

## AT THE COURT HOUSE. Speeches of the Four Candidates Nominated on Thursday.

### Messrs. O'Brien and McKeown, the Liberal Nominees, Clearly and Forcibly Discuss the Issues of the Day.

The Court House was crowded with voters on Thursday afternoon when the hour for speaking arrived—2:30 o'clock. Both parties were well represented, but the Liberals were in the majority, and showed it by the tremendous cheers they gave their candidates. Sheriff Ritchie was made chairman, on motion of Dr. Daniel and Mr. McKeown, and the business of the day was promptly proceeded with. It was announced that the candidates on each side should have two hours time, and that Dr. Stockton would have half an hour to close. Dr. Daniel was called on first, and was well received.

#### DR. DANIEL.

Dr. Daniel, on rising, was well received. He commenced his speech with a reference to the election of February last. He said the points at issue were the same, and if the electorate condemned the G. T. P. scheme on that occasion there could be no doubt of their verdict today. The conditions now attached to the building of the transcontinental were not even so favourable to the Dominion as they were then. The Conservative party had ranged against them not only the Liberal but the local government, yet public opinion prevailed, and the will of the people would prevail again. The speaker then referred to two points in the canvas of his opponents. The first point which he disputed was the statement that the prosperity of Canada during the eight years of Liberal rule was due to the policy of that party. The cause of this was due far more to the enlistment of the young men of Canada to fight their country's battles in South Africa. It had brought Canada before the world and had given her a show in the empire. "What," asked the speaker, "had Sir Wilfrid Laurier done?" Luck had been with him, but the luck was turning. The exports of 1904 were less than the previous year, and the prosperity must be judged not by what we buy but what we sell. Along lines of export there was a decrease. If that was luck then those who had faith in luck had better trust themselves to some one who would bring them good luck and not the local government which during the last day of prosperity was hearing its end, and they called on electors one year earlier in the hope of saving the situation. In the time of Alexander MacKenzie there was depression, and Sir John A. Macdonald brought forward his national policy and the lines needed, and today the Conservatives were still adhering to the national policy.

A large amount of credit had been assumed by the government for the six millions of surplus during their regime, but if they had not, as they claim, added to the debt, would it not have been better to have taken something off the debt. The Liberal News had stated that this election had been conducted without reference to the scandalous and Dr. Daniel had been looking for scandals we could have found them, and proceeded to refer to the purchase of emergency food, which was claimed to be of very nutritive value for soldiers on the march, but which proved to be utterly worthless. The speaker's contract for supplying electric current to the Cornwall canal for lighting and other purposes was also referred to, and the speaker claimed that large sums of public money had been wasted on that enterprise. Turning to the policy of Mr. Borden, Dr. Daniel said government ownership was a plank in his platform, and his policy had been endorsed by the Trades and Labour Congress of the Dominion. He proceeded to read extracts from the chairman's speech on the subject of the railway. Dr. Daniel said it had been stated by the Liberal party in parliament last year that the Dominion's liability was only fourteen millions. No such statement could be made now; it would be too absurd. The interest itself on the eastern section of the road would amount to more than that during the years they would have to wait for successful operations.

There were to be two branch lines built in connection with the G. T. P., one to Port Arthur and the other to North Bay; there was no third line to be built from Chipman to St. John; it was not in the agreement, and the line would run from Moncton to Quebec. Dr. Daniel had, he continued, advocated a railway down the river St. John in particular, and urged that the shortest route to the sea be taken, namely, to the sea port of St. John. The line, however, was to go to Moncton, ninety miles away. What was wanted in St. John was a commercial, not a political line. Opponents of the party said Mr. Borden's railway scheme stopped at Quebec. These statements, continued Dr. Daniel, were false, and he proceeded to quote from a speech of Mr. Borden to the effect that if a better line than the present I. C. R. could be found, Mr. Borden would support its construction, but it must remain part of the I. C. R., the people's railway.

The government, said the speaker, were playing into the hands of the Grand Trunk, and Portland would reap the benefit and not St. John. The people of this city had heard Mr. Wainwright state that if St. John expected

the freight they must provide facilities to handle it, and doubtless Portland would get the business of the new road. Dr. Daniel then referred to the reduction in the number of maritime provincial members, and said that the power to show that Canada should control her own railways was so deeply interested in the matter with the electors to day, but their strength was growing less with every census.

