

THE WINTER PORT ISSUE. ST. JOHN THE OUTLET OF THE NEW TRANSCONTINENTAL RAILWAY.

Reasons Why Every Saint John Elector Should Vote for McKeown and O'Brien ---The Fictions and Misrepresentations of the Grand Trunk Pacific Exposed.

The questions involved in the Grand Trunk Pacific Railway discussion are in the main few and are comparatively simple. Lack of clear thinking and failure to grasp the essential root features of the question, are largely responsible for the confusion that is being imported into the campaign. The discussion of the minor issues obscures the points in the controversy of any importance. The financial side of the arrangement between the government and the company can be passed briefly over. It is only forcing an open door to demonstrate that the government made a bargain on exceptionally favourable terms to the country. Government speakers may naturally feel impelled to place the aspect of the question fully before the electors on account of the misrepresentation it is receiving from opposition speakers. In parliament the discussion among the able debaters soon passed beyond this stage. Mr. Borden scarcely referred to it. The government's action on this branch of the question falls far short of what the electors in this country ought to have the good sense to recognize. Mr. McKeown and Mr. O'Brien are absolutely correct in their statement that the government's share in the cost of the road is \$125,000,000. It is a matter of plain calculation. It was estimated by Sir Wilfrid Laurier in introducing the bill, and was also so stated by Mr. Fielding after consultation with the finance department. There can be no doubt that the road will pay. The west will soon be a reality, and as the profitable portion of the road carries the less profitable section there is no reason to fear that the cost to the government will be any greater than this sum. The real question in issue is whether the government's plan successfully deals with a transportation problem that while not now so absolutely pressing, will be urgent by the time the road is completed. Such a question is of course technical in its nature. Its general features can be understood by persons not versed in traffic problems. The need of another road to the west is admitted on all sides. Mr. Borden at first denied it. After eighteen days reflection, he thought differently, and proposed his own proposals for remedying a congested freight condition in the west, and meeting the demand for further transportation facilities that will constantly become more and more imperative with the settlement of the country. The government and everybody else who has made a study of the question, recognizes that the great avenue for moving the grain of the west is the lake and waterway system of the country. Sir Sanford Fleming and Mr. McNichol, the second vice-president of the C. P. R., think that with 100-ton engines, ninety pound rails, massive bridges, easy grades, and a road as low as 25 to 26 feet to a mile, a railroad can compete with water carriage. General opinion is against them. Until it is demonstrated by the new Grand Trunk Pacific built and run upon the conditions stipulated for by them, it is reasonable to think that a large portion of the grain trade will in summer find its way to the sea by the great lake and canal system of the country. In the charter of the Grand Trunk Pacific provision is made for a number of branches, including a branch to a point on Lake Superior. During the period of navigation it is likely that grain will be routed to this point, and from there conveyed by water to Montreal for overseas shipment. No danger therefore exists as to the use of the Canadian ports in summer time. There does not seem any great danger in

