

Why Hon. Mr. Blair Remained Silent

HIS LETTER OF EXPLANATION TO THE CHAIRMAN OF THE ST. JOHN EXECUTIVE.

He is in Accord With His Former Colleagues on the Governments General Policy.

THE ALTERNATE RAILWAY POLICY OF THE OPPOSITION IS ONE TO WHICH HE CANNOT SUBSCRIBE

The following extracts from a letter from Hon. A. G. Blair, ex-Minister of Railways, to Mr. Thomas McAvity, chairman of the St. John Liberal executive, will be read with special interest, as the opponents of the government are trying to make it appear that Mr. Blair has something in common with the Conservative party:

"It was well understood when I retired from the cabinet that I did so owing to a difference of opinion on the Grand Trunk Pacific Railway project, and on that question only; as to the general policy of the government, I was in accord with my colleagues.

"Although the question upon which my difference with the government arose was an important one, I entertained the decided view that neither this consideration nor the fact that I held strong opinions on the subject, imposed upon me the duty of separating myself from my party on all other questions, or of going into general opposition. It appears to me that I would acquit myself of responsibility for the measure which I was unable to approve, when I should state in parliament, as strongly and fully as I was capable of doing, the grounds and reasons for my resignation, and should follow up the same by voting against the government's bill.

"I was also of opinion that my duty as a retiring minister did not demand that I should take part in any controversial discussion which should ensue between the government and the opposition, during the passage of the details of the bill through its committee stage.

"Upon this view I acted, and in the light of all that has occurred, of the amendments proposed to the bill and the discussion which took place after the second reading had been carried by a large majority, I cannot see that I would have strengthened my attitude in opposition to the project had I participated in subsequent debates.

"The opposition itself very much complicated the situation by proposing an alternative scheme to that of the ministry. This alternative proposal involved a distinct admission that the necessity for a new railway from the Atlantic to the Pacific was one of immediate and pressing urgency. To this view I could not subscribe. I had contended strongly that the few months' consideration given by the government to its measure during the pressure of parliamentary session was quite insufficient to justify the country in embarking upon so great an undertaking. How, then, could I endorse the alternative which the opposition had adopted after two or three weeks' consideration only, and to which it was prepared to commit the country?

"The course I ought to take under such circumstances seemed to me clear. It was obvious that my attitude on the railway question had not found favor with either party, and standing alone, it has been equally clear that upon this question I must so remain.

"I am free to admit that from the outset I have been averse to breaking with my friends and former colleagues, and with the party to which I have all my life adhered, if it were possible to avoid doing so.

"There appeared only one way in which a permanent rupture of my party relations could be avoided, namely, by retiring from active political life, and upon this step I determined, as being not only in accord with my personal feeling, but a justifiable and proper course to take under existing circumstances, and from the point of view of public duty. Having relieved myself from responsibility for the government measure by my resignation, and justified the step by my statement which followed, I have not felt that I was under any obligation to enter upon what would be, in my opinion, a fruitless and unavailing struggle."

ONTARIO FOR LAURIER

Premier Province will Give Liberals a Majority.

"The Conservatives of Ontario seem to be under Mr. Borden's leadership, while the Liberals are keenly on the alert and enthusiastic. From my observations as an independent American newspaper man, looking over the situation for the United States press, I should say that in Western Ontario the Liberals will have a majority, and will very likely lead over the whole province."

"These are views of Mr. E. W. Thompson, Canadian representative of the Boston Transcript and other American papers, who has been attending many of the Borden and Laurier meetings throughout Ontario, and naturally is an impartial observer. "The Conservatives seem to be indifferent, and many of them have remarked to me that the country's business was in a critical condition to-day, and it would not be safe to turn out Laurier in favour of Borden. The general idea is that the G. T. P. will certainly be immediately constructed if the Laurier government is elected, and that this will ensure a continuation of the present prosperity. The idea seems to be dominant amongst people of all parties. Its result will be that the

Sir Wilfrid Laurier gave British preference to help develop trade between England and Canada; he made the anti-dumping clause to prevent American manufacturers from making Canada a slaughter market; he put on the German surtax to help English manufacturers compete against the Germans. Conservatives now ask the electors to believe he is doing something to undo all this good work. What rot.

