

The Daily Worker

Vertical text on the left margin containing various notices and advertisements.

NEW BRUNSWICK LIBERALS GATHERED IN ST. JOHN IN VERY FINE CONVENTION.

Attendance, and Everything Goes Along Well—Provincial Liberal Association Reorganized—Enthusiasm Kept High by Speeches of Representatives from Many Counties—Announcement Regarding the G. T. P.—Minister, Candidate and Others Address Mass Meeting.

Liberal convention held here Thursday. It was a great success. The day was spent in the reorganization of the Provincial Liberal Association and in the election of representatives from many counties. The convention was held in the Opera House and was attended by a large number of delegates from all parts of the province.

MORNING SESSION. The convention opened at 10 o'clock. The first business was the reading of the minutes of the last annual meeting. The minutes were read and approved. The next order of business was the election of a committee to prepare a report on the state of the party.

Mr. Emmerson's Address. Mr. Emmerson, the provincial leader, addressed the convention. He spoke of the progress of the party and the need for reorganization. He also announced his intention to run for the Liberal nomination in the next election.

Mr. Pugsley's Address. Mr. Pugsley, the provincial secretary, addressed the convention. He spoke of the work of the party and the need for a strong central organization. He also announced his intention to run for the Liberal nomination in the next election.

Mr. McLatchey's Address. Mr. McLatchey, the provincial treasurer, addressed the convention. He spoke of the financial state of the party and the need for a more efficient system of raising funds. He also announced his intention to run for the Liberal nomination in the next election.

Mr. Carvell's Address. Mr. Carvell, the provincial secretary, addressed the convention. He spoke of the work of the party and the need for a strong central organization. He also announced his intention to run for the Liberal nomination in the next election.

Mr. King's Address. Mr. King, the provincial secretary, addressed the convention. He spoke of the work of the party and the need for a strong central organization. He also announced his intention to run for the Liberal nomination in the next election.

Mr. Macdonald's Address. Mr. Macdonald, the provincial secretary, addressed the convention. He spoke of the work of the party and the need for a strong central organization. He also announced his intention to run for the Liberal nomination in the next election.

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OUR COUNTRY CORRESPONDENCE.

FREDERICTON.

Fredricton, N. B., Feb. 9.—Dr. Huga Von Hagen, president of the Beausville Coal Co., is expected here this evening. He will meet the provincial government in reference to his mining and railroad projects.

and arrange for the celebration of home week during the coming summer. Tonight's meeting of the government was attended by Hon. Messrs. Tweedie, Lablache, Dunn and Seeley.

Friends of Thomas Lovison, ex-M. P., are pressing his claims to be appointed to the vacant county court judgeship. J. L. Whitely spent Sunday with relatives in Centerville, Carleton county.

HOPEWELL HILL.

Hopewell Hill, Feb. 5.—Another cold snap has been experienced this week. In fact there has been very little precipitation since the weather that has prevailed the greater part of the winter.

GRAND FALLS.

Grand Falls, Feb. 11.—Last Saturday morning was the coldest of the season, the thermometer registering fifty below zero. Such a protracted cold spell is a new experience, and the cold weather still continues.

DIGBY.

Digby, Feb. 10.—Mrs. Antonette Daucette died at Bellevue's Cove this morning, aged 50 years. She leaves a husband and three children.

JAPANESE MINISTER TO WASHINGTON AT NEW YORK BANQUET TELLS WHY WAR WAS DECLARED AGAINST RUSSIA.

New York, Feb. 11.—The thirty second annual dinner of the Silk Association of America was held at Delmonico's tonight. It had been expected that the Japanese Minister Kogoro would be present to read a paper on the "Dai Nippon" but he was unable to leave Washington and sent a long telegram instead.

stands. The increase of her military and naval strength has been criticized as an indication of a desire for national aggrandizement at the cost of other nations.

menace to the peace of the east and the integrity of China. Afterward, first through undertakings nominally peaceful and subsequent to Chinese sovereignty, then on pretence based on internal disorders in China, but at no time justified by actual conditions.

Deadly "La Grippe"

Or Epidemic Influenza is Caused by an Air Germ. The Most Scientific Remedy is Catarrhoxone.

Two years ago, the medical journals commented widely on the marvellous success of Catarrhoxone which assisted very largely in stamping out the epidemic raging in that time.

Household Hints.

An old tippet ribbon soaked in a fruit jar of water will make a pint of purple hair dye.

AGE FILLS WEAR BEST

It is the fact that has been proved by time—reads the heaviest wear—makes the standard the world over. A FEW OF OUR LOCAL AGENTS.

THE PRESS GANG

Perhaps the most curious anomaly in the long history of England is to be found in the consideration of the press gang, which is the only system followed for many centuries for the purpose of securing seamen for the royal navy.

