

CANADA'S TRADE WITH UNITED STATES.

In article, "Canada's Trade with the United States," the word printed "distribution" after Indian corn should read "distillation." However this correction is only needed for exact statement for Liberal readers, as Tories can be trusted to do the "correcting" when "whisky" is hinted at. When referring to Indian corn the very large item of \$4,861,872, was omitted from imports from the United States, as of this \$2,463,829 was re-exported to Great Britain. Also large quantities of steel and iron imports, which could be shown are not made in Canada, and not likely to be for some time, were omitted from totals. Also large items of imports of cordage, etc., for use at the fisheries—which by common consent of both Liberal and Conservative governments have been admitted free of duty.

The Sun in its issue to-day, appears to object to this, in its reference to cordage imports. Do the Conservatives propose to increase the cost of cordage, etc., to fishermen? What say Carleton fishermen? Every one knows that the first result of an increase of duty on any article, is increase of price. A high tariff restricts the buyer in choice of market and lessens competition, which is said to be the "life of trade." A good tariff for Canada is one which while affording fair protection to the manufacturers, is elastic enough to permit its merchants to trade in the markets of the world. Such a tariff the Liberal government has provided.

Yours truly,
STATISTICIAN.

LIFE-LONG CONSERVATIVE

Says he will Vote Liberal as He Sees No Need for a Change.

OTTAWA, Oct. 27.—"I have voted Conservative but I shall never vote that way again. I have seen enough to convince me that there is no need for a change of government, and that such would not be wise."

That was what ex-Ald. Thomas Cleary said this morning. He makes no denial that though he has been a life long Conservative he will support Mr. Belcourt, Mr. Stewart and the Laurier government this time.

"My son and son-in-law who are now in Winnipeg," added Mr. Cleary, "feel the same way, and will vote Liberal this time." Mr. Cleary has just returned from Winnipeg, where with the two other members of his family he is engaged in putting up buildings.

"Things are booming there," said the Dalhousie ward ex-alderman. "It is no exaggeration to say that more buildings are going up there at present than in any other city from the Atlantic to the Pacific. It was quite a usual thing to see in Winnipeg a block of 35 or 40 houses going up at once on a street. The Union bank, on Main street, which has lately been put up, is eleven stories high, and one of the finest buildings I ever saw. I returned from there yesterday. My son and son-in-law are there yet working on buildings, but will likely be home this winter."

Mr. Cleary says the prosperity of the great west, has opened his eyes and that a change of government would in his opinion be unwise.

THE TORIES ALWAYS AGAINST SAINT JOHN

How The City Has Been Treated by Conservative Governments

THE HOPES OF OUR PEOPLE DISAPPOINTED ALWAYS WAILE THE TORIES WERE IN POWER

The Record of a Party That Would Never Do Anything For This City.

At this time, when Conservative candidates are asking for your votes, it may be instructive to inquire what the Conservative party has done for St. John. You all know, in a general way, what the present Liberal government has done for St. John, but many of you do not remember the record of the Conservative party with regard to this city. The first government of the Dominion was under the premiership of the great Conservative leader, Sir John A. Macdonald. One of the first things this government had to do was to build the Intercolonial railway, from Halifax to Riviere de Loup. This was a public work which the people of New Brunswick and Nova Scotia would not have built as one of the conditions of Confederation, and before the union of the provinces New Brunswick had agreed to pay three and one twelfth of the cost of that great work. The people of St. John entered heartily into this arrangement, because they believed that the building of the Intercolonial railway would give this port a great deal of traffic, and make it the winter port of Canada. That was one of the arguments that was used in favor of Confederation, and every man in St. John who voted for Confederation believed that he was voting something that would be a benefit to this city. The government of Sir John A. Macdonald had the location of this important railway, and where did they put it? There were two routes, either of which would have satisfied St. John, the Central route by the sea, and the one adopted, and shorter even to Halifax. There is no doubt that a practicable route down the St. John river valley could have been had, which would have made the distance to Montreal not more than five hundred and fifty miles, and the distance to Halifax eight hundred and twenty-five miles. The distance to Halifax by the route adopted was eight hundred and fifty miles, and to St. John seven hundred and fifty miles. It was therefore, by choosing the "North Shore" route the Conservative government of that day made the distance from Montreal to St. John two hundred miles more than it ought to have done, while they did not reduce the distance to Halifax, and in fact increased it. While the inference can be drawn from this fact that the government of Sir John A. Macdonald was determined that the city of St. John should derive no benefit whatever from the Intercolonial railway, and should be deprived of its natural advantages over Halifax as the winter port of Canada. The plan was so successful that for years and years St. John did not obtain the slightest benefit from the Intercolonial railway as a line for carrying goods for shipment to Europe.

