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SAINT JOHN, N. B., FRIDAY MORNING, OCTOBER 28, 1904

THE TORY RECORD.

Among the electors of St. John at the present time are thousands of young men who have no personal knowledge of the manner in which this city was treated by the Tories when they were in power. It is, therefore, necessary to recall some of the history of the past for the purpose of showing the spirit of the conservative party towards this port. When the question of Confederation was brought up in New Brunswick, one of the great inducements for it was that it would make St. John the Liverpool of British North America. Many articles were written and many speeches were made for the purpose of showing that the building of the Intercolonial Railway would bring to St. John the traffic of the west. This port was to be built up by its western business and everyone was to become prosperous if not rich.

One of the first things that had to be done after Confederation was to provide for the building of the Intercolonial Railway. This railway might have been located so as to be of the utmost benefit to St. John. The people of this city naturally desired that it should follow the St. John river valley to this port, but they were willing to accept the central route, which joined the existing railway at Apohaqui, as a compromise. But the Tory government of that day was determined that St. John should derive no benefit from the railway. It was carried round by the North Shore, so as to make it fully two hundred miles longer than it ought to have been, and the people of St. John were plainly told that they must expect nothing better from the government.

The government went on and built an elevator at Halifax, but refused to do anything to assist St. John in the way of terminal facilities. There is no doubt, that if the Liberal government, which was defeated in 1878, had remained in power, St. John would have had an elevator and deep-water wharves, for the Hon. Isaac Burpee was moving in that direction. But the defeat of the Liberal government put an end to our hopes, and for eighteen years St. John had simply to look on, while other places were obtaining the trade which properly belonged to us.

During the eighteen years of conservative rule, they utterly refused to assist us in any way in the building of deep-water wharves, and they expected from us \$40,000 for the Carleton Branch Railway, although they knew that this property was being acquired by the city for the purpose of being given to the Canadian Pacific Railway, as an inducement to them to build deep-water wharves at St. John.

During this period the conservative government endeavored to prevent St. John from deriving any benefit from the Short Line by undertaking to build as a government work the Harvey-Salisbury Railway, which would have carried all the western freight coming over the Short Line to Halifax.

Such is the record of the conservatives with respect to this port. How is it possible that any elector of St. John, who has the interests of this city at heart, can vote for any conservative candidate? It would be worse than madness for our people to assist in returning the conservatives in power, knowing, as we do, that they have always been the enemies of this port.

BRASS AND BOODLE.

The people of this province are beginning to have a little light in regard to the character of the persons who have been trying to persuade them to vote against the government. They are beginning to understand that a combination of American and Canadian capitalists have been endeavoring to control the government and to dictate terms to it. It is now well understood that when a certain leading member of the government resigned, his reason for doing so was quite different from the reason which was given to the public. The speech which he made at that time, and which is now being scattered all over the country, did not disclose the true inwardness of the matter, so far as he was concerned. Since then we have had many startling developments which are well calculated to surprise the too confiding public. We have seen a St. John paper, which was founded forty years ago as a Liberal organ, and which has ever since that time taken a leading position as an exponent of liberal principles, converted into an enemy of the Liberal government. We have seen another New Brunswick newspaper purchased offhand and converted into a Tory sheet, evidently in the belief that its readers would immediately embrace the new political principles. Of course, money judiciously applied can compass these things, but the idea that the readers of newspapers can be changed in the twinkling of an eye and induced to adopt new principles is utterly absurd. New Brunswick has produced many remarkable characters in its time. Its latest achievement seems to have been the production of a man who undertakes to buy up everybody in the province, including the conservative party, and to dictate his terms to them. Fortunately, he has not yet succeeded in purchasing the whole of New Brunswick. There are still some small fragments of Canada not under his control. There are a few men who are not likely to vote for his gang of financiers who are to give him the control of this fair Dominion. He may own the conservative party, but he does not own that section of the Liberal party which is located in New Brunswick.

A SAMPLE ARGUMENT.

Dr. Stockton, during his speech yesterday afternoon, asked Mr. McKeown what would be the remedy in case the G. T. P. violated its lease. Mr. McKeown replied that for one thing the government could cancel the lease. Dr. Stockton triumphantly exclaimed that would be just what the company would want, as it would leave them free to take the traffic to Portland. Dr. Stockton was hardly in a responsive mood. The company if the lease were cancelled would not be able to operate its cars beyond Winnipeg. In this dilemma it would hardly invite a cancellation of the lease.