ERASTIUS WHITMAN DIES IN POVERTY.

Erastius Whitman died last night in a little cottage in Staten Island, to which, with his wife, he had retired after his fortune had been swept away and his health was broken.

HAPPY AND HEALTHY.

A Beautiful Canadian Girl Saved From Catarrh of the Lungs by Pe-ru-na.



MISS FLORENCE KENAH. "A few months ago I caught a severe cold, which settled on my lungs and remained there so persistently that I became alarmed. I took medicine without benefit, until my digestive organs became upset, and my head and back began to ache severely and frequently."

BALTIMORE BANKS RESUME BUSINESS

Baltimore, Feb. 11.—An incident that inspired the whole community with trepidation confidence was the resumption of business by the banks, deposits being received and checks honored in the usual way.

We Shall Spend \$500,000 To Give Ligozone Away.

This Company, after testing Ligozone for two years in the most difficult germ diseases, paid \$100,000 for the American rights. This is the highest price ever paid for similar rights on any scientific discovery.

OUT ON THIS COUPON For this offer may not appear again. Print out the blanks and mail to the nearest Ligozone Dispensary. My Name is..... My Address.....

THE SEMI-WEEKLY TELEGRAPH. Published every Wednesday and Saturday at \$1.00 a year, in advance, by The Telegraph Publishing Company, of St. John, a company incorporated by act of the legislature of New Brunswick.

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AUTHORIZED AGENTS. The following agents are authorized to canvass and collect for The Semi-Weekly Telegraph: Wm. Somerville, W. A. Ferris.

Semi-Weekly Telegraph. ST. JOHN, N. B., FEBRUARY 13, 1904.

STILL IN THE AIR. Two facts appear to be overlooked in much of the current discussion of the Grand Trunk Pacific scheme.

When the Grand Trunk Pacific act was passed, it provided for a deposit of five million dollars in cash, bonds or other securities.

Japan strikes home. It was observed by this paper Tuesday that Japan, before withdrawing her ambassador, had probably made up her mind to force the fighting with Russia.

A talk on forestry. The visit to these provinces of the secretary and assistant secretary of the Canadian Forestry Association is an event of much interest to all who are interested in the conservation of our forest wealth.

Hon. Thomas Greenway. An interesting statement comes from Winnipeg to the effect that Hon. Thomas Greenway has retired from provincial politics, having cast his last vote last week in favor of the Chamberlain programme of preferential trade.

Still in doubt. Speaking in Westmont on Wednesday evening Hon. Mr. Fielding, referring to the Grand Trunk Pacific, said he trusted that a satisfactory arrangement would be made.

Thursday's conference. The conference between the harbor improvement committee and Hon. Mr. Emmerson, Thursday afternoon established two facts. One was that the transportation commission while here got an erroneous idea of the capacity of this port.

Reasonable questions. Everybody understands and appreciates the motives of those who oppose the transfer of any property to the C. P. R.

Harbor improvement. Hon. Mr. Emmerson replied Tuesday to the telegram of Mayor White, published in yesterday's Telegraph.

alienation should be made without the government being communicated with and its sanction obtained.

This is asking too much. It is asking that in consideration for the dredging for four steamship berths, for the construction of which the city must make an agreement with a railway corporation or itself spend hundreds of thousands of dollars.

Decrease in exports. The trade statement for the last seven months is relatively not so satisfactory as it was for the like period of last year.

The account in today's Telegraph of existing weather conditions compared with former years shows our readers that the severity of the present winter has seldom if ever been surpassed.

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of the Liberal campaign in Nova Scotia. There is also one less free trader in the House of Commons, for in the Parliamentary Companion Mr. Fraser is set down as a Liberal and Free Trader.

Nomination day. The nomination proceedings at the court house Tuesday were well conducted and without any exciting incident.

All guesswork. No politician and no newspaper is warranted in assuming that the Grand Trunk Pacific railway will be built.

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counteract the effect of the report of the commission and place the facts before the government. It is most unfortunate that any such misconception should have arisen.

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Buy Clothing Now While Prices Are Away Down. There are Suits, Overcoats, Pants, etc., being sold at this store now, in many cases such below the manufacturer's prices.

Table listing clothing items and prices: \$10 Overcoats - now \$5.00, \$12 Overcoats - now \$8.00, Men's Suits - \$2.98, \$3.98, \$5.98 and \$6.98, Men's Pants - 0.99, 1.49, 1.98 and 2.49, Boys' 2-Piece Suits - 99c up, Boys' 3-Piece Suits - \$1.98 up.