In his concluding remarks, Dr. Daniel said he had confidence in the good judgment of the people of the city of St. John, for none here so deeply interested in the matter could not believe that they would be so blind to their own interests as to vote to see the railway freight of Canada carried almost past their door, and yet have nothing to do but pay the bills. He urged them to think the matter over, and was confident if they did so they would again return him as their member, and the supporter of Mr. Borden's national policy on the third of November next. Dr. Daniel's speech was applauded by his friends in the audience.

#### MR. R. O'BRIEN.

As Mr. O'Brien rose to his feet he was greeted with prolonged cheers and addressed the assembly as follows:

Mr. Chairman—Gentlemen—I thank you very much for the exceedingly hearty welcome you have given me this afternoon. It is something to be proud of to be asked by the Liberal party to become a candidate at a general election for its representation at Ottawa. I feel very proud that I am a candidate and that I have so warmly treated by the people of St. John, in so far as I am concerned, and particularly that I am so warmly welcomed this afternoon. (Cries of "You're all right.")

My esteemed friend, Dr. Daniel, whether a prophet or a son of a prophet, has undertaken to make some predictions and has quoted also from his worthy leader, Dr. Borden, as to the probable result of the election on the 3rd of November. May I entertain you—I will not instruct you, I know—by reading a telegram or two from gentlemen of whom you have heard, men of distinguished memory indeed, because they were not here now, and they were prominent places in the politics, men who at one time had very prominent places in the politics of this country but who have gone to the residence of the "has been" with regard to his national policy, the day before election four years ago:

"Haddock, C. B., Nov. 6, 1900.—Addressed to the people of the upper provinces. You can rely on a majority of twenty from the maritime provinces and victory all along the line. Leaving for the west this morning. Charles Tupper."

Here is a telegram in which you will be very much interested: "St. John, N.B., Nov. 6, 1900.—(The day before election)—"Advices from Prince Edward Island and New Brunswick point clearly to a substantial majority for the Liberal Conservative party. George E. Foster."

May I add, if anyone has forgotten the fact, that Mr. Foster was a candidate in this constituency at that time and by a majority of 997 the people elected him to stay at home, and that afterwards, fleeing from the city of St. John he sought the suffrages of a constituency in Ontario and again with a considerable degree of unanimity the people in that constituency requested him to attend to his own business.

But how does this strike you? "Montreal, Nov. 6, 1900.—Unless the Grit machine works hard against us we will have thirty constituencies in Quebec.—J. G. Bergeron." Mr. Bergeron. He also retired to private life and did not get thirty constituencies; I do not think he got any one else, and is not going to do any better this time.

In the early part of his address my friend Dr. Daniel made a claim of the best advertising Canada had ever got. What was that? It came from the ending of the troops to South Africa, he said, and he asked, What did Laurier and his colleagues do? What didn't they do? Who sent the troops to South Africa? If the Laurier government had not sent them, how would they have gone? Someone in the audience says, "Sir Charles." I was not aware then, and am not now, Sir Charles was in power. The government of Canada sent the troops to South Africa, and Dr. Daniel says great credit is due, and I say that credit is due Sir Wilfrid Laurier and his colleagues and not for any one else, and all the advertising that Canada got was due to the action of the Liberal party.

Regarding the Transcontinental line, Dr. Daniel has told you that the first proposal of the Grand Trunk was to build a railway from North Bay to the western coast. What would that have meant? It would mean, of course, that Portland, Maine, would have been the seaport of Canada in the winter time under the Conservative regime. What was the attitude of the Conservative party in parliament when that matter was discussed? Dr. Daniel slipped over that with a wave of his hand. He did not tell you what Mr. Northrup said. Mr. Northrup is a very prominent Conservative from West Hastings, in the House of Commons. What did he say about the proposition to build the Grand Trunk to North Bay?—"Every member of the opposition" (the Conserv-

ervative party) was in favour of assisting the Grand Trunk Railway Company." (They are the villains who are going to steal all your money)—"Every member of

