

TO YOUNG MEN

WHO WILL ON NOV. 3
CAST A VOTE FOR
THE FIRST TIME

Remember Laurier
Who is Making
Canada a Nation.

Young men of New Brunswick, which will you choose on Nov. 3, the Liberal party with its splendid eight-year record of accomplishment, or the Conservative party, with its eighteen years of incompetence and jobbery? Whom will you choose as your leader—Laurier or Borden? We appeal to the rising million of manhood to rally to the support of the Liberal government. We base this appeal on three facts: Because it is a government of Achievement. Because it is a government of Victory. Because it is a government of Foresight. It is a government of Achievement. Read the records for proof. Stagnation has given place to success, industrially, commercially, financially. Sir Wilfrid Laurier is a leader to cheer for, to fight for, to follow. This "greatest statesman of Greater Britain" is an ideal leader for ideal young Canadians. Here is a man whom the young men of Canada can afford to follow for his

candor, his courage, his contempt for all that is base, his commendation of all that is ennobling. The man whose thirty-three years of public life has been stainless; whose high character measures up to his high standard of ethics. The man who, as the eloquent young parliamentarian of the seventies, exclaimed, "Let us have courage to tell the truth." The man who, on the threshold of his public career, declared: "I am one of those who think that everywhere, in human things, there are abuses to be reformed, new horizons to be opened up and new forces to be developed." The Liberal leader is the man who is reforming abuses, who is opening up new horizons, who is developing new forces in our national life. The man whose precaution at the great Massey Hall meeting deserves immortality: If there is one class to which above all others, I would appeal, it is not to you older men, not to you middle-aged men, but to the young men—the hope of the country. To those who have life before them let my prayer be this: "Remember from this day forth never to look simply at the horizon, as it may be limited by the limits of the province, but look abroad, all over the continent, wherever the British flag floats, and let your motto be "Canada first, Canada last, and Canada always!" This is the leader whom we invite the young men of New Brunswick to cheer for—to fight for—to vote for on the 3rd of November!

Briggs—"I wonder why a dentist calls his office a dental parlor?" Digs—"I don't know. Drawing room would be more appropriate."—Chicago News. "Our minister seems to be such an altruist," said Mrs. Oldestate. "Is he?" replied her hostess. "I thought by the sound of his voice that he was a bass."

Skill Wins

---NEARLY ALWAYS.

It does on making clothes. It requires skill to make a coat set up properly on the collar and snugly over the shoulders—to build style and shapeliness into it. You might get a good collar fit or a good shoulder fit, but it's hard to get a coat to fit perfectly all over. And if it doesn't fit perfectly all over, it will not look as nobby and as stylish as one of ours, which does fit all over. That's common sense. There's a distinctiveness about our tailoring that you'll like. We have pleased the best dressers by importing high class cloths with but one overcoat, one suit or one pair of trousers in the piece. We are after YOUR trade by giving you the best of everything—materials, cut, fit, tailoring, style.

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Jewel Oak

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This stove will burn Wood, Hard or Soft Coal. Nickle top bands and skirting easily removed; not bolted to stove. Large and convenient ash pan.

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THE PORTLAND, MAINE, BUGABOO

THE CONSERVATIVE PARTY THAT WAS READY TO SACRIFICE CANADA'S BEST INTEREST.

The Opposition is on Record as Dead Against Bringing the Transcontinental Railway to the Ports of the Maritime Provinces.

