

THE ANTI-DUMPING LAW

PROVISION WHICH MADE THE LIBERAL GOVERNMENT SO POPULAR WITH MR. JAMES PENDER.

Hon. Mr. Fielding's Explanation of That Great "Canada For The Canadians" Measure.

In yesterday's issue a report of an interview with Mr. James Pender, of the James Pender Mill Works, was given, showing how much that gentleman appreciated the anti-dumping reputation of the Laurier government. In a recent speech Hon. Mr. Fielding explained that great measure in the following words:

Does any body suppose that the foreign trade, which thus seeks to control the Canadian market, does so with any benevolent intention? Do we not know that the object is to gain control of our market, break down the Canadian industries, and then, when there is no longer competition, put up the price at its own sweet will? More recently, we have given another evidence of the determination of this government to meet the varying conditions of trade as they arise from time to time. Much of the complaint made to us by manufacturers in relation to the tariff was based not so much on the tariff rates as what was said to be an evasion of those duties. In many cases, manufacturers frankly admitted that the measure of protection contained in the tariff was reasonable. But they claimed that the benefits which they might reasonably expect to derive from it were destroyed by an illegitimate competition, sometimes called "dumping" or "dumping." I am not sure that this slaughtering has existed in every case in which it has been alleged. But evidence has accumulated to satisfy us that to a considerable extent it exists. Manufacturers in foreign countries—especially in high tariff countries—secure control of their own market, and they seek to gain control of ours. To do this they sell goods in Canada at prices much below the ordinary price at home. Here was a condition calling for serious consideration. The selling of these goods at dumping prices makes for cheapness. A free trader who has regard for the theory only may say: "Why need we complain of this condition? Is it not to our advantage to have cheap goods?" I answer, Yes; if we would only rely on their being furnished permanently, or even for a long time, at these cheap rates. With such an assurance, we could afford to let some of our industries close down, turn the people employed in them into other lines, and reap the advantage of cheap goods. But how long would this condition

AT THE COURT HOUSE.

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the contract the road is leased for a term of years to a company at certain rental. The lease is

WHAT STANDS BETWEEN THE PARTIES

to the contract. The terms of the lease must govern. Whatever liabilities, rentals, forfeitures, running rights, etc., there are to be must be mentioned in the lease. The contract provides that the lease shall contain conditions referring to rental, renewal, running rights of railroads.

Mr. McKeown here began to read from the contract. He had not proceeded far when he was interrupted by several of the room who insisted that the paper from which he was reading was not a copy of the official contract. It did not take him long, however, to quiet the interrupters, who were only too glad when Mr. McKeown finished a few remarks concerning them.

He then proceeded to read the section from the contract:

"Section 25. The 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."

Continuing his speech, Mr. McKeown said: "What does that mean? It means that the company has agreed that it will abide by the conditions of the lease. Mark you, the conditions are not to be agreed upon between the government and the company, but the government has the call. Citizens of St. John, what do you want? Dr. Stockton, what do you want? I would like to have the conservative critics say what they want the lease to contain. Whatever is wanted in it can be inserted at the will of the government. The government has reserved the right to insert such provisions in the lease as are calculated to serve the best interests of the country. I am certain no conservative here ever heard of that section before unless at some liberal meeting. Sections 42, 43, 44 of the contract state plainly that all freight originating on the line or its branches shall, unless specially provided otherwise, come to Canadian ports. Therefore the government can demand that the conditions necessary to that be fulfilled. What do the conservatives of St. John want? It's a queer thing that in eighteen years of conservative rule nothing was ever heard of this. The country cannot now afford to stand still. We cannot waste time talking with these opposition fault finders. The same genius that has guided the affairs of Canada during the past seven years will pilot the country to port of safety and even greater prosperity than at present prevails. (Applause.)"

CONSERVATIVES TALK ABOUT PORTLAND.

disregarding the years when the mail steamers were forced by them to go to that port, and Mr. John A. Chesley, then a member of parliament, was forced to go to Mr. Foster and threaten to resign before there was any sign of betterment (applause). The question to-day is, what do the public propose to do in reference to the contract? It is not pleasant to think of it, but nevertheless it is a fact that St. John is the only constituency in Canada acting in this way. When we think of the record of the government, when one remembers that the whole west coast of the province is practically as one as regards this policy, it is almost pitiful to think that here where the people will gain most the fight should be hardest. But I am not a stranger to hard fights. I never got anywhere save by my own efforts aided by the support of my friends. Remember, gentlemen, that the government can say to the company—we want such and such provisions in the lease so that the conditions of the contract may not be evaded, and in their must go. After November 3rd if any one in the province or the country had a suggestion to make to the government let that person say so; let the St. John Board of Trade, let the Common Council, let Dr. Daniel or Dr. Stockton bring forward their suggestions, for the government has the right to place in the lease whatever is needed to secure the fulfillment of the contract conditions.