THE OPPOSITION WAS IN FAVOUR of assisting the Grand Trunk Railway to build west from North Bay. Let them put their line wherever they like, providing that it is only a reasonable distance from their lines." He was applauded and what did he say? What remark did he make? "The honourable gentleman" referring to the Liberal speaker who preceded him, "will see from the expressions of assent which have greeted my statement that I have not altogether misvoiced the opinions of those gentlemen with whom I have the honour to sit." That is, the opposition party agreed with him that this railway should be built from North Bay to the coast and that thereby Portland would have been the seaport of Canada. The Liberal party and Sir Wilfrid Laurier would not consent to that scheme. They took up the matter and the Transcontinental Bill was the result of their deliberations. Before that was done there was more or less discussion, except that the Minister of Railways at that time, speaking in Vancouver, had favored the building of railways. Four more railways, he said, might be required in a short time. The matter was discussed in St. John by the Board of Trade, which is composed of a representative body, and is composed of merchants and business men in all shades of politics. They passed a resolution in favor of a government ownership; but then they said: "This board is further of opinion that in the event of parliament being unwilling to undertake the construction of such extensions from Montreal to the Pacific coast as public work of the Dominion, the more northerly line now proposed from Quebec to Port Simpson offers more advantages to the country than other lines." (The northerly line which has been adopted.) "And further, that the proposals for any transcontinental lines are upon distinct provision for the extension of such line through the Maritime Provinces, to one of the seaports of these provinces and that a rigid guarantee should be exacted that only Canadian seaports should be used both in summer and winter."

That is what the government has done. The government took up these views and carried them through, except that a rigid guarantee should be exacted that only Canadian seaports should be used both in summer and winter.

Then the company further agrees that it shall not in any matter in its power, either directly or indirectly, advise or encourage the transportation of freight by routes other than those permitted, but shall in all respects in good faith use its utmost endeavors to fulfill the conditions upon which public aid is granted, namely, the development of trade through Canadian channels and Canadian ocean ports. By the contract the company is bound also to provide a connection both on the Atlantic and Pacific oceans adequate to take care of and transport all its traffic, both inward and outward, at any such ocean ports in Canada as may be agreed upon from time to time.

Then the company agrees that it will not divert, or so far as it can lawfully prevent, permit to be diverted, to ports outside of Canada, any traffic which it can lawfully influence or control, upon the ground that there is not a sufficient amount of shipping to transport such traffic to such Canadian ports.

Dr. Daniel said there was no liability. Could anything be plainer than that? Is not the company bound down as strictly as possible to bind people down, to carry out certain things, and if they do not carry out these provisions is there not a railway commission to go before? There is no question but that the Grand Trunk Pacific have made an agreement which they are bound to carry out, and which they will be compelled to carry out.

THE ROUTING.  
Another thing regarding this routing, to show the public opinion in St. John.

TERMINUS IN A MARITIME PROVINCE PORT.  
The Boards of Trade and other companies know that any undertaking to deliver freight to the Intercolonial Railway is no good for the purpose they have in view. The Intercolonial and Grand Trunk and our own railway people all know that the export trade between Canada and Great Britain can never be handled by the Intercolonial route.

Hon. George E. Foster, in a circular previous to the last election, had also decided objections to the Intercolonial Railway route. There was a dispute regarding the Intercolonial and the Canadian Pacific railways. He said the main claim is that the Intercolonial cannot now and never could carry export winter freight over 780 miles and could not be built to compete with Portland with its 297 miles. So you see, gentlemen, that the government had the hearty encouragement of a large section of the Maritime Provinces in putting through the legislation they did. The bill was prepared and went through parliament, as you all know. It is not necessary for me to go into all the details of that important bill. It has been discussed over and over again in the newspapers and on the platform; but there are some sections of particular interest

Mr. C. K. Cameron is a life-long liberal who has been greatly surprised to see himself quoted in the conservative press as opposing the government. Talking with The Liberal News, Mr. Cameron declared in most positive terms, that he had not authorized the use of his name in such a way. Mr. Cameron said everyone knew, as well as he did, that the country had enjoyed greater prosperity under the liberal rule than at any other time in its history, and everybody knew that the liberals in the eight years they had been in power, had done far more for St. John than was done by the conservatives in eighteen years. Mr. Cameron is convinced that the future interests of St. John are safe in the hands of administrators who have done so well in the past, and will cast his vote as always, for the liberal candidates. Mr. Cameron, Mr. James Pender, and Mr. R. C. Elkin have been heralded by the conservative press as opposing the government, but all three are working in hearty sympathy with their party, and will help it to victory.

which your attention ought to be drawn to particularly, as Dr. Daniel has referred to them, and to my mind has not made quite as correct a statement as could be made.