Conservatives will be slack about going to the polls, while the Liberals will be enthusiastic. Many Conservatives will refrain from voting and save their consciences by promising to 'soak Ross' at the next provincial election.

"I have followed both leaders through Ontario, and have frequently heard Conservatives say: 'Oh, well, Borden isn't Sir John,' in discouraged tones."

SOME CONSERVATIVE BETS.

They Indicate a Big Government Majority.

(Special to The Liberal News.)

MONTREAL, Nov. 1.—Betting on the elections has taken a big slump. It is almost impossible to get Conservative money and not a dollar is coming out on Borden's chances of victory. Finding it impossible to place any money in Toronto, leading Liberals up there sent \$10,000 to a Montreal broker, to be placed at 2 to 1 on the Liberals. Another local broker is offering \$5,000 on a Liberal victory and there is also \$10,000 of pool money on the street looking for takers. The Conservatives have taken small amounts against a Liberal majority of over 35 and there have also been some even money bets on a Liberal majority of 25. Small even money bets are still being made on the Lyall Ames contest in St. Antoine division and at the Windsor Hotel last night a Conservative just come from Toronto offered to bet any part of \$300 that Mayor Urquhart would beat George E. Foster in North Toronto. He also offered to bet even money on Dewar, the Liberal candidate in another Toronto constituency. One big Montreal Conservative has \$1,000 upon the Liberals, as he says he wants some consolation election night over his party defeat.

THE WEATHER.

WASHINGTON, Nov. 1.—Forecast for New England—Fair Wednesday and Thursday; warmer Thursday; fresh northeast wind.

BOSTON, Nov. 1.—Local forecast for Boston and vicinity—Fair Wednesday and Thursday; warmer Thursday; fresh northeast wind.

Sir Wilfrid's Final Word To the People of St. John.

THE AIM ABSOLUTE OF THE GOVERNMENT IN ITS RAILWAY POLICY IS TO CARRY TRADE TO THE MARITIME PROVINCE PORTS.

That is the Only Policy the Canadian Premier Would Adopt

And That is the Policy to Which the Man Who Made Canada a Nation Will Unflinchingly Adhere.

QUEBEC, Nov. 1.

Thomas McAvity, Esq., Chairman Liberal Executive, Saint John, N. B.

Many thanks for your telegram conveying me the answer of the Daily Telegraph to my letter to the electors of the City and the City and County of St. John. The reply which I have to make is very obvious. The first proposal of the Grand Trunk was for the building of a railway from North Bay westward, which would have taken all the trade to Portland. To this we absolutely demurred and forced the company to consent to build a railway passing north of North Bay, through Quebec and extending to Moncton. Our evident object in so doing was to carry trade to the Maritime Province Ports. It is our aim absolute, and, in so far as I am personally concerned, it is the only policy which I could adopt, and to which I shall unflinchingly adhere.

WILFRID LAURIER

THE QUESTION IN CHARLOTTE

Why the County is Turning to the Liberal Cause.

ST. GEORGE, Oct. 31.—There is no question before the people of Charlotte, no question before the people living along the line of the New Brunswick Southern Railway, no question before the people of St. George, in the present conflict, that overshadows the railway issue. It is a fact well known to every man in Eastern Charlotte, that several industries started under favourable auspices have been obliged to suspend operations on account of the rail road service. It is well known in St. George that the loading of stone is one of the largest items in the expense column of a granite concern, and the employees know that the hardest work they do is the handling of stones at the St. George station. That elector's memory is indeed short, who forgets the mail service of last winter. Five long weeks without a train, and the same story every winter.

The issue is squarely before you. Mr. Ganong is on record as opposing a bridge over the St. Croix, opposing rail road improvements that would benefit every individual elector from St. John to the border, opposing every manufacturing concern in St. George, opposing every industry that could and would be established with good railroad facilities from one end of the county to the other.

Mr. Gillmor stands for the extension of the I. C. R., the taking over by the government of the New Brunswick Southern Railway, the improvement of loading facilities at St. George, the establishing of wood manufacturing concerns all along the line, bridging the St. Croix, for improvements of every kind and for the benefit of every elector living along the line of the New Brunswick Southern Railway, and the Hon. H. R. Emmerson supports him.

