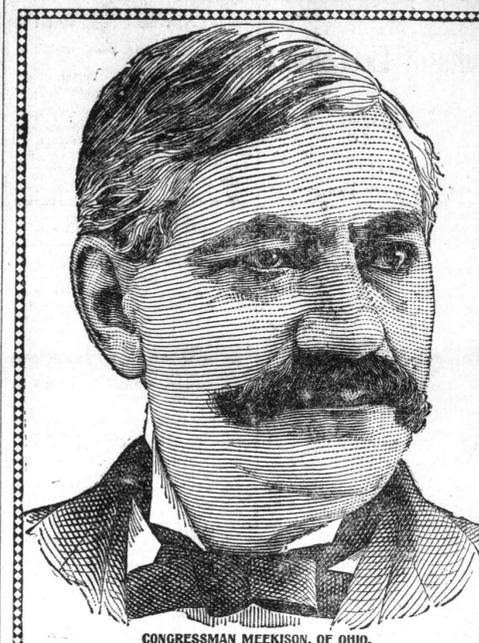
Sir Wilfrid signed the contract against the strong protest of this minister and representative, in spite of the declared view of the St. John board of trade, and against the wish of a large majority of his St. John friends. Does he expect to make atonement by writing love letters to the electors whom he has injured and insulted?

Sir Wilfrid's personal guarantee of what the Grand Trunk will do is not worth the telegraph tolls on the message. The premier could not even hold the Grand Trunk company for two months to the terms of the agreement which it had signed, and which the government had induced parliament to ratify. Clear, specific, solemn undertakings for the payment of money were coolly and abruptly repudiated within a few weeks after the parliament of Canada at the end of a long and wearisome discussion had accepted them. Government, parliament and the Canadian nation were held up for millions and millions more than the solemn agreement provided, and the company was left off with millions less than it had agreed to pay. So if there was a contract to cause the Grand Trunk company to prefer a Canadian port to the company's own port of Portland the people would have a poor dependence.

But there is no contract. The words that Sir Wilfrid quotes are of no possible value as binding the Grand Trunk company or any other concern with responsibility in the matter. Sir Wilfrid himself has admitted this in the house. Mr. Fielding admitted to Mr. Borden in parliament that there was no dependence except on the patriotism of the shipper, who is just as likely to be a Grand Trunk man or a United States citizen as a Canadian interested in our own port. Mr. Blair, with his long experience in railway management, says that the traffic clause is utterly worthless for the alleged purpose, Mr. Emmerson, who is now minister of railways, said only last year that no amount of ingenuity in drafting a contract would cause the company to use Canadian seaports. The only way to do it was to make the railway a government work. It is useless for Sir

FOR THIRTY YEARS

Congressman Meekison Suffered With Catarrh—Read His Endorsement of Pe-ru-na.



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 time 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 unquered 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 fifty members of Congress endorse Peruna as a catarrhal tonic. Men of prominence the world over praise Peruna.

Wilfrid Laurier to meet these statements with the promise of the Grand Trunk Pacific to develop Canadian ports.

The premier knows this and falls back on the statement that it will be to the interest of the company to come to St. John. It is here that Sir Wilfrid's disregard for fact gives away his case. Sir Wilfrid gives two reasons why the Grand Trunk Pacific company will bring its traffic to Canadian ports in preference to the Grand Trunk port in Maine. These are thus stated:

"They are bound to do what they have agreed for this reason, that the route via Quebec is far shorter to the ocean than the route via Portland. But this is not all. The company have agreed to pay three per cent. upon the cost of the road therefor."

The company will be obliged to bring traffic over that road, otherwise they will not have the money to pay it and will be a defaulter."

What on earth does the premier mean by this? Does he want the people to believe that St. John or Halifax is nearer to the prairies by way of Quebec than Portland? The Grand Trunk Pacific and the branch via North Bay? Sir Wilfrid knows perfectly well that this is not the case. St. John is at least three hundred miles farther than Portland from Winnipeg. This is the only comparison that affects the case. Western freight at Winnipeg bound for the seaboard is undoubtedly hundreds of miles nearer to Portland than to any Canadian port. The Grand Trunk Pacific company agrees to charge no higher rate for the longer haul to St. John or Halifax than for the short haul to Portland.