winter. The government's plan bringing the Grand Trunk Pacific to Quebec dispenses the temptation to take traffic to Portland that would have undoubtedly existed had the company's plans been accepted, of building to North Bay and making from that point connection with the Grand Trunk system to Montreal. The route to Quebec meets St. John on an equal footing, and the competitive footing with Portland, and gets rid of the objection that distance and nature are against us. The government has secured the neutrality of the consignor by the provision in the contract by the company that rates to an American shall not be lower than to a Canadian port. The position of St. John is further fortified by a stringent undertaking by the company to carry all freight to Canadian ports, not specifically routed otherwise the statement that it accepts the aid granted by the government on that condition, and that it will use its influence to the utmost to induce him to favour Canadian ports. The Sun has complained that there is no penalty attached to this clause in event of its breach by the company, and that it is not binding on the Grand Trunk, as distinguished from the Grand Trunk Pacific company. It would pass the point of plain calculation. It is more drastic in its terms, or more evident in its meaning. Mr. Borden, the Conservative leader, is a lawyer of considerable standing. He admitted that he could not improve it. His position was that the covenant did not have any value, even if joined in by the Grand Trunk Railway. The government does not take that view of it, and the provision with which the provision is drafted shows that the government thinks it has an efficacy. The parliament of the country is independent of courts to enforce the fulfillment of solemn compact made with it. Should there need be no nice legal inquiry as to whether what has taken place is a violation of its covenant. Parliament can form its own opinion upon well authenticated facts, and impose any penalty needful to bring the defaulting party to its knees. This, briefly, is a statement of the substantial points involved in the transportation issue that has arisen between the two parties. All other matters, while not irrelevant, are largely subsidiary to it. As against the plan the government has adopted to ensure the use of the Canadian ports Mr. Borden has suggested a scheme which merely fails to put St. John in as good a position. He advocates the extension of the Intercolonial. Grain brought over it would not pass beyond Montreal. Shippers would not send it by the long Intercolonial haul. At Montreal it would be with easy striding distance of Portland. Does Mr. Borden think he could get it past this danger point, around to Halifax and St. John? Mr. Blair always made this contention. Railway experts testified against him. The Sun newspaper, Mr. Foster, Sir Charles Tupper, and every body of weight by the Conservative side said that it could not be done. They feared at his elevator here as the project of a visionary. Upon this question plain people will not venture to pronounce an opinion. But what their ordinary intelligence will grasp is the soundness and practicability of the government scheme. It annihilates the geographical advantages hitherto possessed by Portland over us, while the Borden scheme emphasizes that advantage with a terrible and despairing distinctness. This is the issue in this campaign. A St. John man should not have much trouble in reaching a proper decision.

A YOUNG MAN SPEAKS.

Why He Gives His First Vote to the Liberal Party.

To the Editor of the Liberal News: Sir,—Being about to cast my first vote on November 3rd, and having no very strong party leanings, I have taken a little trouble to examine for myself the issues now before the people, and I have decided to register my maiden ballot for Messrs. O'Brien and McKeown. My chief reason for this is that I feel convinced that, on account of the government's great railway policy, the Liberal party is the party for the young man. I can see that it requires patriotism, enterprise and boldness for any government to undertake such a gigantic work, and it was inevitable that the enemies of the government should strongly oppose a measure which will perpetuate the memory of the men who inaugurated it and who will carry it to completion. When I think of the great fertile areas of the west which the Grand Trunk Pacific railway will open to the world, and of the greater Canada that must necessarily result from such an enormous development of agriculture and industry, I feel a glow of pride in the fact that I am a citizen of this great Dominion, and that it is blessed with rulers whose able government is causing it to march forward with such great strides. To a young man like myself, I feel that the opening up of this new territory and the consequent industrial boom, will present many opportunities which I would not otherwise have had, and as the Conservative policy seems to be that of blocking this great national measure, I feel it my duty to throw my support with the Liberal party, and I believe such will be the decision of the greater number of young voters in Canada who are not blinded by party prejudice. Until the Liberal government brought forward the G. T. Pacific project the Conservative leaders did not have any decided railway policy, and when they did evolve a line of action, they did not stick to it, but have made several changes in it to suit the needs of the moment in their criticism of the government measure. I do not think we could look for a government of any stability from a leader who shifts his policy so often and so readily, and it only shows me that Mr. Borden was driven to hard straits and that he really finds the G. T. P. a hard nut to crack. The local cry raised by the Conserva-

MR. FOSTER ANSWERED.

A Strong Reply to His Characteristic Remark.

TORONTO, Oct. 28.—The Toronto Globe says: "Where were the Borden and Fishers when Lord Dundonald rode into Ladysmith? When Mr. Foster flung out that characteristic jibe at his Toronto audience last night he offended against the common decencies of public life, and made plain the reason why he is both disliked and distrusted even by his political friends. There are circumstances that ought to check even his lither tongue. It ill becomes him or any of those who applauded his cold blooded sneer to talk loftily about loyalty or patriotism, or the personal sacrifices of the minister whose only son went out to his death in the South Africa war. The sneer of Lieut. Borden on the velvet is sufficient answer to Foster's sneer."