It is the biggest issue in Eastern Charlotte. The futures of Lepreau, Pondsfield, St. George, Bonny River and Oak Bay are linked with the New Brunswick Southern Railway. What shall it be, Ganong and obstruction, or Gillmor and progress?

GOOD WINTER BUSINESS.

Trade will be in Excess of Any Previous Season.

(Special to The Liberal News.)

MONTREAL, Nov. 1.—"The outlook for a good winter's season of shipping both at St. John and Halifax is very good," was the opinion expressed to-day by John Corbett, foreign freight manager of the C. P. R. Atlantic Steamship Company, on his return from the maritime provinces. Mr. Corbett was arranging for the company's winter business. "The most satisfactory feature," he added, "is that different interests look for a good increase in the importations over previous seasons. As regards export business, while there is considerable dullness in the deal trade at present, it is expected to improve considerably before winter sets in." The last month of the shipping season from this port promises to be the most satisfactory of the season.

LIBERAL MEETING AT RICHIBUCTO.

Large Attendance—Splendid Speeches—Great Enthusiasm.

RICHIBUCTO, Nov. 1.—A very large and enthusiastic meeting was held in the Temperance Hall this evening. Dr. I. W. Doherty, the oldest medical practitioner in the county, occupied the chair. The meeting was addressed by Hon. Wm. Pugsley, Senator Domville and Hon. O. J. Leblanc.

Mr. Pugsley gave an eloquent and convincing speech, defending the actions of the government since its advent to power, mentioning especially the benefits the county had derived from the preferential tariff. He also successfully corrected false impressions created by the Conservatives as to the Transcontinental railway.

Senator Domville made a telling address. He kept the audience in the best of humor, and showed that the people's interests would be safe in the hands of Sir Wilfrid Laurier. He predicted a large majority for the Liberal party at the polls November 3rd.

Mr. Leblanc, who was well received, spoke briefly, thanking his friends for their strong support, and promising if elected to do as he had done in the past all he could do for the constituency.

A vote of thanks was tendered the chairman, and the large audience dispersed after giving hearty cheers for the King, Sir Wilfrid and Mr. Leblanc. Mr. Pugsley and Senator Domville will speak at St. Louis to-morrow afternoon.

DR. HAY'S CAMPAIGN.

CHIPMAN, Nov. 1.—Mr. E. H. McAlpine, of St. John, has addressed large and enthusiastic meetings in Jerusalem, Wickham, Mangerville, Jemsey, Waterborough, Gasstown, and Coat Creek. At all these gatherings the greatest interest was manifested and the feeling was pronounced that Dr. Hay will be elected by a good majority. To-night a mass meeting of the electors was held in King's Hall, addressed by Mr. James Stratton and Mr. McAlpine. On Wednesday evening Mr. McAlpine is to speak at Minto and Mr. Stratton at Gasperaux. Messrs. McAlpine and Stratton leave for St. John on a special train on Wednesday night.

NEWFOUNDLAND ELECTIONS

NEWFOUNDLAND ELECTIONS. ST. JOHN'S, Nfld., Nov. 1.—Election returns to-day strongly favour the Bond government. Berylboum has elected Casimir; Ellis Harbour Main, has elected Morris and Lewis, all Bondites; Bay De Verde has elected Hutchings, Bondite and Winsor, opposition. Premier Bond has now six seats and the opposition only two. Counts now in progress indicate the return of six more Bondites for St. John's city.

The Doomed Fortress

JAPANESE TELL OF RECENT ATTACKS ON PORT ARTHUR.

Slowly but Surely the Advance is Being Pushed, and Many New Positions Have Been Captured.