Now Sir Wilfrid calmly tells the people of St. John that because the company has to pay a certain rental for the use of the line it will be in order to raise the money to make the payment, use the route by which it will make the least money. What is the good of advice from a man who talks such utter nonsense?

THE CRITICAL MOMENT.

Remember that if the Grand Trunk Pacific contract is ratified by the people that will be an end of government ownership of railways for sixty years to come.

Taken with Sir Wilfrid Laurier's declaration that government ownership is a vicious and disastrous system, the success of the government in this election probably means the transfer of the Intercolonial to the same Grand Trunk company.

If government ownership should prove to be a failure it will be possible at any future time to correct the mistake by leasing the road. But if we start with the Grand Trunk ownership the mistake can never be corrected. This generation and the next must pay the penalty.

How would the people who live along the route of the Intercolonial like to have that road transferred to the Grand Trunk company or any other corporation? Do they think that they would get as good rates and as good service for their money? If a government railway is good for the people who use the Intercolonial would it not be equally good for those who will use the trans-continental?

The government organ in Richibucto has become quite nervous over the prospect of Mr. McInerney's election in Kent. If one may judge by its tone of complaint the organ expects Mr. Le Blanc's defeat.

The Grand Trunk Pacific company is not bound to pay one cent for rental for the New Brunswick section of the railway for ten years after the road is completed. And the road will not be completed for seven years.

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 membranes.

Peruna is a tonic to the mucous membranes 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. Ikord, an employe of the C. B. & Q. R. R., West Burlington, Ia., writes: "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 lost 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 concluded I would try Peruna, and I found a relief and a cure for that dreadful disease. I took five bottles of Peruna and two of Manik, 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. Ikord.

Catarrh of the stomach is usually called dyspepsia. Catarrhal dyspepsia cannot be cured by peppin powders or any other temporary relief. The only cure for real dyspepsia is a removal of the catarrh from the mucous membranes 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 unsolicited testimonials. Peruna is the only internal systemic remedy for catarrh of the stomach. Every one afflicted with catarrh in the slightest degree ought 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.

When Old Mother "whack" remember "so try and get out about finding to demand the reb back into line, for place after all. You know how many people fall to appreciate little, gentle "old Dame, but go habit whatever it is, her disapproval. Coffee, Tea or other ment of the body, sets in or some ch Some people seem with those things. Mother Nature app little what they do. Perhaps she has for them and thin "son" so try and get out about finding to demand the reb back into line, for place after all. You know how many people fall to appreciate little, gentle "old Dame, but go habit whatever it is, her disapproval. Coffee, Tea or other ment of the body, sets in or some ch Some people seem with those things. Mother Nature app little what they do. Perhaps she has for them and thin "son" so try and get out about finding to demand the reb back into line, for place after all. You know how many people fall to appreciate little, gentle "old Dame, but go habit whatever it is, her disapproval. 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PORLAND REPAIRING FOR G. T. P. BUSINESS.

Company Has Secured Large Water Front Areas--Emmerson's Statement Proved False

FORTLAND, Me., Oct. 28.—Personal inquiry at official sources enables me to give the fullest unqualified contradiction of the minister of railways reported statement that the Grand Trunk cannot handle any more than its present business at Portland. I say "reported" statement, as it must have been an error on the part of an inexperienced reporter. No man in his sober senses, much less Crown Minister Emmerson, could have uttered such a thing.

As a matter of fact, the Grand Trunk's biggest elevator here was not run to half its capacity last winter if it was operated at all. Some of the steamship berths were not utilized because there was no press of business. There is no limit to what land and harbor front the Grand Trunk can control.

The company looked ahead when its transcontinental scheme was hatching and secured an option on land and water to cover its expected expansion of business from Canada. It today controls thirty acres in South Portland alone for warehouses, track yards and general business, not one foot of which has yet been touched, as well as indefinite harbor front privileges.

There are the reasons why the Grand Trunk magnates as well as ship laborers of Portland are putting up every effort to retain Laurier in power.

Canada's exports via Portland last winter amounted to almost \$18,000,000, all of which should have gone via Halifax and St. John. That was over fifty per cent. of the Grand Trunk's business here. Ninety steamships, mostly British, were in this port last year.

As the Portland board of trade says in its last report "The Grand Trunk is still carrying out the march of improvements, and anything which it may do further up the line, or even its seaport terminus, and we may on the Pacific look for an increase in Grand Trunk business in this city."

