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THE LIBERAL NEWS.

SAINT JOHN, N. B., SATURDAY MORNING, OCTOBER 29, 1904

NOT THE ONLY ISSUE.

The Conservative party and press would seek to make the railway question the only one at issue between the parties in this contest, and then by clouding this single issue obtain a snap verdict in their favour.

But there is an issue greater even than the construction of a transcontinental railway, large as that may loom in the popular view. It is the record of the two great parties in the administration of the national affairs.

Blind must be the student of Canadian affairs who can read with pleasure the record of Conservative administration writ black in the deserted homes and broken hearts of the Canadian people throughout, particularly these maritime provinces.

There are losses which figures can never express. There are results of bad government which even the people's vengeance can never obliterate.

And that is an important issue to decide the people against a return to Conservative rule. A burnt child dreads the fire.

REASONS FOR VOTING FOR McKEOWN AND O'BRIEN.

Messrs. McKeown and O'Brien are the Liberal candidates for St. John, and therefore they deserve the support of all who are favorable to this Liberal Government.

The reasons for voting for the Liberal candidates are so numerous that it would be impossible to give them all here, but there are some of a nature peculiar to St. John that are worthy of being recalled.

The Liberal Government of Sir Wilfrid Laurier is the first Canada Government since 1878 that has done anything to assist St. John to become the winter port of Canada.

The Liberal Government has constructed deep water wharves and an elevator at this port for the purpose of enabling any grain or other freight which comes from the west to be shipped on board ocean steamships here.

The Liberal Government is now proposing to build a line of railway through the centre of the province as part of a grand transcontinental system, and which will bring St. John many hundreds of miles closer to the west than it is at present.

These are a few of the reasons why every Liberal in St. John and every individual in the city or county who has the interest of St. John at heart, should vote for the Liberal candidates, McKeown and O'Brien.

MR. BLAIR WILL NOT COME.

For about a week after Mr. Blair's resignation the people of St. John were kept in a state of suspense by the statements daily made by the Telegraph and Times in regard to the intention of Mr. Blair to take part in the campaign in opposition to the Grand Trunk Pacific.

The people of St. John will remember that the resignation of Mr. Blair was announced in a telegram to the editor of the St. John Telegraph, which was dated from Montreal. In this telegram it was stated that Mr. Blair was still opposed to the Grand Trunk Pacific, but it is quite clear, on a review of all the circumstances of the case that this telegram was never written by Mr. Blair.

DISREPUTABLE TACTICS.

The Telegraph, which once was a truthful paper, has been declaring again and again that Blair would stump Ontario and the Maritime Provinces against the Grand Trunk Pacific.

Then we were told several days ago that Mr. Blair would be in the field in forty-eight hours. Mr. Blair is not in the field yet, and has no intention of entering it.

The whole Conservative campaign that has been founded on the

assumption that Blair would oppose the Government has been shown to be a pack of falsehoods.

The electors of St. John and all the constituencies of New Brunswick may judge from this Blair episode how much confidence is to be placed in the statements of the Opposition press.

THE GRAND TRUNK PACIFIC AND ST. JOHN.

Some of the newspapers in the Tory interest are proclaiming that the Government has not promised to build a line of railway from Chipman to St. John. Probably the reason why no such promise has been made is because there is already a line of railway from Chipman to St. John, which is practically as short as can be built.

What can be more absurd than for a citizen of St. John to support the railway scheme of Mr. Borden, which contemplates the extension of the Intercolonial from Montreal westward? We have had a painful experience of the impossibility of bringing freight over the Intercolonial to St. John, owing to the fact that that road is at least 200 miles longer than it ought to be.

The man who says that the centre of this province shall never be opened up by a railway ought to have lived in the dark ages, for surely there is nothing modern or progressive about him.

Telegraphic despatches published in the Liberal News this morning give election forecasts from two independent sources. They contain little comfort for the conservatives.

The people of St. John have no use for the Opposition candidates, who are opposed to the building of useful railways.

The only policy of the Opposition is to condemn everything the Government proposes.

Dr. Daniel on nomination day was trying to make the electors believe that Canada is not prosperous. That was about as true as any of the numerous canvasses of the Opposition.