The point is continually made that there is no safeguard whatever for the Maritime Provinces; that the contract is not binding; that while the country will pay the bills we in the Maritime Provinces will get no share of the profits. I do not see that anything can be more absurd than that. If the Liberal party had adopted the views of Mr. Northrup and other conservatives who wanted the railway to stop at North Bay, by which the freight would go to Portland, there would be something to say about it. But the government did not accept that; it decided on a bill by which the line is to be built through the Maritime Provinces, so that the winner ports of Canada shall have the business. We are told over and over again, and sometimes it seems to me as I converse with people on the subject that they have been very grossly deceived, that those conditions or guarantees or safeguards or arrangements made by which the Maritime Provinces will have their rights. Why the Maritime Province men themselves were the men who insisted that this line should be built. When it was proposed to build that line from ocean to ocean, the main line was to go through the Maritime Provinces in order that the ports of this province should be benefited and that the province should have the advantage of such a line of railway. Have words any meaning at all? What does the contract say? It sets forth that the aid given by the government is for the express purpose of encouraging the carrying of Canadian freight and the transportation of goods through Canadian channels; that the company accepts the aid on those conditions, and agrees that all freight loading on the line of railway or its branches, not specifically routed otherwise by the shipper, shall, when destined for points in Canada, be carried entirely on Canadian territory, or that a rigid guarantee should be exacted that only Canadian seaports should be used both in summer and winter."

Mr. O'Brien: That is very true. My friend Dr. Daniel says regarding the probable cost to Canada of this scheme as it stands, that at one stage of the proceedings last year, he thinks, Mr. Fielding or some one else said the cost to the country would not be more than fifteen million dollars, and nobody is saying so now. Well, I am sorry that the doctor does not read the reports of Liberal speakers more liberally. If he had read the several speeches of Sir Wilfrid Laurier lately he would have seen the Premier of Canada—the man who can speak for the government above all others, and the man who has spoken and will speak for Canada (cheers)—has made that very assertion, and there has been no contradiction of it in any sense of the word.

Dr. Daniel: I said he had not said it in parliament. We allow them to say what they like in the open.

Mr. O'Brien: I fail to see any difference between what Sir Wilfrid Laurier says in parliament or out of parliament. Sir Wilfrid Laurier is not a man who says one thing one place and another thing in another place, and Sir Wilfrid Laurier is a man whose word is as good as his bond (cheers). Dr. Daniel talked and others have talked, about the tremendous cost to the country of this Grand Trunk Pacific line; but I notice they are as dumb as oysters when it comes to make contrasts or comparisons about cost. What did the Conservatives do when they wanted to build a line to the West? Is there any comparison between the two contracts? Can any contrast be made between what the Liberals are doing and what the Conservatives did? I will admit there are considerable differences in time and conditions; but so what was done for the Canadian Pacific Railway and compare it with the Grand Trunk Pacific bargain. The Canadian Pacific got 25 million dollars in cash; the Grand Trunk Pacific did not get a dollar. The Canadian Pacific got 25 million acres of land free from taxation for 20 years, worth millions and millions, and daily becoming more valuable. The

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in, which will add considerably to the majority for O'Brien and McKeown.

The Tories are urging Liberals to split their tickets. No better reason is needed to remind Liberals of their duty to vote for both the government candidates.

The Tory papers say that Blair is the only one who ever did anything for St. John. A pretty good reason, that, to induce our people to vote against the Conservative candidates.

Last year, according to the Tories, Mr. Blair was a boodler and an opportunist; last week he was a statesman and a patriot; next week he will be a hireling and a coward—if he should adhere to his interests not to stump in the Tory interests. It is certainly amusing.

Dr. A. A. Stockton waxing eloquent over Mr. Blair the patriot, is an amusing feature of the present campaign.

## MAJORITY WILL BE LARGE.

### Premier Laurier Expects to Have Lead of Forty-Six.

Col. H. H. McLean returned on Thursday from a business trip to upper Canada. While in Montreal on Wednesday Col. McLean had two interviews with Sir Wilfrid Laurier. Col. McLean informed the News that he found Sir Wilfrid not only in splendid health but in good spirits as well. In the course of the interviews the premier stated that there is no doubt whatever that after the elections the Liberal party will be forty-six seats to the good, and there is reason to hope that the majority will be even larger than this. Sir Wilfrid states

that the reports from all over the country are satisfactory in the extreme. In Quebec the party will stand better than ever, and the result in that province must be sufficient to carry Sir Wilfrid west, the Liberals will undoubtedly be on top there as elsewhere. Col. McLean states that this view concerning the west was wholly concurred in by a well known western gentleman with whom he was recently in conversation. Sir Wilfrid Laurier looks to St. John to send two supporters in the next house, and expressed great interest in the contest here.