Wherever I go in official or business circles I find but one voice, namely, that Canada's export trade via Portland is the Laurier government is sustained, and we will do all we can to keep Sir Wilfrid in power.

What you take the bread and butter out of the mouths of the ship laborers?" was the question I put to a fellow at the docks.

"What do I care for St. John workmen?" he asked. "Let them look after their own people for help."

losses, and that it is being fought by four of the five dailies of the city. Most people here were not altogether under the impression that St. John was electing representatives in parliament by acclamation for the purpose of having them support an audacious political scheme by which a foreign port would be fed at Canadian expense, so that the intelligence was not as startling as a similar announcement made under other circumstances might have been.

IN NORTH END.

Rousing Meeting in Temple of Honor Hall.

Dr. Alward and W. F. Hatheway Were the Speakers and the Audience Was a Large One.

A meeting in the interests of the opposition candidates was held Friday in the Temple of Honor Hall, North end. The speakers were Dr. Silas Alward, K. C., and W. F. Hatheway. The arguments which they laid down were followed with much interest by the large audience present. Outside of the tumultuous applause as the speakers scored point after point, the best of order prevailed.

Mr. Gilchrist was chosen to act as chairman, and opened the meeting with a few introductory remarks. He then called on Dr. Alward as the first speaker.

DR. ALWARD.

Dr. Alward, in referring to the coming election, spoke of the early dissolution of parliament. "Why had the parliament been dissolved before its time was up? The government claimed it was to allow the people to ratify its action in the G. T. P. scheme. This was absurd, for the G. T. P. bill had already passed parliament. He asked the audience to appeal to the records and to condemn the government on this appeal. They came into the hall with a redoubled ardor. "All the pledges of the liberal party have been redeemed." (Laughter.) He gave instance after instance to show that they had not even attempted to carry out their pledges, and that they had no settled policy. He dealt particularly with the promise of the liberal party regarding free trade, reduction of expenditures, lessening of public debt, reduction of the number of members in the cabinet. Now the liberals had the audacity to have posters printed at our expense and put up all public places, stating that they had redeemed all their pledges. After having produced figures to show that these pledges had been simply ignored when the government came in power, Mr. Alward asked, "Have they redeemed their promises? Have they filled their pledges?" (Several voices from the audience, "No.") He then dealt with the scandalous way in which the government had honored its office for their favorites, and asked the audience to rise in their might and hurl from power that party, who dared to strap under their feet the rights and privileges of the people. (Applause.)

Dr. Alward next referred to Sir Richard Cartwright's measure, in which he advocated the removal of the Senate. He had said the senators were of no use. The Senate was a refuge for the old and the lame and the half-for people who had outlived their usefulness. Sir Richard had been translated to a larger place. "After his fitful fever he sleeps well." (Great laughter.)

He referred to some length to the Grand Trunk Pacific scheme, showing it to be a useless waste of public money. The citizens of St. John would support the building of a line which was going to damage their own trade and further the interests of a foreign port, were unworthy of citizenship. (Applause.)

Dr. Alward referred to the amendments and alterations in the original railway contract, every one of which made the contract weaker on the part of the government, and gave new advantages to the Grand Trunk. Now if this scheme was detrimental to our interests, what was the alternative? Mr. Borden said, "If we assume the responsibility of the Grand Trunk, we would carry out the letter of the contract in eight years with his pledges unredempted. Dr. Alward read a speech of Sir Wilfrid Laurier, in which he said that the Grand Trunk was a victim. No government could operate a road as cheaply as a private company. A man who would advocate the extension of the I. C. R. by the government was a madman. These were the words of Sir Wilfrid. The speaker read from a speech of the minister of railways, saying that he was in sympathy

with the I. C. R., and in which he advocated some extensions of the road. According to the words of the premier then, he must have had a madman for a minister of railways. (Laughter.)

In closing, the speaker said, "These questions are now in your hands, and what are you going to do? It is a serious question. If you return this party to power we will have to help pay for their road. A grand future is before this people. Let them rise to the occasion and do their duty like men, and after the 8th of November this party will no longer control our political destinies."

MR. HATHEWAY.

Mr. Hatheway was next called on by the chairman.

He asked if there were any men here employed in the station, at the docks, on the rafts. He spoke of the act passed in parliament called the Compensation Act. They should ask Mr. McKewen why these classes of workmen were left out? Why should a carpenter, a mason, and other workmen get the benefit of this act, in case of accident, and the quartermen and men were left out? These acts should not favor one class and neglect another.