THE LEASE IS BINDING.

It has been hinted that strong attempts will be made by agents of the company to persuade shippers to route their freight to other than Canadian ports. When the Conservatives were considering the policy in the house Mr. Fowler proposed an amendment to the contract, but offered no change in the section concerning the disposition of freight not specifically routed. No man of business would suggest a change. The government has the power to say to the G. T. P. company, the Grand Trunk Railway company, or any corporation, you must not allow a single agent to interview people concerning the routing of freight. Whatever penalty is wanted may be put in the lease. Dr. Stockton says, where will the penalties be? Why, in the lease. Mr. L. P. D. Tilley here interrupted Mr. McKeown and said that there is no lease, and consequently nothing binding, but was quickly brought to order by the speaker, who continued. Mr. Tilley has deliberately misrepresented me, for I said that when the road is built we will have the lease, and in it whatever provisions are desired. I must tell you, gentlemen, that the only way in which I could get Dr. Stockton on the platform to-day was by agreeing to allow him the privilege of replying. (Laughter and cries of Oh, Oh.) Every one knows that it is customary for the candidates to speak one after another, but the doctor insisted that he must be given a chance to reply after Mr. O'Brien and I had spoken, hence rather than miss the chance of meeting him on the platform I agreed to the demand. I knew that there was no conservative here who ever heard of that section; you never read of it in the Sun or Telegraph or heard of it at a tory meeting. Doctor Stockton speaks about talking face to face. Right glad I am of the opportunity to meet him face to face (applause). Mr. O'Brien has told you that the company agrees to bring all that freight to St. John or other Canadian ports, and also that no canvassing for the routing of freight shall be permitted. Once more let me remind you that when the lease is drawn up the government can put in it whatever conditions are needed. From the language of the contract, it is plain that the penalties, conditions, etc., are not to be agreed upon by the parties to the contract but by the government alone. Now that being so, and the citizens of this province desiring that the east as well as the west shall benefit by the

scheme, what easier task than to draw up a lease that will hold the company so tight that it couldn't spurn if it wanted to. We must apply business principles. Suppose you contract to lease a house when it is built, and to submit to whatever provisions the landlord shall impose, wouldn't you be bound? Well, that is precisely analogous to the case of the government and the company. The government has the company so tight that it can't move. I would like Dr. Stockton to answer the question I asked him, but to which he neglected to reply. I asked him if Borden was pledged to build a road, and he replied, "I'll come to that." I would also like him to tell me how he will square the declaration of his leader with that of the great tory organ in the west, the Toronto Mail and Empire. The Mail and Empire is what the Sun was here before the Telegraph became Conservative in its belief. I'm sorry for the Sun. The Mail and Empire in its editorial section of October 18th says that that of the section of the organ is a fool proposition. Blair characterizes it as an unjustifiable waste of public money. Blair said nothing concerning the western section, but to build a road in his own province is called pure moonshine by Blair? How would that be? We could think of a man who had been given innumerable honours by his province and his party, leaves the government, then accepts a position under that government only to seek a chance to come out and draw a sword against the government he has just left. We could understand a man thinking of that, but not a man acting as Blair has done what could any reasonable man think of him (applause). But what, let me ask, has happened here? Blair has done what he has done together and not in the heat of passion but calmly. Will any mature person here tell what the criticism against the location of the I. C. R. was? Was it not that it went by the north shore and not through the centre of the province? Now it is proposed to have a central route and a few are opposing the plan actively. When the Conservative press is making such enormous canvasses against the G. T. P. the journalists should remember that it is largely a question of

RAILWAY OR NO RAILWAY.