Political Meeting.

LIBERAL PARTY

A Public Meeting in the interest of the LIBERAL PARTY will be held in the UNION HALL, NORTH END,

Saturday Evening, 29th inst.

Hon. W. PUGSLEY, E. H. McALPINE and the Candidates.

Chair will be taken at 8 o'clock. A cordial invitation is extended to all electors to be present. Seats reserved for ladies.

Political Meeting.

LIBERAL PARTY

A public meeting in the interests of the LIBERAL PARTY will be held in the I. O. O. F. HALL, WEST END,

Monday Evening, 31st inst.

Geo. Robertson, M. P. P., and the Candidates.

Chair will be taken at 8 o'clock. A cordial invitation is extended to all electors to be present. Seats reserved for ladies.

NOTICE.

ELECTORAL DISTRICT OF KINGS AND ALBERT, IN THE PROVINCE OF NEW BRUNSWICK.

The name and address of agents on behalf of the candidates in the said district, as declared to me, in accordance with Section 143 of the Dominion Elections Act, are:— For GEORGE W. FOWLER: JAMES ARTHUR FREEZE, of the Town of Sussex, in the County of Kings and Province of New Brunswick, Barrister at law. For ALBERT S. WHITE: JOHN A. HUMPHREYS, of the Town of Sussex, in the County of Kings and Province of New Brunswick, Merchant. Dated at Hampton, Kings County, in the Electoral District of Kings and Albert, this 27th day of October, 1904. ERNEST W. LYND, Returning officer.

THE RACKET AT ST. ANDREWS.

Mr. Gillmor will Have a Good Majority.

A Charlotte county correspondent, writing to the Liberal News, says: "The Sun this morning publishes an editorial touching on nomination proceedings in Charlotte. The facts are: Mr. Ganong, the past two elections, has made it a point to carry everything about as he pleases in St. Andrews. This time he received a dose of his own medicine. Allowed to speak over an hour and a half, he used his time in a tirade of personal abuse toward Mr. Gillmor,—his honours, great wealth, etc. The first mention he made of Mr. Gillmor's name showed the feelings of the present. The applause lasted seven minutes. The chairman, lawyer Cockburn, added fuel to the final outburst in attempting to restore order. He said, 'Mr. Ganong shall speak as long as he desires, and if interrupted Mr. Gillmor shall not get a hearing. I will be one of those who will not listen.' The report was freely circulated about town, that Mr. Ganong's friends had made boasts that Gillmor would not speak. The Liberals of Charlotte were certainly justified in what they did. Nothing like the excitement has ever been seen in Charlotte, and everything indicates a sweep for Gillmor. The poorly attended Conservative rallies in every part of the county have prepared Mr. Ganong for the inevitable, and the scene in the Andreola hall at St. Andrews has filled the Tory party with deepest gloom. Of nearly 2,000 electors present two-thirds were Liberals."

EDWARD'S WHITE HAT.

King Edward will go down to posterity as a peace-maker. That is a big thing. But he is something of a reformer. He has been responsible for the return of the buttonhole, and also for the revival of the white top hat. An observer at Goodwood noticed that the King appeared one morning wearing a white hat, lavender kid gloves and a pink shirt. And beholders declared that he looked all the better for his gay combination of colors. The white hat—once sacred to the racing set and the old-fashioned country squire—has certainly caught on in the gay world of London. At that stronghold of smartness, the Carlton Club, the Duke of Marlborough and Lord Londonderry were both wearing this old-time summer-like headgear, and any number of white hats may be seen in the park and Piccadilly.

FAREWELL TO MR. GREIG.

Pleasant Gathering at the Union Club.

