

THE LIBERAL NEWS is a daily newspaper, published every morning, Sunday excepted, at 143-145 Prince William street. F. B. ELLIS, Printer and Publisher.

THE LIBERAL NEWS.

SAINT JOHN, N. B., TUESDAY MORNING, NOVEMBER 1, 1904

THE OUTLOOK.

No sensible elector will be deceived by the absurd claims which are being made by the Sun and other Tory newspapers with regard to the coming election. The Sun has the audacity to claim the defeat of Mr. Emmerson in Westmorland, although it is quite certain that he will have a majority of 1,000. It even undertakes to quote Mr. Fielding on this point, as if the Minister of Finance would be guilty of the folly of predicting the defeat of one of his colleagues, while himself not personally conversant with the conditions in Westmorland county.

The estimate of the Toronto News, an independent newspaper, which has been much quoted by the Conservatives, is that the Liberals are sure of 120 seats, the Conservatives of 65, and that 29 are doubtful. Our readers will see that if the Conservatives won every seat, the Liberals would still have a majority of 26, whereas if the doubtful seats were divided, giving the odd one to the Conservatives, the Liberal majority would be 54. It is probable that this will not be far from the real majority when all the returns are in.

The News has estimated that New Brunswick will return five Liberals sure, seven Conservatives, and that one seat is doubtful. This, as we stated yesterday, is altogether too favorable to the Conservatives. We have no reasonable doubt that Restigouche, Gloucester, Northumberland, Westmorland and Kent will return Liberals by large majorities. Victoria and York will also return Liberals. The constituencies in which the fight will be hot are Charlotte, the City and County of St. John, Queens and Sunbury, Kings and Albert.

No man connected with the campaign in St. John doubts that the Liberals will carry both seats by good majorities. All the indications point to the return of Messrs. McKeown and O'Brien.

Our advices from Charlotte are that Mr. Gillmor will be elected. Dr. Hay's chances in Queens and Sunbury are said to be excellent, and no one doubts that Mr. White will give Mr. Fowler the fight of his life in Kings and Albert. Some well informed persons who have been making estimates of this election only allow the Conservatives two seats in this province out of thirteen; others think that they may possibly obtain three, but that that will be the outside limit.

SIR WILFRID'S LETTER.

The letter of Sir Wilfrid Laurier to the electors of the St. John constituencies ought to convince any reasonable person that the interests of the Maritime Provinces and the port of St. John are absolutely safe in the hands of the Liberal Government. The Premier of Canada is not the man to make rash pledges. He is a gentleman of character who has a reputation to sustain, and his promises are quite different from those of some nameless individual who conceals his identity and tries to create prejudices among the electors in regard to the Liberal policy. We trust that every St. John elector will carefully read Sir Wilfrid Laurier's letter and after doing so there will be no excuse for the cry that he intends to allow the business of the Grand Trunk Pacific to go to Portland. Sir Wilfrid Laurier has the power to prevent Portland obtaining this business, and he will exercise it.

HOW OUR TRADE HAS GROWN UNDER LIBERAL RULE.

The following is a statement of the imports and exports of St. John from 1892 to 1903, inclusive, a period of twelve years. We direct particular attention to these figures, because they show what our trade was during the last five years of Conservative government, and how it has increased during the seven years of Liberal government:

Table with 3 columns: Year, Exports, Imports. Data for years 1892-1903.

ST. JOHN WILL GET THE GRAND TRUNK PACIFIC'S TRADE.

That the contract between the Government and the Grand Trunk Pacific Railway Company amply and completely protects Canadian ports in respect to delivery of freight is clearly shown by the following section copied therefrom:

"Section 25.—That said lease shall also contain such other covenants and provisions, including proper indemnity to the Government in respect of the working of the railway as may be deemed necessary by the Government to secure the proper carrying out of this agreement."

On nomination day it was forcibly pointed out by Mr. McKeown that when the lease is made between the Government and the railway company, that document will stand as the final arbiter of all the mutual rights and liabilities of the contracting parties. As the road is not yet built, no lease can now be drawn, but the contract already made can and does determine what the terms of the lease shall be.

The company agrees by Sections 42, 43 and 45 of the contract:

- (a) That freight rates shall be no greater to Canadian than to other ports;
(b) That all freight originating on the line of railway not specifically routed otherwise by the shipper shall be carried entirely on Canadian territory and to Canadian ocean ports;
(c) That it will not, directly or indirectly, advise or encourage the transportation of freight by routes other than Canadian, and that in all respects, in good faith, it will use its utmost endeavors to fulfil the conditions upon which public aid is granted, namely, the development of trade through Canadian channels and Canadian ocean ports;
(d) That it will provide sufficient shipping connection to Canadian ocean ports to transport such freight across the ocean.

The railway company has entered into the above outlined agreement with the Government, and referring to section 25, quoted at the head of this article, it is seen that the company has said to the government, "We will assent to whatever conditions or provisions you may desire to carry out our agreement." Mr. Stockton, although having a reply to Mr. McKeown on the hustings, made no response to the latter's challenge for him to specify what conditions he thought the lease should contain. Mr. McKeown forcibly asked what the city of St. John wanted in the lease, and pointed out that such conditions are not a matter of agreement under conditions may be "deemed necessary by the Government."

Surely nothing could be plainer than the above. Canadian ports are completely and fully safeguarded. No wonder Mr. Stockton was as dumb as an oyster to Mr. McKeown's challenge.

The opposition during the last contest of 1900 filled the air with ravings that the election of the Government candidates meant the ruin of St. John's trade. The records at the Custom House show this city's trade to have increased three-fold under Liberal rule. The same tactics are being followed now, and the result will be the same. The election of Mr. McKeown and Mr. O'Brien will put this city in a position to say

to the Government, "We want such and such conditions put into the lease," and this constituency will have representatives in parliament who will see that its desires are carried out.