Mr. Hatheway asked the people to look at the records of Sir W. Laurier and H. B. Edwards. He mentioned Laurier had formerly opposed the building of a short line from St. John to Montreal? He was afraid that St. John would graduate acquire some of the winter trade which had formerly belonged to Quebec. (Applause.)

Sir Wilfrid Laurier had twice opposed the building of a short line to St. John. He quoted an eloquent and patriotic speech he had heard Sir Wilfrid make, in which he told the people to wait till England's call to war came, and the watchfires were lighted on the hills, and then they would see what our Canadian soldiers would do. But when the time of war came, what attitude did Laurier take? He waited until he was ashamed and dared no longer refuse to send a contingent, before he sent the troops to Africa. (Prolonged applause.)

Mr. Hatheway spoke of the great advantages of government control over private enterprises. He mentioned several foreign railroads which were government-owned, and in every case the percentage of cost of administration was less than it would be if the roads were in private hands. He asked the people to think the matter over deeply before they dared to vote for the handing over of this railway to a company, who would reap the benefits which belonged to them. (Applause.)

Mr. Hatheway then proceeded to refer to a matter which he said might be termed a bribe to Antigonish by the government. He mentioned the speaker, it was right to help those who needed it as help was sent to St. John at the time of the fire, yet the government were sending hay to Antigonish farmers now under curious circumstances. There had been a bad hay crop this year, and the farmers in the district had no food for their cattle. There had been a meeting a short time ago to consider the situation and on the same day there arrived in his private the minister of railways, in the district also Hon. Mr. Fielding and Sir W. B. Egan, ministers of militia. The farmers asked them for a reduction in the rates but nothing was done until shortly after Sept. 24, the day of the Conservative nomination. Then it was announced that \$2000 had been sent down free of charge to Antigonish. The freight amounted to nearly \$4 a ton and the speaker referred to a letter he had received from T. J. Bonner giving some interesting particulars. His action, however, might not call it one but, considering this generous concession was made on the eve of an election, it was at least curious. When a coal famine was causing trouble in this city two years ago there was no offer of reduction in rates to St. John.

FRENZIED FINANCE.

By THOMAS W LAWSON, of Boston.

The instalment of Frenzied Finance in the November number of Everybody's Magazine offers what is probably the best account of a financial war ever printed. Mr. Lawson is now well into the main course of his narrative, which leads by way of the Boston gas fight to Amalgamated Copper. In this instalment, after a thrilling account of the great fight against the "system" on behalf of the Westinghouse Companies, Mr. Lawson reports two exceedingly interesting interviews with Mr. Addicks, arranged by the latter with a view to inducing Mr. Lawson to join him in his fight with Rogers and "Standard Oil." During the course of the second conversation, which took place on Addicks's yacht, the "Now-Then," Mr. Lawson said:

"Mr. Addicks, let's have no fooling about this matter. If we do business together, it will only be after there is some peace treaty which gives me some profit. It will do no good to trick, because someone will get slaughtered when the trick is discovered, as it surely will if the proper time for a clean stab comes from you as to just where you and your companies stand."

"I do not believe this statement could make any sense, unless it was intended as a subject of importance to you. I am sure enough of his real position to protect me from being fooled. What was my surprise, therefore, when in the most open way possible he calmly spread before me a condition of affairs far worse than the worst I knew. He was indeed bankrupt and his corporation was in little better shape."

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GALLEONS FOUND AFTER 200 YEARS.

Italian Inventor Expects to Recover \$120,000,000.

New Way of Raising Wrecks--Man Uses Huge Tube and Elevators, With Camera.

After lying buried in the sand of the Bay of Vigo for 200 years, the plucky seekers after treasure have succeeded in reaching the ruins of the Spanish treasure ships, which were lost there. Tradition has it that the treasure within the crumbling hulks is worth about \$125,000,000.

An organized company has been at work since April and the prime mover, Cavaliere Pino, and three associates are now uncovering the hulk of the Almirante. He hopes to raise all the vessels in time, but the work has been difficult.