ST. PETERSBURG, Nov. 1.—A despatch from General Kurapatkin under current date announces that no engagements were reported last night. General Sakharoff, telegraphing yesterday, reports that reconnaissances were made October 30 on the Russian left flank in a southwesterly direction to a chain of mountains of the village of Santzyts, where volunteer sharpshooters and half a squadron of Cossacks drove a company of Japanese infantry and a squadron of cavalry out of the mountain range. The Russians advanced three lines southwest. The same day Russian cavalry made a strong reconnaissance on the left bank of the Hun river towards the fortified village of Puteyandudny. The Japanese were driven out and the Russians occupied the village. The Japanese retired to a fortified position a mile and a half south and opened a cross fire on two Russian batteries. A squadron of Cossacks attacked a Japanese battery and the Russian scouts advanced, but meeting with earth works and wire entanglements they retired. The Cossacks lost forty men killed or wounded.

General Sakharoff says: "The cavalry ascertained the enemy's numbers and position."

TOKIO, Nov. 1.—9 p.m.—Imperial headquarters to-night published a series of reports covering the operations against Port Arthur during the months of August, September and October. The chief interest centres in the tremendous attack which was begun October 26 and is still continuing. Hundreds of Japanese guns began battering against the northerly and easterly forts on October 26, the infantry moving forward with desperate rushes where the artillery had prepared the way, while the pioneers and sappers were running mines against the Russian forts. The reports which record a series of desperate encounters at close range and tell a dramatic story, begin with the covering the attack of October 26, and are as follows: "From 8.30 o'clock in the morning the forts on Sangshu and Rihlung mountains, the eastern group of forts on Keekwan mountain and a fort lying to the north of the latter, were bombarded with our siege guns and naval ordnance and 250 shells took effect.

"The naval guns directed against the Sangshu and Rihlung mountain forts sent many effective shells. The parapets of Rihlung mountain fort was demolished and openings were made in the forts. Several portions of the cover were destroyed.

"Two of the most important covers on Sangshu mountain fort were destroyed by our shells. One 15-centimetre gun was dismantled and another 10-centimetre gun on the northern fort of East Keekwan mountain was destroyed.

"From 2 o'clock in the afternoon other siege guns were directed against the trenches on all slopes of Sangshu mountain and Rihlung mountain and against the trenches on the southern part of Popsian mountain. All these trenches were heavily damaged by five o'clock in the afternoon.

"A portion of our right wing charged against the trenches on Sangshu mountain and a portion of our centre wing charged against the trenches on Popsian mountain. The Japanese were heavily damaged by five o'clock in the afternoon.

"Simultaneously with the occupation of the places from which the Russians had been driven, the enemy posted on the fort in their vicinity. At the moment with the forts on West Sitan Rangkou, Mantao mountain, Golden Hill Pai Yua mountain and Laitichus concentrated his fire against the points where our assaults were progressing.

"The sound of our cannonade, the fire from the guns of the enemy and the bursting shells made an impressive and dramatic scene.

"The enemy's shells were defective. A large mine exploded on the slope of Rihlung mountain, but none of our men were killed. On the same night, with the object of preventing the Russians from making repairs, our siege and naval guns shelled the forts of Rihlung mountain, East Keekwan mountain and Sangshu mountain. The enemy's war ships and machinery buildings were also shelled. The enemy holding Sangshu and Rihlung mountains, in the afternoon, fired a shell fire, undertook several night attacks but all of them were repulsed.

"On October 27 the bombardment with our siege guns was continued and the fire of our naval guns was directed against Sangshu, Hui Paiyu and Rihlung mountains, and also against the dockyards and the warships."

"Of the effects of our bombardment these deserving special mention are the effect realized against a fort on each Keekwan where a gun and its carriage were completely destroyed, the destruction of a banquet hall lying between the east end of the north front and the centre of Rihlung mountain fort, scattering the cover thereof and destroying two small guns and the demolition of a fort on the east front of the same fort."

"Several of our shells took effect on the southern corner of the outer casemate fort, destroying its cover and smashing two machine guns into pieces. One gun placed on a projecting point of the Sangshu mountain fort was dismantled and one 12-centimetre gun which was placed in the centre of the left wing was dismantled while the covers also were destroyed. During the same night our engineer corps went against the northern part of East Keekwan mountain and succeeded in destroying the outer casemate of a projected point. During the night the enemy resorted to every means to obstruct our work, assaulting and using bombs. At the same time the Russians worked energetically in effecting repairs on some portions of their forts by our shells.