J. N. HARVEY, Men's and Boys' Clothier, 199 and 201 Union Street.

Neverslip Calks. are steel-centered, self-sharpening calks which can be easily inserted or removed from the shoe on the horse's hoof and keep him "always ready" and safe from falls in slippery weather.

Agents, W. H. THORNE & CO., LIMITED Market Square, St. John, N. B.

NOTE AND COMMENT. The city council has not yet dealt with the dry dock plans and specifications.

The provincial government will have a busy day, meeting the various delegations desiring to meet them this morning and afternoon.

The appeal of the Exhibition Association for a grant of \$5,000 should be favorably considered by the government and a prompt answer given.

Sir Wilfrid Laurier and Hon. Mr. Fielding spoke in Montreal during the last week in favor of the present tariff.

Ontario papers report an almost complete blockade of railway traffic in many parts of that province, owing to the severity of the winter.

President Eliot, of Harvard University, before the Boston Labor Union, declared that the conflict between the combinations of employers and the combinations of labor suggested the expediency of governmental inspection and control of both.

This remark by the Mail and Empire should be called to the attention: "If Russia must go to war, the least it can do for the comfort of the world is to send to the front only generals whose names are easy to pronounce."

The Montreal Witness observes: "Sir Wilfrid Laurier gave little comfort to the protectionists in his speech at the Monument National on Saturday night."

A Quebec despatch to the Toronto News says that it is understood Mr. Arthur G. Doughty, M. A., has declined the position of Dominion Archivist, offered to him at Ottawa, and will remain in Quebec as English Librarian of the provincial legislature.

J. G. Jardine, Canadian commercial agent in South Africa, laments that Canadian manufacturers have not taken advantage of their opportunities, and urges them to cultivate South African trade by sending out travelers instead of catalogues. He urges that the direct line of steamships between Canada and the Cape should be better encouraged by Canadian exporters.

A New York paper says: "Japanese merchants in New York will raise a war fund to send home to the government. The purpose now is to make the subscription \$5,000,000, and to pay it in monthly instalments so long as the war lasts."

If a St. Petersburg despatch of this week is correct the Russians have a few more vessels, chiefly torpedo boat destroyers and torpedo boats, than has hitherto been stated.

Sensitive. "What was the matter with that audience?" asked Mr. Stormington Barnes. "Don't the people here like Shakespeare?" "I should say they do," answered Bronco Bob.

Why Mothers Worry. Did you ever hear a mother worry over a plump child? There is no better bank of health for a child to draw from than a good supply of healthy flesh.

Scott's Emulsion not only gives a child weight and plumpness, but it feeds the brain, bones and nerves with strength and active power. Fewer mothers would worry if they knew more about Scott's Emulsion.

SOCIETIES JOIN TO MAKE THE TRICENTENARY A BIG SUCCESS.

A Representative Meeting in the Neptune Rooms—Sketch of Three Days' Programme in Celebration of Champlain's Discovery of the River St. John.

The joint meeting of representatives of various societies in connection with the Champlain tricentenary celebration was held Thursday night in the Neptune Rowing Club rooms, and was very satisfactory in all respects.

with fireworks from Navy Island, beacon boulevards on Fort Howe hill, illumination of warships with display of searchlights. Military parade, with contingents from British, American, and French ships of war.

LOCAL AND PROVINCIAL.

Owing to advances in the European markets, one leading Canadian packer has advanced the price of pure lard a quarter cent a pound.

Hazen Campbell, who went to the old county with Elbridge Eaton, left there on the 15th of the present month.

IMMIGRANT FEELS HE WAS RECEIVED.

Trio of Young Britishers Blame the Old Country Agency.

Thomas Phillips, a young man whose home is in Douglas, Isle of Man, but who has been in this city one week today, feels that certain parties are responsible for misleading him and others in the matter of obtaining suitable employment here.

A QUESTION OF WORK.

One Tells How He Came to Leave Home for Brighter Outlook in Canada, and Found Things Different from Expectations—A Matter of Fee.

Mr. Phillips, after making two cash deposits, decided to come to St. John. In this he says he was acting on the advice of the office. He was assured that St. John was a most desirable section to locate in and he says, that profitable employment could be obtained. It was brought to his attention that a man who had gone out under direction of the office was earning \$3 monthly. According to Mr. Phillips he made the immigration office proprietors fully sensible of the fact that he was a dry goods clerk and solely desirous of obtaining a berth of that nature in whatever colonial city he went to.

TEN THOUSAND DOLLAR FIRE AT HAMPTON.

Residence and Barn of Dr. Newton Smith Destroyed Wednesday—Insurance \$4,500.

Hampton, N. B., Feb. 10.—A serious fire which broke out at 9 o'clock this morning completely destroyed the residence and barn of Dr. J. Newton Smith.