## THREE-CORNERED IN KENT.

### But the Liberal Candidate will Win.

(Special to Liberal News.)  
RICHMOND, N. B., Oct. 27.—Hon. O. J. Leblanc, Geo. V. McInerney and Pascal Hebert have filed nomination papers. It is alleged that Mr. Hebert has been brought out solely by the conservatives for the purpose of defeating Mr. Leblanc, but the people are on his side and he will lose his deposit without materially altering the result. Mr. Leblanc made a rousing speech, enumerating the many favors the county has received from the liberal administration and defended the government's railway policy. He was given a good hearing and was heartily applauded on several occasions. Mr. McInerney spoke at some length, discussing both local and national matters from a conservative standpoint. Mr. Hebert spoke briefly, giving as his reason for being in the field his personal antagonism to the liberal candidate. The liberal party is well organized. The town is full of the strong men of the different sections of the county, and such united efforts as will be put forth by the liberals can result but one way, in the election of Hon. O. J. Leblanc by a rousing majority.

## THREE IN DIGBY COUNTY

### But Mr. Copp will Win without Difficulty.

(Special to Liberal News.)  
DIGBY, Oct. 27.—The nomination proceedings here to-day were attended by an unusually large and most orderly assemblage of electors from all parts of the county. Albert J. S. Copp, of Digby, was again put forward as the liberal standard bearer, and J. Arthur Grierson, of Weymouth, was nominated by the Tories. In the speech making which followed the nominations Mr. Copp secured again and again and at the close Grierson's supporters were unable to muster sufficient courage to cheer for their candidate. Digby county is feeling the benefits of judicious expenditure for harbor facilities along the coast, under liberal rule, and the electors are certain to increase Mr. Copp's majority of five hundred obtained four years ago. An evidence of the desperation of the Tories came to light to-day in the nomination of Neil Comeau, of Clare, who announced himself as an independent liberal. His deposit, which was put up by the Tories, will undoubtedly be lost, and it is unlikely Grierson will also suffer the loss of his own deposit through being concerned with Comeau's nomination. The Liberals are feeling jubilant to-night over the demonstration in favor of Laurier, Copp and the liberal administration.

## NOVA SCOTIA CANDIDATES.

### There will be Contests in Every County.

Candidates nominated in Nova Scotia Thursday were:  
Yarmouth—Bowman B. Law, liberal; Thomas Edgar Corning, conservative.  
Antigonish—C. F. Melsaac, liberal; Dr. Hugh Cameron, conservative.  
Lunenburg—C. B. Kauleach, conservative; A. J. K. Maclean, liberal.  
Kings county—Sir F. V. Borden, liberal; J. W. Ryan, conservative.  
South riding Cape Breton—A. Johnson, liberal; Dr. Wm. MacKay, conservative; Stephen B. MacNeil, liberal.  
Richmond—Duncan Finlayson, liberal; Joseph A. Gillies, conservative; H. M. Point, independent.  
Inverness—Dr. Angus McLellan, liberal; Dr. A. W. Chisholm, liberal; J. H. Jamieson, conservative.  
Colchester—F. A. Laurence, liberal; S. E. Gourley, conservative.  
Sheburne—Hon. W. S. Fielding, liberal; J. J. Ritchie, conservative.  
North riding Cape Breton—D. D. McKenzie, liberal; John McCormick, conservative.  
Gaspereau—J. H. Sinclair, liberal; John S. Wells, conservative.  
Pictou—A. C. Bell, conservative; E. M. McDonald, liberal.  
Halifax—W. Roach and M. Carney, liberals; R. L. Borden, J. C. O'Mullin, conservatives.  
Annapolis—S. W. W. Fickup, liberal; L. D. Shaffner, conservative.  
Digby—A. J. S. Copp, liberal; J. A. Grierson, conservative; Neal C. Comeau, independent liberal.  
Hants—Frederick W. Haight, conservative; Judson B. Black, liberal.  
Cumberland—H. J. Logan, liberal; T. S. Rogers, conservative.