The adoption of the railway policy of the Conservatives as explicitly stated in parliament, would have made Portland—and not St. John and other maritime ports—the channel through which the great traffic of the West would pass for shipment to Europe. The lines of steamers which under the government's N. B. policy will come to St. John would have gone to Portland. The Ontario opposition, nominally led by Mr. R. L. Borden, placed itself publicly on record only a few months ago, during the late session of parliament, as unanimously opposed to the Winnipeg to Moncton line and in support of the original Grand Trunk proposition, from the Pacific to North Bay, Ontario and thence to Portland, State of Maine. Mr. Fielding told the story as follows in a recent speech: "In the course of the discussion in parliament reference was made to a letter of Sir Charles Rivers Wilson, president of the Grand Trunk Railway Company, in which he had spoken of having encountered opposition to the Grand Trunk's project. Mr. W. B. Northrup is a member of the House of Commons for the county of Hastings, in the province of Ontario, a prominent member, one of the foremost in the ranks of the opposition. He was chosen by Mr. Borden as one of the lieutenants to accompany him on his western tour. SPOKE FOR THE PARTY. "Even if Mr. Northrup should speak for himself alone, he might be taken, to a large extent, as an exponent of the Conservative party's policy. But, as I shall show you in what I am about to quote, he was speaking not only his own views, but opinions which the opposition generally warmly applauded. Mr. Northrup, after referring to the letter of Sir Charles Rivers Wilson about the opposition encountered by the Grand Trunk, proceeded as follows: "And encountered from whom? Not from His Majesty's loyal opposition, for we have always to a man been in favour of the original proposition of the Grand Trunk Railway Company. All that I heard from the members of the opposition, and to which he refers the Premier, and on the successful overcoming of which he congratulates, every one of these troubles and difficulties came from the colleagues of the Prime Ministers in his government, from his supporters, from his followers in the House and in the members of the opposition. We never had a chance to express our views on this point and further than to announce that WE WERE IN FAVOUR THEN AS WE ARE NOW OF A GRAND TRUNK LINE FROM NORTH BAY TO THE PACIFIC, AS THE GRAND TRUNK ITSELF WISHED. When we find this document written to the premier congratulating him on overcoming the difficulties, it is well that we should know what these difficulties were, so that they may not be laid at the doors of the opposition in this parliament, for the opposition had nothing to do with this matter; and so that the burden of the blame shall be laid upon the shoulders which should properly bear it. THEIR REAL POLICY. "Here we have the statement of one of the most prominent opposition members, made in the House of Commons, that the opposition to the Grand Trunk original scheme, with its Portland terminus came from Sir Wilfrid Laurier, his government and Liberal members; and that the opposition had always been in favour of the Grand Trunk original proposal. Observe his words: 'And encountered from whom? Not from His Majesty's loyal opposition, for we have always to a man been in favour of the original proposition of the Grand Trunk Railway Company.' "This statement brought to his feet the late Mr. McCreary, one of the members from Manitoba, who, it will be remembered, died during the session. The discussion to which I refer took place not many days before his death, while the Bill respecting the Transcontinental Railway was under discussion. Hansard reports Mr. McCreary as follows: Mr. McCreary—'Do I understand the hon. gentleman (Mr. Northrup) to say, speaking for the opposition, that they would have endorsed the application of the Grand Trunk Railway Company to build a railway from North Bay to the Pacific coast north of Lake Winnipeg? That was the original proposition of the Grand Trunk. Does the hon. gentleman speak for the Conservative party when he endorses that policy?' Mr. Northrup—'The hon. gentleman (Mr. McCreary), has asked a fair question, and I will give an answer. I do not profess to speak authoritatively for the opposition, but from the views I have heard expressed by dozens of members of the opposition, and speaking my own views, I have no hesitation in saying that I believe that EVERY MEMBER OF THE OPPOSITION WAS IN FAVOUR THEN, AND IS IN FAVOUR NOW, OF ASSISTING THE GRAND TRUNK RAILWAY COMPANY TO BUILD WEST FROM NORTH BAY. LET THEM PUT THEIR LINE WHEREVER THEY LIKE PROVIDING THAT IT IS A REASONABLE DISTANCE FROM OTHER LINES.' Some hon. members—'Hear, hear.' Mr. Northrup—'The hon. gentleman (Mr. McCreary) will see from the expressions of assent which has greeted my statement, that I have not altogether miscoloured the opinions of the gentlemen with whom I have the honour to sit.' ALL IN FAVOUR OF IT. "No one can complain that Mr. Northrup was not frank on the subject. His answer was clear and unequivocal. 'From the views,' he says, 'I have heard expressed by dozens of the members of the opposition and speaking my own views, I have no