WEATHER MAN HITS US HARD.

Other Winters Here as Compared With This is the "Cold Friday."

The extraordinary weather conditions this winter make comparisons with other years very interesting. From D. L. Hutchinson, director of the meteorological bureau here, a Telegraph reporter secured a very interesting statement last evening.

FORMER NEW BRUNSWICKER WATCHING FOR GERMAN MURDERER AT SAND POINT.

Immigration Office's Get Information That Suspected Man May Land There Soon.

The contents of a letter from southern Germany, which became known to the immigration authorities at Sand Point, result in the capture of a couple of murderers, and break up a secret society in Germany, whose chief ambition appears to be to steal and kill.

SPRUCE DISAPPEARING.

Pulp Famine in Six Years Predicted—Some Figures.

The following comment on the outlook for spruce in the New England States is taken from the current number of Bradstreet's Almanac. The most important of all the important factors in the spruce industry is its disappearing the fastest, due partly to its being the most universally used of all timber, which fact makes its rapid depletion more alarming, and partly to the disastrous forest fires.

CASTORIA

The Kid You Have Always Bought

THE BIRD COMPANY'S

WINE OF TAR HONEY AND WILD CHERRY

CASTORIA

The Kid You Have Always Bought

CASTORIA

The Kid You Have Always Bought

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MCKEOWN AND DANIEL MEET ON THE HUSTINGS; SOME LIVELY BYE-PLAY.

Interest in the Nomination Proceedings Tuesday Taken by Large Number of Electors—Both Candidates Spoke at Length, and Each Had Opportunity for Reply—The Audience Takes a Hand at Times.

There were some lively passages in the proceedings on the hustings here Tuesday, but on the whole the afternoon passed well. The speech making was in the court house and the space outside the railing and the seats inside were all occupied. Close interest was exhibited in the speeches of Hon. H. A. McKeown and Doctor Daniel, and their supporters appeared to be fairly well divided in numbers.

At 12 o'clock Sheriff Ritchie opened his court and read the writ ordering the election on Feb. 16. Doctor Daniel accompanied by J. D. Hazen, M. P., P., Col. Armstrong and other friends, entered the court house a few minutes after 12, and Beverly R. Armstrong filed Doctor Daniel's nomination.

The nomination papers of Hon. H. A. McKeown were put in a little later by Mr. Allen O. Farley, K. C. About 12:40 Mr. McKeown himself entered the court house but remained only a few minutes. Before 1 o'clock all had departed, excepting the sheriff, an arrangement having been made that speaking would not commence until 2:30 o'clock.

The signers of Hon. H. A. McKeown's official nomination were:

Joseph Allison, James Flood, Beverly R. MacKay, Chas. L. Heston, J. Edmund Scott, J. Ott Morrill, George Nixon, Alfred O. Sumner, Frank E. Holman, John M. Roberson, James Holly, Isaac H. Northrup, Heddy Hyland, Daniel J. Purdy, Henry Fisher, John H. Thomson, Geo. R. Crangle, John P. Mackenzie, John Keele, Edward Laumann, William E. Trow, John M. Driscoll, Hugh McClelland, John L. Cartson, Alexander MacMillan, Harry Campbell, Thomas A. Bealieu, Henry Gallagher, George A. Horton, Jas. Peckham, W. W. Fleming, Thos. J. W. Daniel were the official nominators of Dr. J. W. Daniel were:

William H. Thorne, John R. Armstrong, Alfred A. Stockton, Robert Maxwell, John E. Wilson, C. Barton Lockhart, Dr. Murray MacLennan, Dr. J. F. McKeown, Henry A. Mearns, Alexander W. Macroe, W. Frank Haslam, David McNeill, Brian B. White, Daniel MacEwan, Miss Alward, John Killen, Geo. Ferguson, Dr. John Gibert, S. Fisher, Dr. W. Bayard, J. Douglas Hazen, W. Shivers Hazen, Alfred A. Stockton, William Shaw, William Shaw, J. J. Melrose, Dr. William G. Moore, Robert B. Emerson, Thos. A. Bealieu, J. deWolfe Spear, Douglas MacArthur, W. C. McNeill, Thomas Bell, Thos. A. Bealieu, Thos. P. Brown, John H. Moore, James Christie, James Christie, Dr. J. R. Inckes, Thos. H. Somerville, Dr. W. Bayard, J. Douglas Hazen, W. Shivers Hazen, Alfred A. Stockton, William Shaw, William Shaw, J. J. Melrose, Dr. William G. Moore, Robert B. Emerson, Thos. A. Bealieu, J. deWolfe Spear, Douglas MacArthur, W. C. McNeill, Thomas Bell, Thos. A. Bealieu, Thos. P. Brown, John H. Moore, James Christie, James Christie, Dr. J. R. Inckes, Thos. H. Somerville, Dr. W. Bayard.