Two great difficulties have stood in the way of Pino's work up to the present. Most of the ships, lying at a depth of about 80 feet, are buried in the sand and two rivers continually pour water upon them as they flow into the bay. The sand is so abundant that divers find themselves buried in sand clouds. The inventor, however, has already devised a means to overcome this difficulty. It has perfected plans for an instrument which will allow him actually to descend to the sea-bed itself, and to examine the wreck, which means that the lenses of his hydroscope have revealed.

It is to consist mainly of a long steel telescope tube which may be elongated to any length desired. This tube carries the seabed explorer who descends, and he touches bottom. The bottom of the tube is to be open, but a strong current of compressed air is to play through it to keep out the water. The tube will be built in water-tight compartments and lighted by electric lamps.

Meanwhile, Pino, impatient at delays, has made a descent in the long tube of his hydroscope, which gave him the idea for the new machine. The great camera at the end of the tube, containing the lenses, was removed and the sea-level was then carefully lowered until it came in contact with the sand covering the Almirante—one of the nine ships that have been identified. Pino descended the steps that run down inside the hydroscope until he found the wreck of the Almirante. He saw himself on the deck of the galleon, pressed air, has been besieged by people from all over the world. Editors craved articles; salvage companies, and sea-fishers and fastidious gentlemen clamored for the right to his invention. One Englishman offered Pino \$25,000 for the use of a hydroscope for a limited time off the New York coast. I am able to say that I offered to pay the price of a new hydroscope—\$10,000—if only a reporter might be allowed to investigate and describe the work in Vigo Bay. But Pino refused to hear any one.

When asked if he expected to become the richest man in the world through his inventions, he said:

"The answer must depend somewhat on the concessions that I am able to gain. Sea treasure is not common property; every sunken ship has an owner somewhere. But if I have luck, if no mistakes are made in my business arrangements, I am sure that I shall become the richest man. For I am certain of the power of my instruments; I am convinced that I hold the secret not only for finding all the treasure of the sea, but for recovering them, also."

"At Vigo alone," he went on, "\$120,000,000 worth of gold and silver is to be picked up with the Spanish treasure ships. I am sure that the Spanish government estimates that to recover this is the beginning, but not the end of my work."

"My business manager, Dr. Carlo Spertini, has made contracts with Spanish officials, giving us the right to seek for lost treasure in five other places—Trafalgar among them. Then we are thinking of sending an elevator soon to Port Arthur to raise the ironclad lost there, valued at \$100,000,000. I am told. Then, when I consider the fish in the sea that my hydroscope can reveal to us, the pearls, the coral banks, the wreckage of guns and carriages, the ships, one big and two small, that lay down in the world's waters every day—I confess I can see no limit to future possibilities."

Pino went on to describe how in April last he set sail from Italy to Vigo on his first steamer, the San Clemente. On board was the first big hydroscope—a beautiful instrument that had just been built to the order of the Italian company, that has floated his inventions. Several smaller hydroscopes were on board, too, and a number of divers were carried to the coast. Accommodation was found for a crew of 45 picked men.

Arrived at Vigo, no time was lost in getting to work. Under the eyes of a warship, which watches the search on the Spanish government's behalf, for the state is to receive 20 per cent. of all treasure recovered, the preliminary survey work has been going steadily forward since the beginning of May. And the work has prospered for nine of the ancient galleons already have been identified.

Of course, long before the search actually began, every known fact concerning the treasure ships had been collected. There is not a scrap of evidence in Spain bearing on the history of the treasure ships. The manager of Pino's company. He learned the whole story of the lost treasure fleet, the names of the ships and their captains, and the amount of the treasure and the number of guns each carried.

Had the waters of Vigo Bay been clear, instead of sandy, Pino's great hydroscope would have discovered the ships long since. For the lenses of this sea telescope reflect all the objects in clear water within a wide range, at whatever depth. Even after the hydroscope had revealed a telltale mast protruding from the corner of the corner of a wooden bulwark, it was a slow business clearing away the sand to make measurement and survey. Special instruments had to be employed, for the sand rises in clouds when divers descend, obliterating their view. In

IN ONTARIO.

Conservatives Will Probably Carry Fifty-seven Seats.

In Spite of Laurier's Redistribution--Mackie Would Pay the Remedial Bill.