A complimentary dinner was given at the Union Club Friday evening to Mr. William Greig of the Massey-Harris Co., on the occasion of his removal to Toronto to take charge of the Ontario branch of that company's business. Mr. Greig has been with us for four years and had the best testimony as to his popularity is to be found in this complimentary dinner. His friends all regret his departure, but they are glad to see him advancing to a higher position than that which he now holds. The dinner began at half past eight o'clock, the chair being occupied by Lieut.-Col. Donville, with Recorder Skinner in the vice chair. The other guests present were: Sheriff Ritchie, George McAvity, Lieut.-Col. March, M.D., G. H. Flood, A. W. Adams, Lt.-Col. G. West, Stetson, J. G. Armstrong, Dr. Emery, Paul Longley, S. S. DeForest, Collector Dunn, J. P. Carritte, T. H. Estabrooks, Robert M. Magee, Jno. Keefe, D. C. Clinch, Lieut.-Col. Edwards, C. J. Carter, J. T. Knight, D. J. Brown, Major F. H. Hartt, A. C. Currie, J. A. McAvity, H. W. Stetson, J. J. Barry, Major J. Hartt, E. E. Sayer, George Kimball, J. B. Gillespie, Alfred Porter, John E. Moore. The tables were beautifully arranged and a splendid repast was served. After the dinner the toast to the guest of the evening was given and received with great enthusiasm, all were agreed that Mr. Greig was a jolly good fellow. Mr. Greig responded in happy terms. He said that he regretted very much to part with so many good friends, for his four years in New Brunswick had been very pleasant ones both socially and in a business way. He had found the people of the maritime provinces an excellent people to do business with, although the removal meant an advancement to him he regretted to leave them. Songs were given by J. T. Hartt, P. Longley, Alfred Porter, J. B. Gillespie, the toast of the King, the Governor-General and Our Guest were proposed and responded to in a hearty manner and each was cheered to the echo. The toast of the Governor-General was proposed by Recorder Skinner in one of the most fluent, impromptu speeches ever heard in this city. The toast was responded to by Senator Donville. The happy party broke up at an early hour after giving cheers for the King.

A QUESTION OF NATURALIZATION

Filipino Student Wants to Vote in New Haven.

NEW YORK, Oct. 28.—The registrars of voters here to-day twice refused to admit to suffrage J. E. Lagdameo, a Filipino student at the Yale Forestry School. The second time he was accompanied by Alexander Troup, who demanded of the registrars a reason why the request was refused. He was told that the point was a new one, and it was suggested that he apply to the Attorney General's office in Washington. By telephone the latter office was communicated with, and assistant Attorney General Robb made this statement: "The Supreme Court of the United States has held that a Filipino is not a citizen of the United States. Therefore if the law of Connecticut requires a voter to be a citizen he must be naturalized." Several attorneys who present when this statement was read immediately claimed to the registrars that the Supreme Court had ruled the other way, and a heated discussion occurred in the presence of a great crowd of politicians. A further hearing was set for this evening.

THE "OULD SOD,"

How Irish Immigrants Get on in This Country.

(Montreal Witness, Oct. 27.) One of the reasons for the depopulation of Ireland is found in the prosperity of those who come out to this country. When the young man comes out and makes his way, he sends for his brothers and sisters; finally, the parents, if they are living, are induced to pull up stakes and accept, in a new country, the hospitality of their children in their declining days. A case which interested quite a number of C. P. R. officials was illustrated, at once, how Irish immigrants succeed and the filial affection which is never absent from the breasts of this people. Years ago a young man named Maloney came out to Canada from a little village a few miles out of Limerick. He got laboring work on the C. P. R. at Montreal. He saved a little money; he was sober and industrious, and his position improved. He sent in the course of time, for his two other brothers, who also got work in the C. P. R. They, too, did well; they won the respect of their superiors, and all three became promoted to good foremanships. The thoughts of the young men turned to the old parents, and they clubbed together and sent for them. Mr. Robert Miller, station agent, and other station officials, told the boys that they must be the man who was the father of three such admirable sons. Accordingly, the other day, when the old couple arrived, Mr. and Mrs. Patrick Maloney—the sons presented the old man, seventy-five years of age, and yet straight and young looking. When he was told how good the boys had been in this country what a credit they were to their parents, the old man's eyes filled with tears. And then he told the story of Ireland: of the early days, of his own eviction from his little bit of farm; and of the difficulty of living in his old age. He felt very grateful to his children, who had been so good to him. "I tell you," said Mr. Miller, "that this filial love is one of the greatest things in the world, and it is well exemplified in the Irish people. Of course, it is not Ireland of its people; but it enriches this country."