When the electors are hearing the hysterical criticisms of the opposition newspapers, which declare that the traffic of the Grand Trunk is going to Portland, Maine, they ought to consider the statements of Sir Wilfrid Laurier, made at the time he introduced the Grand Trunk Pacific bill. As to the aims and objects the government had in view in promoting the construction of another transcontinental line, Sir Wilfrid stated that one chief reason why the new line was needed was the fact that the present lines which run to the Atlantic seaboard, with the exception of the Intercolonial Railway, all passed through foreign territory. He stated that this was a dangerous position for Canada to be placed in, because at some time Canadian freight might be prevented reaching the seaboard by the refusal of the United States to continue what is termed the "bonding privilege." Now, as the Grand Trunk Pacific is being built to correct this difficulty, is it likely Sir Wilfrid Laurier would consent to the terms of the contract being ignored and the freight of the Grand Trunk taken to a foreign port? The idea is too ridiculous to be even controverted. The Grand Trunk Pacific contract compels that corporation to carry all its unrouted freight to Canadian ports, and it forbids that corporation to canvass or otherwise influence shippers to send their freight to a foreign port. Moreover, it takes away all motive for sending freight to a foreign port by compelling the company to grant as low rates to Canadian ports as to foreign ports.

The proceedings at the Court House on Nomination day showed how strongly the Liberal party is entrenched in the affections of the people of St. John. Hearty applause greeted the Liberal candidates as they explained and defended the transcontinental railway policy and as they showed how under the wise administration of Sir Wilfrid Laurier the country had prospered. It was evident the facts presented impressed themselves on their minds, and that the whole effect of the day's proceed-

ings was beneficial. There was a battle royal between Dr. Stockton and Mr. McKeown, which, as usual, resulted in a complete victory for the latter, although in their generosity the Liberals had consented to Dr. Stockton making two speeches. The audience was very large and good-natured, and it thoroughly enjoyed the occasion.

The Sun claims that the conservative government gave St. John the first winter port service. This claim would be good if it had been a voluntary gift, but it is well known that this small subsidy of \$25,000 was only obtained from the government after some of its supporters had threatened to resign, unless it was given. The Canadian Pacific Railway's Short Line had then been in operation for seven years, and the government had absolutely refused either to grant a subsidy to steamships running to St. John, or to provide any facilities for them. The conservative government does not deserve the slightest credit for the subsidy which it then gave to St. John for a single season.

The great meeting held in the Opera House Monday night, showing as it did the strength and enthusiasm of the Liberal party in St. John, caused a lot of gnashing of teeth among the Tories. As a sample of the campaign news published in the conservative organs, the Star on Tuesday night said, referring to the meeting: "In a word, the Liberal party was on the stage; Emmerson, George Robertson, McKeown and O'Brien." It implies that the rest of the audience were ladies, small boys and conservatives.

This is about as near the truth as the Star can get during an election campaign, and the extravagant statements of late are turning the reasonable men of its own party against it.

The Sun is engaged in making predictions of a conservative victory at the coming election. It was doing the same thing in 1900 in almost the same language; yet the Liberals then had a majority of fifty in the House of Commons. The Liberal majority in the new House of Commons will be as large, or larger.

The two morning opposition organs, the Sun and Telegraph, are visibly weakening, and their campaign work is much less vigorous than it was a week ago. Even they cannot conceal from themselves that the opposition is hopelessly gone.

The Sun says the conservative government built the Short Line to St. John. This is not true. The conservative government subsidized a through line from Moncton to Halifax, and when it discovered that the portion of it from Harvey to Salisbury would not be built by the company subsidized, it undertook to build that portion of the line as a government work, so that none of the western business would come to St. John.

The Telegraph says no party has any right to support unless its platform is sound. The platform of the Telegraph's party is, that no railway shall be built nearer St. John to the west than the Intercolonial at Moncton.

The Telegraph is now publishing with approval the attacks made by the Portland Advertiser on St. John harbor more than a year ago. The Telegraph once claimed to be a friend of St. John.