If the Conservative government had intended that St. John should derive any benefit from the Intercolonial railway, it would have provided this port with terminal facilities. Having built the railway by a route two hundred miles longer than was necessary, it set up that fact as a reason why no terminal facilities should be built, but in the meantime the interests of Halifax were not neglected. That city was provided with deep water wharves, and an elevator at the east of the government of Canada, while St. John was wholly neglected. It was not until the Liberal government of the Hon. Mr. Mackenzie came into power that anything was done for St. John in the shape of terminal facilities. Our representative in the House of Commons in the government was that good man the Hon. Isaac Burpee, who if the Liberals had remained in power would have provided us with wharves and an elevator twenty years ago. As it was, it was he that gave us the extension round Courtenay Bay to the ballast wharf, which was built at a cost of several hundred thousand dollars, and which proved of such immense benefit to the ship lumber and other articles coming from places along the line of the Intercolonial railway. Mr. Burpee had in his mind a plan for placing a bridge across the harbour at Navy island, and of building deep water wharves and an elevator at the place where they were situated. Mr. Blair, and if that had been done one great difficulty in connection with this harbour and its terminal facilities would have been solved. Unfortunately Mr. Burpee ceased to be a member of the government, the Liberals were out of power, and the new Conservative government, which took their places, was hostile to St. John as before.

We do not need to go far to find proof that the second government of Sir John A. Macdonald was hostile to St. John's interests. Soon after they came into power they granted subsidies for the building of what we now call the short line to Montreal. That line has now its terminus at St. John, but it was not the intention of the government of Sir John A. Macdonald that it should come to this city or benefit us in the slightest degree. Indeed it is no secret that the principal object Sir John A. Macdonald had in view in assisting this line was to relieve his bosom friend, John Henry Pope, from the burden of the railway he had built to Lennoxville. A subsidy was granted to this through line in three sections, one from Montreal to the boundary of the province of Quebec, another for the section through Maine to Mattawankeag, and another from Harvey, in the County of York, to Salisbury, in the County of Westmorland. This line came into the hands of the Canadian Pacific Railway Company, and when the two first sections were



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M. L. Savage.

CONSERVATIVES IN DESPAIR.

(From the Globe.)

The opponents of the government in St. John, realizing that the people of the two constituencies are heartily in accord with the liberal government of Canada, find it necessary to resort to the most despicable tactics. Arguments failed, bluster failed, cajolery failed, deception failed. Baffled and beaten at every point, unable to accomplish the defeat of the liberal candidates by fair means, the opposition have for some days been trying to create the impression that there is lack of unity in the liberal party. Absurdly false reports were put in circulation to-day by one of the opposition journals with the hope of producing ill-feeling in the party ranks. Everybody who has watched the progress of the campaign knows, however, that the published statements are baseless. The large and energetic committees in every part of the city and county show how thoroughly united the party is. Rarely, indeed, has there been such perfect unity of action; seldom has there been a campaign in which the party forces move on to victory in better order. Liberal electors, knowing these facts, are not likely to pay much attention to the wail of despair uttered this morning; they are likely to stand more firmly than ever shoulder to shoulder for the two liberal candidates. This is what they should do, and this is what they are sure to do.

It would take too long to remind you of the numerous occasions on which the people of St. John have been repelled by successive Conservative governments in their efforts to obtain justice for this city and port. The records of the Board of Trade will show better than almost anything else, the rebuffs we have received and the insults we have had to face from the government that was in power up to 1896. It is not too much to say that a feeling of despair settled down on the minds of our people, a feeling of utter hopelessness for it seemed impossible for St. John to improve its condition. The government would do nothing for us and treated all our demands with contempt. Our city was steadily losing population. Between