MANCHESTER ROBERTSON ALLISON, LIMITED

King Street. Germain Street. Market Square.

A CLEARANCE SALE OF LITTLE GIRLS' SAILOR SUITS COMMENCES SATURDAY.



Now Here is a Chance to get a nice-appearing, warm garment for your little girl at a specially low price. The Sailor Suit for Girls is what the Norfolk Suit is for boys; it is never out of style, and is looked upon as the best all-round, rough-and-tumble yet dressy dress procurable for the active little ones. For Three Year Olds—In Navy Blue Cloth, trimmed with nice braids; 75c, 95c and \$1.00 each. For Four Year Olds—Navy Blue Cloth, trimmed with braids; 65c, 70c, 75c and \$1.00 each. For Five Year Olds—Navy Blue Cloth trimmed with braids; 75c and 85c each. A GENUINE CLEARANCE. No Dresses on approval in this sale. (Cloak and Costume Dept., 2nd Floor.)

Ready-to-Wear Blouses.

Beautifully Patterned and Stylishly Made—Good Warm Materials—Desirable Colors.

Another Assortment of These Excellent Blouses has arrived and is ready for sale. The first lot sold very quickly and we do not expect the new consignment will remain long in stock. The Blouses sell themselves; they are as fine a garment for the money as we have ever handled, and customers have expressed their satisfaction, after seeing them, in no uncertain terms.



The Blouses are to be had in Plain and Fancy Colors. Among these are: Sky Blue, Reseda, Green, Navies and Cardinal, and, of course, White and Black. In fancy designs the color combinations are dainty, embodying Persian stripes, spots, novel figurings, etc. Pleats, tucks and other styles of trimming are used profusely. The collars of the Blouses are either attached or detached as desired. Bust measurements: 32, 34, 36, 38 inches. (Waistings Department, Main Store.)

A GREAT ARRAY OF Cold Weather Bargains FOR MEN AND BOYS.

They Were Samples. Therefore These Prices.

- Winter Undershirts from - - 20c. to \$1.00 each. Boys' and Men's Sweaters from 25c. to \$1.25 each. Knitted Top-Shirts from - - 35c. to \$1.00 each. Flannel and Tweed Shirts from 35c. to \$1.00 each. Gingham and Blk. Sateen Shirts, 35c. to \$1.00 each. Regatta Shirts, starched and soft, 25c. to 50c. each. White Shirts, slightly soiled, - 30c. and 50c. each. Nightshirts, great value, - - - - 75c. each. Braces, strong and durable, - - 7c. to 35c. pair. Belts, of good leather, - - - - 10c. to 35c. each. Sale Now Progressing. (Men's and Boys' Outfitting Department.)

Gaiters, Leggings and Baby Overalls. SAFEGUARDS AGAINST JACK FROST'S ATTACKS

HERE IS THE LIST: Black Cloth Gaiters for Ladies, ankle height, 45c. to 85c. pair. Black Cloth Gaiters for Ladies, knee height, 60c. to \$1.00 pair. Extra Long Stockinette Gaiters, warm and easy. \$1.25 pair. Children's Black Cloth Gaiters, 70c. and 80c. pair. Children's Corduroy Leggings, in Fawn, Brown, Corduroy, etc. Children's Wool Overalls in Black and White. Just the thing for now. ALL KINDS OF STOCKINGS, TOO. (Hosiery Dept., Main Store.)

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