First to Build for Empire's Consolidation.

And not only within our own country, said the speaker, but outside our country have we a right to lift our heads in pride, and he believed he had a right to refer to the merit there was to the Liberal government in regard to these matters.

Whatever the result of electoral struggles in other parts of the empire, he thought the first step was taken towards consolidation of the empire from a trade standpoint. (Applause.) If the Liberal party had done nothing else to commend itself to the people of future generations, it had caused the establishment of the British preference as the making of the first step on the great and glorious journey towards consolidation of the empire.

Only a short while ago, the Canadian government suggested to South Africa the extension of this preference and so, bring foreign relations—if that were a proper term—it could be seen that increased status, what higher and broader life there was into these islands, and it was the responsibility of the government. All men who had in their hearts the object and desire of seeing the different parts of the empire welded into one inalienable whole, should remember that the first step towards that consummation had been made by the party now in power.

Foreign conditions, too, had felt the touch of Canadian diplomacy. Germany had been seriously offended when Canada gave a preference to the mother country and Germany then excluded Canada from her industrial preferences and practically told Canada if she gave the mother country a preference, she would have to stand the industrial wrath of the German Empire.

This did not bother the Canadian government and Germany was given to understand that Canada would stand by the mother country in all things. (Applause.) Canada did withdraw and last session Canada hit back and imposed a surtax on German imports and the dispatch of a few days ago showed that Germany has retired from her high position and wants to get back where she was before. (Applause.)

For Labor Interests.

The present government, said the speaker, had acted in all these things in a way to meet the aspirations of the people, and the immediate asked for extension or commendation of the government it was only right that these things should be dwelt upon at some length at least.

Mr. McKeown spoke of what the Liberal government had been doing for labor. The government, he said, should have credit for the way it had dealt with labor matters. Before the Liberal government took labor received no recognition, while his hearers knew that this government has established a labor bureau, passed a conciliation law and appointed officials to bring about at all times, industrial peace, not strife. None knew better than the laboring men that when strikes were imminent, the conciliation office was sent and in a great many instances industrial peace was brought about where war was threatened. The government deserved credit for nothing but good work done for the laboring men. Great changes had been made in government contracts, the sweating system which existed under the previous government had been abolished and government contractors were made to pay the wages current in the locality where the work was being done. The government showed care and concern for the men who created wealth should participate in the great wealth of the country. Some opposition speakers, he feared, had had these things carefully concealed them from the people. (Hear, hear.)

The Grand Trunk Pacific.

Mr. McKeown then took up the railway project. He said that there was great disappointment when the route for the Intercolonial was chosen; pressure had been brought at the time, to have the line through the centre of the province into St. John. There was now a proposition whereby this may be amended and the people's aspirations met. In the government's G. T. P. policy, he believed there was a remedy for this constituency against the disadvantages felt here because of the I. C. R. being given the north shore route.

The railway will be some 3,500 miles long from Atlantic to Pacific. It is in two portions, from Moncton to Winnipeg, from Winnipeg to the Pacific. The eastern section is to be built and owned by the government, the western built and owned by a company, if not something stronger on the part of opposition speakers as to the government's financial obligations in this railway. It is one matter to say how much it would cost to build the railway and another to say what obligation the government assumes. That's where the difference between government and opponent speakers comes in. He did not or would not deny that the road would cost perhaps more than \$100,000,000, but he did deny that it would ever cost the government any such sum, it would not cost the government \$14,000,000 to construct, and he would urge the people here to take to this matter and take their judgment on what he said as well as their judgment a week from now.

As to Cost.

From Moncton to Quebec the road, he said, will be 315 miles by surveyors' estimates. Add ten per cent, as usual and the distance would be 346, but he proposed to be absolutely fair and would say 400 miles. One estimate cost was \$25,000 a mile or \$100,000,000 for the whole. From Quebec to Winnipeg is 475 miles and the engineers put \$28,000 as the high water cost per mile or \$13,250,000, making \$51,000,000 for the whole railway.

The government leases the road to the company and the company pays rental of three per cent on the amount of money it borrows for construction of the road so that they will be given just what they want. The government therefore will be out just seven years rental and not one penny more. These seven years rental is \$10,750,000, so that after seven years, when the government will begin paying interest to the contractor, the government will not be under one dollar expense for the road, and they are brushing aside the very conditions under which the government is agreed almost absolutely from expense.