hesitation in saying that I believe that every member of the opposition was in favour then, and is in favour now, of assisting the Grand Trunk Railway Company to build west from North Bay. Let them put their line wherever they like, provided only that it is a reasonable distance from other lines.' "I was present in the House when Mr. Northrup made that speech. His words called forth a hearty round of applause from the opposition benches. Parliamentary rules do not permit the Hansard reporters to take note of applause. All they are permitted to do is to record 'hear, hear' and similar expressions in the way of approval of a speaker. The opposition applauded and cheered vigorously when Mr. Northrup made his declaration. Mr. Northrup thereupon referred to the applause as proof that he had not miscoloured the views of his brother Conservatives. On that point Mr. Northrup clearly was right; he had not miscoloured the position of the opposition. He had given very forcible expression to the policy which they were ready to support, a policy which simply provided for a road to connect the Grand Trunk terminus at Portland with the Canadian Northwest, and not to provide a shorter line of railway in any way reaching the province of Quebec or the maritime provinces. LIBERALS FOR ST. JOHN. "This proposal of the Grand Trunk Railway Company which I have shown you the opposition were willing to support was I am happy to say, promptly declined by our government. (Applause.) We told the Grand Trunk people that we would have nothing to do with any transcontinental proposal that did not include a direct line from Winnipeg to Quebec, and thence to the maritime provinces. The evidence I have now to you in the words of Mr. Northrup is taken from the volume of the reports of the House of Commons which I hold in my hand. "In further testimony of the hostility of the Conservatives to the eastern sections of the line, I quote another very prominent speaker, Mr. Samuel Barker, the member for Hamilton, Ontario, is one of the railway experts of the opposition and a first lieutenant of Mr. Borden in all parliamentary affairs. I hold in my hand a short report of a meeting of the Conservative Club of Hamilton, at which Mr. Barker was the principal speaker. The report which was published in Conservative papers, says: 'He (Mr. Barker) also touched on the Grand Trunk Pacific scheme, saying that the opposition did not object to the line from Winnipeg west, but opposed the section from Winnipeg to Quebec and from Quebec to Moncton.' DEAD AGAINST OUR PORTS. "Here again we have a statement from one of Mr. Borden's chief lieutenants, who tells us that his party did not object to a line in the western part of the Dominion, but did object to that part of the scheme which proposed to provide a line down to Quebec and to the maritime provinces. It is worth while observing in this connection that in the utterances of these gentlemen there was not one word favourable to government-ownership or government management. That idea was a mere afterthought. The opposition were quite ready to deal with the Grand Trunk people to give them assistance for their enterprise, so long as they were content to merely connect with the Grand Trunk system beginning at North Bay and terminating at Portland. "In the presence of this record what can you think of the present outcry of Mr. Borden and his friends against the Grand Trunk Company? What can you think of their sudden regard for government-ownership and management?" A vote for the Conservative candidates is a vote to build up Portland and not maritime ports.

NORTHWEST IS SOLID.

Liberals Will Carry Most of The Seats.

WINNIPEG, Nov. 2.—In Manitoba and the Territories the Liberals will more than hold their own. A careful perusal of the conditions shows the Liberals will carry five seats in Manitoba and eight in the Territories, counting the Yukon. The hardest fight in Manitoba will be in Winnipeg, where there are three candidates. The betting at the present time being about even, with the odds slightly in favour of the Liberals. In Brandon Sirton will be re-elected despite the fight put up by Richardson, Independent, and his Conservative helpers. Mr. Lariviere, Conservative, will probably be again returned for Provencher by a narrow margin, and Mr. Jackson, Liberal, will doubtless hold Selkirk, the seat formerly represented by the late W. F. McCreary. In Assiniboia East and West, the Liberals will be elected by good majorities, and Father Fallon is expected to be chosen in Strathcona. An impartial opinion gives the following seats to the Liberals: Manitoba, Brandon, Lisgar, McDonald, Portage, Selkirk doubtful, Winnipeg. The Territories, Alberta, Assiniboia East and West, Edmonton, Humboldt, Saskatchewan, Strathcona, Yukon, doubtful, Qu'Appelle and Calgary.

The Popular Verdict

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The quality of the materials used in the uppers is selected from tanners whose output is sought for by the best makers. The lasts are the creation of men who spend their lives in studying the requirements of the human foot, and the wearing qualities are all that can be desired.



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Girls' Box Calf Lace Boots, with heavy soles and low broad heels, **\$1.50**

Girls' Dongola Lace Boots, with medium soles and spring heels, **\$1.40**

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That will Stand Hard Wear,

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Ladies', Misses' and Children's COATS and COSTUMES Is in Full Progress.