Borden must fight his own party in reference to government ownership. He has so many enemies that it is impossible to follow all, but his first proposal merely called for the extension of the I. C. R. Now he says if this and that happens I will build a line. We've long passed the "if" stage on this question. Now it is proposed to have a route depends in great part on the route chosen. Between here and Lake Abitibi there are now thirty-four surveying parties, ten or twelve of which are in New Brunswick looking for the best route. Every one knows that when surveyors are sent out one must wait for their report before knowing the exact route to be elected. Dr. Stockton is a great political talker. Read in Milton's Paradise Lost the discussion among the fallen angels and you will find one like the doctor. But for "making the worse appear the better reason" he is an adept. Yet when he implies uncertainty regarding the railroad because the route is not settled absolutely he surpasses himself. The whole part of his argument in connection with the expenditure that the government is to pay all the costs of the contract is a better reason to fact. Let us be fair (Dr. Stockton: "Hear, hear." Mr. McKeown, that will be a great revelation and alteration.") Dr. Stockton seems to have personal feeling against Sir Wilfrid Laurier. Are we not broad minded enough to respect our wisdom, no matter what their race. He said Laurier called the short line a mistake. Why did Laurier say that? Because he did not want the line in the United States; because he is no true Canadian. But Dr. Stockton insinuates that Sir Wilfrid Laurier wants to shut off the Maritime Provinces. Where has Dr. Stockton been all summer that he doesn't know that the government dredge has been working in the harbour all summer. I am at a loss to understand him. But it is because he has been attending Conservative meetings, and he says what he says. No one person here knew of this section regarding the insertion of provisions in the lease. I have not time to speak at length on the matter of expenditure. But Hon. W. S. Fielding, the greatest finance minister Canada has had, makes estimates annually, and they have been singularly accurate. On his reputation as a financier he made statements in parliament about the expense, statements which Dr. Stockton ridicules, and will, I suppose, continue to ridicule them. I am willing to take Mr. Fielding's statements in this particular, not only because they are his but because everyone who has examined them knows that they are true. Mr. McKeown then read Mr. Fielding's statements regarding the matter, after which he closed his speech with an appeal for support.

THE LAST WORD.

Dr. Stockton had half an hour to reply to Mr. McKeown. He denied that he had refused to talk unless Mr. McKeown permitted him half an hour to reply. Mr. Borden, he said, has pledged himself in his manifesto to build the railroad. What can you say, said he, to a government which would appoint Mr. Blair to a position after he had unheeded his sword? The government takes credit for prosperity created by providence. Mr. McKeown: "Providence wouldn't have anything to do with you people." Dr. Stockton: "might say you were another, and that would be no argument." Under whose approbation did the voyagers go up the Nile under Wolsley but the Conservatives. The Conservatives gave advice to the Allies that no military subsidy should be given to a steamship sailing from a foreign port after the agreement terminated in 1896. The Conservatives had agreed to give the subsidy before Mr. Chesley appeared. (Cries of no, no, and Chesley, I know.) Mr. Chesley here arose and told Dr. Stockton that he was entirely misrepresenting the facts. (A voice: "What about the C. P. R.?" It was an experiment and a crowning act of statesmanship, said the speaker, for Sir John A. Macdonald.) The meeting closed with a vote of thanks to the sheriff and cheers for the candidates.

DEATH OF A CLERGYMAN.

(Special to The Liberal News.)

OTTAWA, Oct. 27.—Rev. Canon McCarthy, of St. Bridget's Roman Catholic church, died here to-day.

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A LANDSLIDE IN WESTMORLAND.

Turf of Events Help Cause of the Minister.

MONCTON, Oct. 27.—With the nomination of candidates to-day throughout the province the last week of the contest begins and both Liberals and Conservatives are bending every energy to complete their arrangements for polling day. Reports received from every constituency indicate that there has been a marked betterment of the outlook for the Liberals due to a revision against the methods of the American and "tippy" Canadian adventurers and opportunists who have taken the Conservative campaign into their own hands, and who have sought to create a political panic by which the people could be stampeded into voting against the construction of the Grand Trunk Pacific Railway. The good common sense of the people has detected the conspiracy and enabled them to consider sanely the real issues of the campaign regardless of newspaper scare heads and election roorbacks. The St. John Telegraph has been discovered and is to-day discredited by the decent people of the province regardless of party affiliation. The surprise of the election has been the appearance of such a really creditable newspaper as the Liberal News at such short notice, and its splendid report of the magnificent demonstration to the Minister of Railways, and the Liberal candidates has been appreciated by Liberals in every county who turned to the News as the only Liberal morning daily in the province, for a fair report of so important an item of the party news. In Westmorland the attempt on the part of Montreal to defeat the Hon. H. R. Emmons, has aroused the independent voters to a sense of their responsibility to protect the polls against the conspiracy to prevent an account of his integrity, and the vote for popular control of public expenditure will surprise people. Many Conservatives feel as strongly on this subject as the Liberals, and if the Tory newspapers will insist on keeping a certain financial prominence in public view, they need not be surprised at the landslide in Westmorland in favour of the Minister who is the chief object of attack. No set of financial manipulators, nor any group of subsidized newspapers can control Canada. And the people of New Brunswick will do their part to prevent such a perversion of political decency.

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