"On October 28 the bombardment with heavy and other siege guns was continued and its effect was good. Two hundred and eighty-five effective shells have been counted and besides these several other shells took effect on the forts of Ashu mountain, Itz mountain, Paiyu mountain and on a hill 203 metres high. Our naval guns were directed chiefly against Sita Yangkou, Itz and Anshu mountains, the warships in the east harbour and the western portion of the city. Effects deserving of special mention were made on the Rihlung mountain fort, the Danquette and the buildings inside the fort were destroyed and vital portions of the fort were considerably damaged. The enemy placed a row of sand bags in the place of the banquet hall, which were destroyed. On the northern portion of East Keekwan mountain a magazine was exploded and a field gun was destroyed. On Sangshu mountain a 12-centimetre Canon and another gun were hit. On Itz mountain a 12-centimetre Canon and carriage were overturned and another gun was heavily damaged. On the 203 metre hill the covers and the wire entanglements of the trenches were considerably damaged. On the north of Sataiyangkou, the guns and works were heavily damaged. A conflagration occurred in the old city and a second conflagration was observed in a factory at the northeast base of Golden Hill, which lasted for three hours. During the night a machinery building near the harbour was bombarded by our guns, which also protected the work of the engineers.

"On October 29 the bombardment was continued with an increased number of shells. On the same morning at dawn 100 of the enemy assaulted our line extending toward Rihlung fort but they were repulsed with heavy loss. Simultaneously a similar force of the enemy assaulted our mine projected against Sangshu mountain. Our men bravely withstood the attack, but were forced to lose a portion of the mine, which, however, was regained with the assistance of our artillery at 2 o'clock in the afternoon.

CHEFOO, Nov. 1.—11 p.m.—The meagre additional details reached Chefoo, concerning the last general assault on Port Arthur which began in a preliminary way on October 24, and later developed into the third attempt of the Japanese to secure a commanding position, say that on the night of October 28, the Japanese, who on October 26 had daringly entrenched themselves on the slope of Rihlung mountain, forced their way further and drove the Russians from their last trench before that fortification. The Russians retreated from their trenches to the other side of the mountain. It is alleged that the Japanese might have entered the fortification, so that they refrained from doing so as it would obviously be impossible for them to hold the position in the face of the fire which was ordered to be directed against them from their forts.

It seems to be the intention of the Japanese to enter several co-operative forts simultaneously or not at all. The Japanese have found it impossible to remain in an entrenched position while the other big forts were able to concentrate a fire upon them. The Japanese also have advanced somewhat closer to Etse mountain, having occupied a position above the cretation works. On the night of October 30, the Japanese flag was seen flying from two new positions. The names of which are not known to the informant of the Associated Press correspondent.

CHEFOO, Nov. 1.—11 p.m.—The officers and crew of the Ryeshtehi, the Russian torpedo boat destroyer which was cut out of this harbour August 12 last by the Japanese, went on board the German steamer Vorwaerts to-night bound for Shanghai, where they were to join the officers and crew of the Russian cruiser Askold. Before the vessel sailed, however, the Russians suddenly returned on shore, the government at Peking having at the last moment rescinded the permission which had been granted them to proceed to Shanghai.

A mine directed against Rihlung mountain fort reached the outer limit of the fort last night. A portion of the outer limit of the fort was blown up. "Against the outer casemate of the eastern point of the fort lying north of east Keekwan mountain dynamite was applied twice last night, causing wide openings, and killing several of the enemy inside the casemate.

Our bombardment is proving increasingly effective. A number of shells from our heavy guns are taking effect. We counted three hundred and fifty of the shells. Besides this heavy damage has been inflicted on the Laotsechukou, Itz mountain and Paiyu mountain forts, and those lying between them.

"One naval gun was directed against Sita Yangkou, Itz mountain, Anshu mountain, Kunchichuntsoyng, Paiyu mountain and Sangshu mountain. They exploded a magazine in the Sita Yangkou fort.

Hon. A. G. Blair tried and found it was impossible to use the I. C. R. for winter port shipments from the West. Hon. John Haggart, Minister of Railways under the Conservative government, agrees with Mr. Blair. What hope can St. John have of trade development by a line that two ministers of railways say export business can not be done over.

(Continued on Page Seven.)