CAMPAIGN LIES.

About this time look out for campaign lies. With regard to the vote at the coming election, the Tory plan is to claim everything in sight. Our readers will remember that at the election in 1896 the Sun claimed an immense victory for the Conservative party. At the Dominion election in 1900 the Liberals were beaten out of sight, according to the Sun, yet Sir Wilfrid Laurier's majority in the House of Commons was about 50. At the general Provincial election in 1903, the Sun predicted that Mr. Hazen would have a following of 26 in the Legislature. Mr. Hazen's following at that election was just nine.

The readers of the Sun may judge from the former record of that paper how much confidence is to be placed in the claims which it is making with regard to Conservative gains. There is no doubt that the majority of Sir Wilfrid Laurier in the new House will be as large, if not larger, than it was in the last House of Commons.

THE LONGSHOREMEN.

In 1896 the Longshoremen of St. John had work only in day time from spring till November. Since the Liberals came into power the business which under the Conservatives went to the U. S. A. now comes to St. John, with the result that the men have employment not only in summer, but all winter, and all night during winter as well as day. The people are better off. Yet the Telegraph wants the workmen of St. John to vote for Stockton and Daniel and have the trade go again to the U. S. A.

THE TRADE OF ST. JOHN.

Table comparing trade under Conservative Rule (1892-1896) and Under Liberal Rule (1899-1903).

The Sun of yesterday had a long article booming Portland, Maine, as a great winter port. This is precisely the attitude of the Conservative party everywhere. They have always favored Portland in preference to the ports of the Maritime Provinces, and the Toronto Mail and Empire, the leading Conservative paper, calls Sir Wilfrid Laurier's plan of carrying the Grand Trunk Pacific to the ports of the Maritime Provinces a "stupid plan," and says:

"If the Grand Trunk had been allowed to go on with its own scheme it would have had a business railway to operate from North Bay to the coast, and could well have put in the necessary cash. But it was not permitted to build a business road. It had to agree to the scheme which Sir Wilfrid Laurier and Sir William Mulock patched up, contrary to the advice of Mr. Blair, who understands the question."

The interview with Mr. Wainwright which we will publish elsewhere, shows clearly what the intentions of the Grand Trunk Pacific are with reference to this port. Mr. Wainwright finds the Central Railway from Chipman to Norton to be excellently located, and to be well adapted, when put in good order, to form the connecting link between the Grand Trunk Pacific and St. John. The Grand Trunk Pacific Company will acquire this railway and will utilize it for the purpose of conveying to St. John the freight of the west.

We challenge the Sun, Telegraph, Times, Star, and all other Tory organs in this city to deny that the meaning of the paragraph from the editorial in the Mail and Empire, which we quote elsewhere, is that the business of the Grand Trunk Pacific should not come to the Maritime Provinces, but should go to Portland, Maine.

The policy of the Conservative party always has been to give Portland, Me., the preference over the ports of the Maritime Provinces, and the Toronto Mail and Empire, the leading Conservative organ, still upholds this doctrine.

Sir Wilfrid Laurier's letter to the electors of St. John should satisfy all reasonable people that the business of the new Transcontinental railway must come to the ports of the Maritime Provinces. On the other hand, the editorial of the Toronto Mail and Empire shows that if the Conservatives get into power the business of the new line will go by way of North Bay to Portland, Me.

Why do the opposition organs persist in stating that the Grand Trunk Pacific will cost this country \$150,000,000, when it has been clearly shown that its total cost will not exceed \$14,000,000 equal to the amount of the surplus for the last fiscal year? On the other hand, no one can say what a government built transcontinental railway would cost, but if we might judge from the cost of the Intercolonial, it would not be less than \$300,000,000.

The Toronto Mail and Empire thinks that Sir Wilfrid Laurier's scheme of taking the freight of the west over the Grand Trunk Pacific to the Maritime Provinces is a stupid plan, and that the only business plan is to carry the freight coming over that road from North Bay to Portland.

A vote for Daniel and Stockton means that the western business of the Grand Trunk Pacific shall go by way of North Bay to Portland. A vote for McKeown and O'Brien means that it shall come over a railway through the centre of New Brunswick to St. John.

During the last five years of Conservative rule, from 1892 to 1896, inclusive, the total exports of St. John were \$18,579,604. During the five years of Liberal rule from 1899 to 1903, inclusive, the exports of St. John were \$57,032,854, or more than three times as much as under the Conservative government.

Don't forget that if it had not been for Sir Wilfrid Laurier and the Liberal government, the Grand Trunk Pacific would have only extended east as far as North Bay, and that all the business would have gone to Portland.

At the general election of 1900 the Sun claimed that the return of the Liberals to power again would be ruinous to the interests of St. John, yet the trade of St. John in the fiscal year 1903 was considerably more than double what it was in 1899. So much for the Sun's prediction.

During the last five years of Conservative rule, from 1892 to 1896 inclusive, the total trade of St. John as \$35,873,891. During the five years of Liberal rule from 1899 to 1903 inclusive, the trade of St. John was \$80,913,400, or more than double.

If you want the trade of St. John to shrink down to what it was in 1896, vote for Daniel and Stockton.

The people of Helsingor, Elsinore, are highly agitated. The tomb of Hamlet, one of the greatest attractions in the country to tourists, is doomed to destruction. The new railway to the North Sea, according to the route laid out for it, will run through the last resting place of the unhappy Prince of Denmark. But it must be acknowledged that the authenticity of Hamlet's tomb is not vouchsafed for even so credibly as is the sepulchre of Romeo and Juliet.

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