- LADIES' COATS, sizes 32 to 42 inch bust measure. Special sale prices \$4.00, \$6.00, \$7.50, \$8.00, \$10.00, \$12.50 and \$15.00.
- LADIES' COSTUMES, sizes 32 to 42 inch bust measure. Special sale prices, \$6.50, \$7.50, \$8.50, \$10.00 and upwards.
- MISSES' COSTUMES, for ages 14 to 18 years. Special sale prices \$5.00 to \$10.00.
- MISSES' COATS, for ages 8 to 18 years. Special sale prices \$5.00 to \$8.00.
- CHILDREN'S REEFERS, for ages 4 to 12 years. Special sale prices \$3.50 to \$6.50.

These are all stylish, seasonable garments, and are really great values.

Belyea Brothers, 54 King Street
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LADIES' Up-to-Date Neckwear.

We are displaying a full range of White and Colored SILK "BUSTER BROWN" COLLARS. FANCY EMBROIDERED SILK COLLARS. CHIFFON COLLARS for evening wear, white and colored. LACE COLLARS, white, cream and ecru.

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LADIES' FANCY EMBROIDERED CASHMERE HOSE. LADIES' AND CHILDREN'S PLAIN BLACK CASHMERE HOSE. LADIES' PLAIN BLACK CASHMERE HOSE with Natural Wool Feet. LADIES' PLAIN BLACK CASHMERE HOSE with Elastic Ribbed Tops. BOYS' HEAVY RIBBED BLACK CASHMERE HOSE with Diamond Spliced Knees; sizes 6 to 10 1/2 in. BOYS' BLACK RIBBED WOOLSTED HOSE, extra strong; sizes 6 1/2 to 10 inches. Ask to see our SPECIAL BLACK RIBBED ALL-WOOL CASHMERE HOSE FOR LADIES; sizes 8 1/2 to 9 1/2, at 25c. per pair.

BEST CRUISERS IN THE WORLD.

Facts About Three New British War Vessels.

LONDON, Nov. 2.—The three armored cruisers of the current shipbuilding programme which are to be laid down at Portsmouth, Devonport and Pembroke, will create the high water mark in cruiser construction.

The new vessels, which will be named Minotaur, Shannon and Defence, will practically be battleships.

In both power and size they will exceed anything of their class afloat. The following are the particulars of the ships:—

- Guns—Four 9.2-inch; ten 7.5-inch.
- Shells—280 pounds and 200 pounds.
- Rate—Four shells per minute.
- Penetration—2 1/2 feet of iron.
- Armor belt—300 feet of 6-inch steel.
- Gun protection—Eight-inch steel.
- Speed—Twenty-three knots.
- Horse-power—27,000.
- Boilers—Water tube.
- Displacement—14,600 tons.
- Cost—About £800,000.

Mr. Philip Watts, the engineer, made a study of warship attack when he held office as chief surveyor at the great gun of Armstrongs, at Tyneside, and his investigation led him to develop a combination of the speed of the cruiser with the battleship's strength in guns. The broadside discharge will be 100 pounds heavier than in our present best cruisers. The guns will be longer and more powerful, and their striking power three and a half times as great as that of the latest cruisers afloat.

Plainly described, the new cruisers will be as effective at three miles as other cruisers now are at two miles, and in general power they will be half as strong again as vessels of the County class and twice as powerful as those of earlier design.

The power of attack with 9.2-inch and 7.5-inch guns is greater than that of the newest French ship, the Edgar Quinet. The 9.2-inch guns will be mounted in pairs on barbettes on the forecastle and upper aft decks. The 7.5-inch guns will be in barbettes on the upper deck, five on each side.

Ald. W. S. Barker, a leading Conservative, is betting that the Liberal majority in the country will not exceed 30. He knows the Government is safe.

FUR LINED CAPES

HERE IS THE BIGGEST SNAP EVER OFFERED.

Black Box Cloth Covering, Black Thibet Collar and Trimmed down Fronts and around the Skirt, 36 inches long and lined with Kaluga. Price **\$15.00** only

F. S. THOMAS, - Main Street, North End.

FURS. Ladies' Fur Lined Capes \$15 to \$50.

Ladies' Jackets in Persian Lamb, Alaska Seal, Electric Seal, Baltic Seal, Black Astrachan.

ANDERSON'S, - 17 Charlotte St.

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If you do not wish to wear Dry-Sox Shoes (absolutely damp proof and sold here), come to-day and pick out a pair of Granby Rubbers.

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