OTTAWA, Oct. 27.—The province of Ontario presents a solid phalanx of conservative members in opposition to the government. By the redistribution bill of last year, Ontario's representation in the new parliament is reduced from 92 to 88. In the last house Ontario had 54 conservative members, as against 33 liberals. In the coming parliament, it is confidently expected that the conservative representation will be increased to 57, notwithstanding the redistribution bill was so bungled last year as to deprive six conservatives of their seats. The feeling against the Laurier government is so intense that even in spite of the handicap mentioned, the conservatives will make substantial gains. The city of Toronto will send a solid phalanx of five to supplement the 100 members of the conservative party, all of them representative men, and including statesmen of the first rank like Mr. Foster, Mr. Clarke and Mr. Osler. The city of Hamilton will return its two trusty conservatives in the last parliament, Messrs. Baird and Bruce. Kingston it is confidently expected that Capt. Gaslin will defeat Mr. Hartley, while at the seat of government, Ontario, Mr. Birkett and Campaigne, the liberal conservative standard bearers, will be the winners. To indicate the change that may be expected in Eastern Ontario, it is asserted with confidence that Hon. Peter White, a man of irreproachable reputation, who defeated Thos. Mackie in North Henfreew, Mackie it was, who, on his first appearance in public life, was asked: "What about the remedial bill?" and sagaciously replied: "I know nothing about the remedial bill; let me know how much it is and I will pay it."

South Renfrew will return to its old conservative color, and it is most certain that North and South Ontario will do the same. Only in two constituencies in Southern Ontario held by the conservatives in the last parliament is there any possibility of defeat due to the redistribution bill, but considering the manner in which the people are worked up today against the government, it is believed that these seats will be held by the conservative party.

The Ottawa River is a pretty fair dividing line for the purpose of gauging the political situation in Canada. Ontario and the country out to the Yukon return 44 members to parliament. Quebec and the eastern provinces have 100 representatives. The conservatives will come to Ottawa with 75 representatives from the western district, as against 25 for the liberal party. This will more than offset the majority which the province of Quebec will give to Sir Wilfrid Laurier. From all the reports which come to hand from the maritime provinces, it is safe to say to learn that they will do their duty to the conservative leader on November 8th. With continuous work such as has characterized the efforts of the party during the past two or three weeks, there is every reason to believe that on the evening of Nov. 8th, Robt. Laird Borden will be premier-elect of the dominion.

HAS THE WAD COME ?

Delegates From Different Counties Visited Mr. Emmerson.

MONCTON, N. B., Oct. 28.—There was every appearance of a grim blockade being on the war path here today. There were scores of delegates of grit candidates from York, Carleton, Kings and Albert, Kent and Gloucester, and their business with Mr. Emmerson and the minister's intimate friends appeared to be of a very urgent nature. Each man was supplied with a capacious valise, the larger the constituency the larger the grip. From some counties there were two delegates and all wore a business air. The ministerial car was a busy place up to the time Mr. Emmerson left for Campbellton on the Ocean Limited.

RECEPTION TO FOOTBALL MEN.

The newly formed young men's Bible study class of Main Street Baptist Church gave a reception last night to the Acadia football players. The fifteen members of the team were present and wore their colors—garnet and blue. Many of the audience also wore badges of these colors. Rev. Howard Roach, as pastor, and Walter H. Golding, as leader of the class, gave addresses of welcome, which were responded to by Mr. Howe on behalf of the Acadia Soccer Association, and Miss Ida Marjolin gave a piano solo. Refreshments were served in the refreshment room. Before breaking up, the visitors registered their college songs and yells on the phonograph. These were repeated immediately afterwards, and will make an interesting memento of their visit.

NOT GUILTY.

"And did you really think I was ill?" asked the operatic star.

"Of course I did," replied the understudy. "No one, to my knowledge, has ever accused you of acting."

AND HE IS RIGHT.

The political contest in Charlotte county is rather exciting, but a man whose home is near the shore of Passamaquoddy Bay feels so sure of the result that he has seen fit to write the following, which is not spring poetry but is nearly as good:

"The people of St. Andrews, they could not wait to hear, they got so much excited from drinking too much beer, 'Gilmour he had no chance, Gilmour he had the same, but you can bet your last sweet dollar he'll get there just the same."

REASONABLE INDIGNATION.

(Philadelphia Ledger.)

This story is related of a Judge in Sullivan county, this state:

During a session of court there was so much talking and arguing that the judge, becoming angry and confused, shouted in great wrath: "Silence, here. We have decided half a dozen cases this morning, and I have not heard a word of one of them."

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