Sir Chas. Tupper: "I would deplore in the strongest manner any attempt in this country by any government—I care not who they are or of whom composed—to construct another government railway."

The Montreal Telegraph printed in St. John dare not print the truth even in an advertisement. They made a contract with the Liberal committee and broke it. The Telegraph has made several breaks—watch for the next one.

The St. John Star says: "The predominance of Liberals over conservatives in the lists of new applicants for the franchise is the surest sign." Yes, a very sure sign of what the vote will be Nov. 3rd.

The Laurier government cut the duty on oil in two, and created a bounty of 60 cents per barrel on Canadian crude oil to stimulate the production.

Two samples of conservative railway policy—the Carleton Branch and the Harvey-Salisbury railways. How did you like them?

Year after year the conservatives spent our money to subsidize boats running to Portland.

WHO WILL WIN? The Montreal-New York Syndicate, or the Liberal voters?

Read the list of names of those who nominated McKeown and O'Brien.

We have another Borden manifesto. This is scheme number five.

The Harris Car Works are very prosperous—in Amherst.

Vote for McKeown and O'Brien.

Victory is in the air.

CARLETON WILL BE REDEEMED. Liberals Look for a Rousing Majority.

(Special to Liberal News.)  
WOODSTOCK, N.B., Oct. 27.—Nomination proceedings this afternoon passed off quietly. F. B. Carvell and F. H. Hale were placed in the field. A great crowd completely filled the court house. Speech-making began at two o'clock. Mr. Hale was very brief in his remarks. Mr. Carvell made a magnificent address of more than an hour's duration. He unmercifully scored the Tory policy, and the plaudits of his hearers. The crowd was fully two-thirds Liberal. Interest is running high in the contest. The Tories admit defeat, but hope to keep the Liberal majority under five hundred. Carleton will be redeemed.

LOTS OF GAME.

BANGOR, Me., Oct. 25.—The game lists continue to soar toward the record point, and if they continue to gain as they have in the last few days they will soon reach that point. Monday was the best day of the season so far, 135 deer and 15 moose being brought in on the various trains, and Tuesday's shipments were of good size.

WILL HAVE BIG MAJORITY. Mr. Reid's Election in Restigouche Certain.

(Special to Liberal News.)  
DALHOUSIE, Oct. 27.—The court house could not hold the crowd attending nomination proceedings to-day. Before the court closed, at two o'clock, Mr. Murray announced his retirement from the contest, stating that he was advised to do so by his Liberal friends. The returning officer then announced that James Reid and W. A. Mott had been nominated. Hon. J. C. Barriere was elected chairman, and presented Mr. Reid, who made the speech of his life. He explained the government railway policy and claimed to have done his duty towards all his constituents. He was applauded by at least three-quarters of the audience. Mr. Mott spoke for an hour. He was in poor form, and it was easily seen that he saw defeat. He was followed by H. F. McLatchy, M.P., who in a rattling speech, defended the whole Liberal platform. The proceedings closed at four-thirty. Mr. Reid's election is certain by at least five hundred majority.

A NAIL IN PROSPERITY'S COFFIN.

(Hamilton Times.)  
Tories oppose the building of the G. T. P., a road that will provide work for thousands of workmen and give our country a new impetus.

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McAvity Wood Pumps,  
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Our Pump Catalogue fully describes  
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New Frilled Muslin Curtains,  
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New Omdurman Squares,  
New Patterns Brussels Carpets

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TYPE A GRAMOPHONE, .....	15.00
"    E    "                                    "	22.00
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Diamonds at lowest prices possible.

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Boys' blue Glens, at 40c, 50c and 60c.

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As it is a rare chance to get a cargo of Coal from Broad Cove at a much lower freight than the railway freight rate, every one who wants to lay in a supply of this coal should not miss the opportunity to take advantage of this offer.

J. S. GIBBON & CO.,  
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at once. It soothes and heals. It drives away that raspy soreness in the throat. Best of all, it prevents those severe spasms of coughing which are so likely to produce soreness of the lungs.

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A HOT WATER BOTTLE  
is a great comfort during the cold winter months, and will prevent any such trouble as noted above. Of course you know that besides curing cold feet the application of a hot-water bottle relieves pain like magic.  
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