How the Opposition would have denounced Sir Wilfrid Laurier if he had proposed that the Government should build and own the new Transcontinental Railway.

Laurier will have a majority of at least 50 in the next House of Commons.

St. John has no interest in sending two enemies of the Government to Ottawa.

Never take the advice of the enemy, but stand by your guns.

McKeown and O'Brien will win.

Vote the straight Liberal ticket.

A STRIPED CAVALRY HORSE.

A Remarkable Artificial Animal That is Revolutionizing European Military Operations in Africa.

The visitor to the exhibits of German East Africa at the World's Fair is surprised to see, in the photographs of military manoeuvres taken at the principal cities of the colony, that all the officers and troopers are mounted on striped horses.

Neither supposition, however, is correct; but rather the two are equally true and equally false. The animals in question are "zebrulas," which are a hybrid between a horse and a zebra.

The German army in Africa had suffered great inconvenience from inability to acclimate the horse and mule in that part of the world and secure them from the ravages of the deadly tsetse fly, which had destroyed tens of thousands of mules since the first attempts at the introduction of the latter.

As soon as the military officers of the German government heard of the Hamburg experiments, they began to watch them with close attention, and as soon as possible undertook to test the applicability of the zebra to military uses.

The imperial government of Germany then established a breeding station in its African colony. At this station zebras are being bred as rapidly as possible, and already they are regularly used in the mountain batteries of the colonial service.

pavilion of the World's Fair, and made quite a sensation there because of their wonderful beauty. They have now been removed to the Hagenbeck collection of wild animals in another part of the grounds.

Germany will probably absorb for military purposes all the available supply for several years to come; but whenever these animals have been produced in sufficiently large numbers to enable them to be placed upon the general market it is likely that they will become one of the fads of the hour, and no member of what we used to call the "smart set" will be contented to drive otherwise than behind a spanking pair of zebrulas.

Besides the cross between the horse and the zebra, a similar hybrid is displayed, which is a combination of the zebra and the donkey, and therefore a sort of zebra mule.

HEIR TO MILLIONS.

French-Canadian Expecting Vast Fortune Draws Three Dollars a Day.

INDIANAPOLIS, Oct. 26.—Working for weekly wages, drawing his pay in the usual brown envelope, a laboring man who is a millionaire is among the toilers of Indianapolis. The man is P. E. Rousseau, a Canadian-Frenchman, employed in a machine shop in the city.

Rousseau, his employers and his many friends at the machine shops are greatly interested in the outcome of the lawsuit, which will determine whether Rousseau will continue to draw his \$3 a day wage as a machinist, or whether he will return to his native home in Montreal, Canada, and shine as a multi-millionaire.

The manoeuvres of the First Army Corps, British army, came to an abrupt close in the middle of the "campaign" the other day because the funds of the commanding general had run out.

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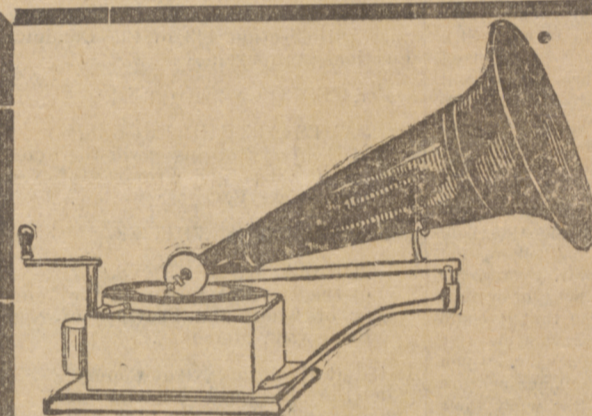
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The paper is made by Canadian paper mills.

The engravings are made by Canadian engravers, even the coloured cover cuts and the four-colour frontispiece plates.

The articles, stories and poems are by Canadian authors and are mainly concerned with the various phases of Canadian life.

There are sixty or seventy photographs or drawings in each issue, mostly by Canadian photographers and artists.

THE CANADIAN MAGAZINE is written for both men and women. There is a special department for the latter which is entitled "Woman's Sphere."

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