## GREAT ENTHUSIASM MANIFESTED.

### Hon. Mr. Emmerson's Reception at Dorchester.

(Special to Liberal News.)  
MONCTON, Oct. 27.—At an immense meeting to-day at Dorchester, the nominations for the county were submitted and accepted. Hon. Mr. Emmerson, Minister of Railways and Canals, made a magnificent speech, in which he scored point after point against the opposition. Mr. H. A. Powell, the conservative candidate, made a weak reply, and was unable to make answer to the charges and facts submitted by Hon. Mr. Emmerson. The hopelessness of the Tories here was shown by the fact that as soon as the nomination polls had closed they protested against Mr. Emmerson's nomination on the ground that his deposit was not put up by his authorized agent. Sheriff McQueen, however, declared the nominations valid. When Mr. Emmerson had concluded his speech he was carried on the shoulders of a cheering, enthusiastic crowd of liberals around the town.

## ACADIA WAS DEFEATED.

### U. N. B. Won Victory Against the Nova Scotians.

(Special to Liberal News.)  
FREDERICTON, N.B., Oct. 27.—The U. N. B. and Acadia college teams met on the gridiron this afternoon in a well contested game, before a large crowd of spectators. For the first time in two years the U. N. B. scored against the Nova Scotia boys, making one try which was converted into goal. Acadia was unable to score, and the game ended 5 to 0. Many of the Acadia boys this evening attended the social given to the students at the Baptist church. They leave for St. John to-morrow morning.

## G. W. PARENT WITHDRAWS

### From the Fight in Saint Lawrence Division, Montreal.

(Special to Liberal News.)  
MONTREAL, Oct. 27.—The withdrawal of G. W. Parent, independent, in the St. Lawrence division, Montreal, was a bombshell in the conservative camp. They had hoped to split the liberal vote on a racial and religious basis, but the few liberals who were disaffected say the position was untenable, and Parent withdrew in favor of Mr. Bickerdike. Mr. Parent made a statement, in which he said his friends were perfectly willing to support Mr. Bickerdike, and he is a sure winner.

## RECEPTION TONIGHT

There will be a reception of an informal nature extended to the visiting Acadia College footballists this evening in the association rooms of the Main street Baptist church. The hour set for this reception is 8 o'clock, so as not to conflict with the usual Friday evening prayer meeting. The evening will be made pleasant by a programme of musical numbers and short talks. Addresses will be made by Rev. P. J. Stackhouse and Rev. H. H. Roach. A cordial invitation is also extended to all of college players and to the ladies and gentlemen of the congregation.

## POLITICAL POINTERS.

Canada is proud of her greatest son, Sir Wilfrid Laurier.

If a short line from Quebec to St. John cannot enable this port to compete with Portland, Me., it is absolutely certain that R. L. Borden's scheme of using the I. C. R. is a manifest absurdity.

Does St. John want a transcontinental railway with the shortest route from Quebec to St. John? Then vote for O'Brien and McKeown.

All the Tory misrepresentation imaginable will not change the fact that the Grand Trunk Pacific will bring St. John two hundred miles nearer Quebec than it is now by the I. C. R. That is 200 miles difficultly to compete against Portland, Me.

The attempt of the Telegraph and Times to create a political panic has miserably failed. Instead a Liberal reaction has set

## MILK AND WATER MANIFESTO

### Conservatives Disappointed with Mr. Borden's Appeal.

(Special to Liberal News.)  
OTTAWA, Oct. 27.—Nomination day finds the liberals stronger than ever before in eastern Ontario. The constituencies about Ottawa are all being contested by the strongest possible liberal candidates. The race, early, which was worked at the last election, is played out. The effort to confer the record of the provincial administration of Mr. Ross with the federal contest has not succeeded. The transcontinental railway project is popular, so the conservatives are trying to make this a Dunderdonald election. There is a good deal of conservative disappointment over the Borden manifesto. The opinion here is that it is a milk and water address which is not suitable to run a campaign upon. In Ottawa there is little doubt the two liberals will be returned, where there is only one to-day. The nomination proceedings made it clear that Speaker Belandier will take Mr. Robert Stewart back with him. The conservative nominees, Messrs. Champagne and Bickert, are weak men.