The company builds the whole section west of Winnipeg, the government does not provide a dollar, but if it endorses the company's bonds to help the company raise the money to build the road, from the Rocky to the Pacific the government agrees to pay the interest on the \$30,000,000 dollar the government is called on to extend to the Rocky mountain section of 430 miles at \$70,000 a mile—the outside figure to which the government will endorse—or \$30,100,000 in all. The interest on this is \$2,940,000 and added to the rental of the eastern section for seven years makes a total of \$3,670,000, every dollar which the government will have to pay under the agreement.

Was not that a good bargain and evidence of statesmanship and business on the part of the government? It was one thing to contrast this bargain with the policies of previous governments.

Some Sharp By-Play.

Under the Conservatives the deficiencies were being plied up like the snow on piling up. Daniel—Where were you then, Henry? Mr. McKeown—Just exactly where I am at the present time. (Applause.) Daniel remembered that in 1890 Dr. Stockton, who was then a good Liberal (Laughter). Dr. Alward, who also was then a good Liberal, made up the local election ticket—three Liberals and three Conservatives and I was one of the Conservatives. Because they were able to pull Dr. Stockton over, they didn't get me. (Cheers.) I've been justified several times by this and that, and I'm not a Conservative. I was the kind of man my Conservative friends have been saying I am I wouldn't have been honored by the great Liberal party.

Mr. McKeown said he was observing, when Dr. Daniel interrupted, that the \$13,250,000 for the railway didn't represent the great government's surplus this year. (Applause.) The government, because of the way it carried on the affairs of the country and the way it brought the west to the gateways of the east and cap built the road without adding a penny to the capital expenditures of the country. It is the Conservative government that started to do that they would have had to borrow the money. In the last seven years the Liberal government had had a surplus did not total \$20,000,000, while in the Liberal's seven years of rule the surplus were more than \$40,000,000 and they didn't propose to take to those old days and he believed they'd deal with approval the government's administration.

Operation of the Road.

The government building and owning the road in Winnipeg was the key to the situation. It leases this portion to the company under contract. If one breaks a contract, all knew, the other party is bound to sue for the breach. Mr. McKeown was saying that the majority of people had read in the newspapers about the contract which the Liberal government had made with Dr. Blair's speech and this caused opposition laughter and cheers.

"So Mr. Danham has become a follower of the Liberal party," he said, "and he had his friends applauded. He contended that he was not quoting anyone's opinions but was speaking from the contract which he held in his hand."

Another Bit of Fun.

The terms, he said, were as binding on the company as they were on the government to lease the road to the company. If the company was hoodwinking the government in the matter of debt then the government can take the road from the company. (Hear, hear.) Was it not a strong contract when the grounds of breaking it were so few and chances of detection so many. What was there to fear?

A voice—"Moncton!"

Mr. McKeown—"You'll agree that the road will come to Moncton then? I thought the opposition felt Portland. If otherwise, we've learned something. I hope Dr. Daniel has learned too."

Continuing, Mr. McKeown said the amount guaranteed by the government on the Rocky mountain section did not represent the whole cost of the section. The government will not guarantee \$30,000,000 unless the cost is \$40,000,000, so that if the company defaults the government has for \$30,000,000 a mile a road that cost \$40,000,000.

Further the G. T. P. agrees to put on \$20,000,000 worth of rolling stock, all under contract to the government. The Grand Trunk company, with assets of \$100,000,000 also puts its power and assets back of the G. T. P., so where was the danger of loss?

The C. P. R. Building Terms.

He said the Conservatives, in helping to build the C. P. R. gave lands, cash and railways equal to the largest figure of the

opposition as to the cost of the G. T. P. road and not the government doesn't devote a foot of the C. P. R. whereas if the G. T. P. defaults the new road. He asked Dr. Blair to deal in general terms but to say whether or not the Conservatives were opposed to this eastern section or not. Mr. McKeown said the people of the west were not interested in whether the road came here or not but wanted to get their products out and only because of the pressure of the maritime province representatives was the extension here made.

As to St. John.

Moncton was to be the terminus. It was not a seaport and not only has St. John advantage of 80 miles haul from Moncton as compared with almost twice as long a haul to Halifax, but the railway taps Chipman and in the charter the company takes power to build a line to Norton to connect with the I. C. R. and thence to St. John. If he went to Ottawa he pledged himself to do all possible to mould the opinion of the administration in favor of St. John. (Hear, hear.) This was not the time to throw hot water on the proposition that the G. T. P. be built and that we have the outlet. Dr. Stockton asked if the government was willing to pay the interest on the money but what the people wanted was justice and that will be given justice—if they don't want the railway, they will not get it. It would be a pity to force it upon them. (Applause.) This government having instituted the policy of a railway charter through New Brunswick to St. John than any other, his judgment was that St. John would be adverse to the best interests if they say they don't want this carried out.

The Portland Canal.

The opposition expressed fear the trade would go to Portland. Mr. McKeown said the Grand Trunk had no connections at Portland for any of its public affairs. Dr. Blair sought to take trade there it would have to go over the Grand Trunk tracks to Richmond, and it was very easy to detect if this was being done and to reply the remedy. After all, Quebec is only a few miles farther from St. John than it is from Portland—under 70 miles and in fact, the port and all the ways of detection if the contract is broken, it looked as if there was more of party upon them than the opposition in the issue expressed by the opposition.

Dredging St. John.

Mr. McKeown spoke of the government dredging at St. John and said the Conservative government never did a spoonful of dredging here. He would think it was the contract to pay under the agreement here for works needed in the increased business that was coming. The work was being done by the government and he greatly doubted the judgment of the people if they would say it was the contract to pay under the agreement. It was not a good bargain and evidence of statesmanship and business on the part of the government.

DR. J. W. DANIEL.

The Other Side of the Story—The Transcontinental Railway—Conservative Opposition Line as Now Mapped Out.

Dr. J. W. Daniel was received with approval by the Liberal audience. He said that it was not possible to know the exact cost of such an undertaking. The government had wanted \$20,000,000 for the extension purposes, and that that road and the G. T. P. R. would be built for \$100,000,000. It was a matter of the people and advance no further money from the government treasury. Dr. Blair was opposed to the Grand Trunk Pacific for the terms to be paid to St. John, his constituency.

Opp sed to the Eastern Section.

From what Mr. Blair had said, the speaker could not see how by voting for Dr. Blair's party the people could expect to see that no injustice was done the Laurier administration. The tariff was a very few modifications, the same as the one framed out and known as the national policy, laid down by the Conservatives in 1878. The credit for such a tariff was due the Conservative government. (Applause.) The speaker said he was glad the present administration had the good sense not to change it.

Dr. Blair had said he did not believe the premier had acted in a very vacillating manner. While personally a charming man, one could not but at times like his manner, he did not believe Canada had been sold to the Laurier administration. He said that he had seen the young of Canada were flocking to the aid of the mother country in her contest in South Africa, Sir Wilfrid had said he did not believe the Laurier government should go to the seat of war until after parliament had been called together. Public opinion, however, exercised so great pressure that his opinion was overborne.

Mr. Tarte.

It was but natural to think that when a man occupying the position of prime minister of a great colony laid down a policy, he should see that policy carried through. In the past members of the Laurier cabinet had been spoken of as masters of the administration. The Hon. J. L. Tarte had been spoken of in this connection, and his intrigue he had been forced to resign his portfolio, and now the Hon. J. L. Tarte was spoken of as having filled Mr. Tarte's place in so far as the master of the administration went.

C. J. Milligan—"You've got Mr. Tarte now?"

The speaker replied that Mr. Tarte was strong in Quebec, and if it had not been for the solid vote of Quebec the Liberal government would never have come into power; and that there existed the possibility of having the same man (Mr. Tarte) who had been the victorious organizer of the Conservative party, to go back to good effect in the hands of the Liberal-Conservatives.

The Transcontinental.

After alluding to the early controversies prior to the building of the I. C. R., Doctor Daniel said Mr. McKeown declared that the cost of the transcontinental would cost but \$12,000,000. He was not the originator of this figure. He had read it in the speeches of Hon. Mr. Fielding and Premier Laurier.

A voice—"That's good authority!"

"Yes," replied Doctor Daniel "but Mr. McKeown's authority is not any better

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for export went through Halifax and St. John. In this connection the speaker would relate a circumstance dealing with the moral power of a railway.

Mr. Blair, when minister of railways, had made arrangements with the Grand Trunk railway whereby there would be an exchange of freight with the I. C. R. In anticipation of increased business an elevator was built in St. John, also deep water berths. By failure of the G. T. road to carry out its end of the agreement, this increase of business did not come. Last winter cattle shipments came over the I. C. R., but it was not due to the G. T. road, but because of the American embargo. Mr. Blair was certainly in an excellent position for judging of a railway's bona fides, especially of the Grand Trunk's.

In the transcontinental contract, five years were given to build the western section, and eight years given the government to build the eastern section. Suppose the western section is built first. Three years would elapse before the eastern section is completed. During those three years the traffic of the newly completed western section would find its way to the eastern seaboard by way of Portland, and in the eventuality of the eastern section being built, the wheels of the trains passing to Portland would be so used to the route that they would not leave it?

The Labor Question.

Mr. McKeown referred to the great friendliness of the Liberal party for the laborer. The speaker didn't know how far Mr. McKeown based his allegations. During the present campaign two leaders of the labor associations in St. John had been prominent speakers from Conservative platforms. He would not argue out the matter with Mr. McKeown, and that would be his answer to Mr. McKeown's claim.

Mr. McKeown had expatiated on the increase of business in St. John during the last eight years. From his words one would think the stimulus was due the Liberal party and perhaps Mr. McKeown in particular. The facts were that St. John had reason to be thankful to the fact that the people could talk against the corporation, but it was nevertheless mainly responsible for the development of St. John as a winter port. The short time across Maine was the child of Sir John A. Macdonald's government, and the first steamer to load from St. John was subsidized by the Liberal-Conservative party. (Applause.)

The Laurier cabinet was not responsible for growth of the winter port whatsoever. Whatever was obtained was the result of effort on the part of St. John people.

St. John had paid out of her own pocket money for the development of St. John, which about have come from the Canadian people. The government had spent money in other parts of the dominion Quebec had been equipped even with a dry dock. If the administration had treated St. John as it had Quebec, George Robertson would be out of a job. The speaker was glad when he heard Mr. McKeown direct his remarks toward the growth of St. John, trade, for there he felt sure that he could not but attribute the development to the Liberal-Conservative party. However, he had not said what was expected. But Mr. McKeown was a lawyer. (Laughter.)

The leader of the opposition, the Hon. R. L. Borden, had framed a policy which, while not actually before the public, though it may be next session, would surely meet with the approbation of the electors. It was a scheme, not to spend the money of the people of Canada in a wild cat railway enterprise, but to expend it in developing the ports and waterways of the country. It was a safe and sane course.

In conclusion, Doctor Daniel dwelt upon his candidacy, and assured his hearers that should he have the honor of going to Ottawa as their representative, the best interests of the constituency would be served.

Mr. McKeown Replies.

In reply to Doctor Daniel, Mr. McKeown said when the Liberals were in power after 1878, they began harbor improvements here, they built the ballast wharf and extended the railway. The Conservatives in eighteen years did nothing.

He had been able, he was glad to say, to find where the opposition were in regard to building the transcontinental. They were against the building of the eastern section.

Doctor Daniel—"By the proposed route."

Mr. McKeown—"It is by that route or not at all."

Continuing, he said Doctor Daniel called the road a political rather than commercial one. Had he not heard the western members say they were suffering from lack of railroads? Again, Mr. Blair said he knew there was room for four more roads. (Cheers.) He was glad to hear Mr. Oliver's question about the 2,500,000 acres which

the transcontinental would open rendered if the Conservatives had wakened up to understand what country we lived in. The new line bring an enormous volume of freight to St. John. It could not bring Canadian rail to our ports, a fraction goes to American port. Doctor Daniel, he said, wanted a railway not being built east of St. John and Mr. McKeown doubted if it would stand for such doctrine if it were.

As to routing freight, Mr. read the proposed amendment maritime Conservative member Gen. W. Foster, and also the speaker in the contract saying the government provided in this matter the Conservatives wanted. On months of the Conservatives he said, the government had been formed. The people should not suppose the equal chance with others. It was not as it was asked to do as to Doctor Daniel's query if Mr. Laurier was to have credit for the facilities ready for use in Canada was under Co rule she was standing still, and Mr. Laurier unmade the trade and the equal chance with others.

Additional to what he said about a government representative in place on the G. T. P. management and could see what the contractor, he said, would be brought here by I. C. R. to pay. Sir Chas. Tupper had said in 1874, but it was not to be as it was asked to do as to Doctor Daniel's query if Mr. Laurier was to have credit for the facilities ready for use in Canada was under Co rule she was standing still, and Mr. Laurier unmade the trade and the equal chance with others.

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Tracy Station News.

Tracy Station, York Co., N.S. Joshua Duplax had the misfortune to break his kneecap while at work of days ago.

The infant child of Mr. and Mrs. Leary died on Wednesday. Several cases of influenza were in the midst here recently, soon replaced without much difficulty. A great many are ill with cough, mumps and a gripe. The anecdotal, which is in the W. R. Shanklin, has been greatly reduced. Of forty-one enrolled over sick.

A very sudden death occurred yesterday. Tracy, son of G. D. Tracy, died while watering the cattle. He was only recovering from influenza. Either this or heart trouble is supposed to be the cause. He was about 10 and leaves two brothers and one sister.

The mayor and corporation of St. John have issued invitations to the city celebration of the birthday of David Wark at his residence on Jan 2 at 3:30 p. m.

During the week ending Jan 2, 4th Wilmot, Frederic, registrars of the Canadian government office, London.

The wills of four British millionaires proved during last year—Colonel H. Mout, M. P., £2,000,000; L. Rapin £2,884,810; S. S. Moore, £1,000,000; Bailly, £1,000,000.

The wills of the late years were proved during the year. All drafts of