

THE CONSERVATIVE PROGRAMME.

An Independent View of R. L. Borden's Manifesto.

(Special to Liberal News.)
MONTREAL, Oct. 26.—The Witness, Independent, commenting on Mr. Borden's message to the Canadian people says to-day:
"Mr. R. L. Borden, leader of the opposition, is out with a message to the people, of which three-fourths is taken up with the transportation question, advocating public ownership, and the remaining fourth with advocacy of 'adequate' protection, or high tariff duties, and promises to consider personal character and capacity above considerations of party service in making appointments, as well as to devise guards against corrupt practices at elections. We notice that our contemporary, the Gazette, official organ of the Conservative party, in commenting editorially upon the message, this morning is mum concerning public ownership of the new transcontinental railway. The Gazette confines itself to commending Borden's protectionist policy and his party promises. It could scarcely commend his public ownership policy considering how strenuously it opposed such policy and only very recently. Not only has the Gazette opposed public ownership in general, but not a few of the most eminent Conservative have opposed public ownership of the new transcontinental in particular so that upon this important question the Conservative party is not hearty, and would not be if returned to power. We take very little stock therefore in that part of Mr. Borden's propaganda. As far as Mr. Borden's protection policy is concerned, we have nothing for it but condemnation. It is class legislation of the worst kind, and wherever it has been established, it has bred nothing but corruption. It makes the rich richer, the poor poorer and is the mother of trusts and the father of lies."

WILL ELECT F. B. CARVELL.

Liberal Prospects Bright in Carleton County.

(Special to Liberal News.)
WOODSTOCK, N.B., Oct. 26.—The fight is getting warm in this county. F. B. Carvell, the Liberal candidate, is making a vigorous canvass, and is addressing meetings nearly every night. On the stump he is being ably seconded by Wendell P. Jones, M.P.P., Coun. Frank R. Shaw, N. Foster Thorne and others. All over the constituency the Liberal speakers have been most cordially welcomed. Many who in the past supported F. H. Hale have announced their determination to vote for Carvell. In the upper part of the county the change is most marked. Lifelong Conservatives have publicly stated they can no longer support their party. In the town, things are looking bright. In the last contest Woodstock gave Hale 154 majority. Two years ago in the local election W. P. Jones, M.P.P., came within a single vote of taking the poll in town. The Liberals are sanguine of reducing Hale's town majority almost to the vanishing point. In Northampton, his former home, he will be snowed under. The parish of Richmond will give Carvell the biggest vote it has ever recorded. Peel and Simonds, the Tory strongholds, are in better shape from a Liberal standpoint than ever before. The Liberals were more active in registration. They added nearly 250 names, while the Tories secured but 62. The prevailing opinion seems to be that Hale is doomed to certain defeat.

HEAR SIR CHARLES TUPPER.

The following are the opinions of Sir Charles Tupper, Bart, Mr. R. L. Borden's immediate predecessor as leader of the opposition, on the subject of government-operated railways for Canada, as delivered from his place in parliament, in June, 1897, and regularly recorded in Hansard of that date:
"Whether Liberals or Conservatives were in power I would deplore in the strongest manner any attempt in this country by any government, I care not who they are, or who they are composed of, to construct another government railway. That is the position I take."
"We have already solved, we have set at rest forever, in my judgment, in the mind of any reasonable intelligent man, the question whether it is better for Canada to construct a railway and operate it as government work, or by the aid of a private company."

THE TWO SCHEMES CONTRASTED

What the Canadian Pacific Cost the Country in Money and Lands.

The Liberal Government's Business-Like Arrangement with the Grand Trunk Pacific

The chief points of contrast between the Canadian Pacific project which the CANADIAN PACIFIC.

1. The Canadian Pacific is from end to end the property of the company which was chartered and subsidized to build it.
2. The Dominion government constructed two costly sections of the Canadian Pacific—from Lake Superior to Winnipeg and from Kamloops to the Pacific ocean—and made a present of these completed portions to the company.
3. Parliament granted to the Canadian Pacific a subsidy of \$25,000,000.
4. Parliament gave the Canadian Pacific 25,000,000 acres of land, including the privilege of establishing town sites.

the Grand Trunk Pacific project and Conservatives launched are as follows:— GRAND TRUNK PACIFIC.

1. The Dominion will own one-half of the Grand Trunk Pacific, and will be part proprietor of the other half through a lien held as security for guarantee of interest. Dominion also has authority to grant running powers.
2. The Grand Trunk Pacific from Winnipeg to near the Atlantic Ocean will be built by the government, and will remain the property of the people of Canada in perpetuity.
3. The only financial aid given to the Grand Trunk Pacific is a guarantee of interest—which will not cost the country anything—to the capitalists who furnish the means of construction west of Winnipeg. On the section east of Winnipeg, which will be built and owned by government, the country will receive a rental sufficient to pay interest on the sum invested.
4. Not an acre of land, except for right of way and station facilities is given to the Grand Trunk Pacific. To enhance this discrimination, the Canadian Pacific lands were made free of taxation for twenty years unless "sold or occupied." This has so far been held to mean twenty years from the actual specific conveyance of the lands to the corporation, not from the date of the agreement—a difference which means many additional millions of dollars to the Canadian Pacific.

5. As far as it was possible to do so the Dominion Parliament gave the Canadian Pacific Company a monopoly of the traffic of the Dominion west of Lake Superior by prohibiting the building of other lines, except such as would of necessity become feeders of the Canadian Pacific.
6. Parliament granted to the Canadian Pacific virtually absolute control of transportation charges west of Lake Superior.

7. No attempt was made by parliament to grant running powers to other companies over the portions of the Canadian Pacific constructed by the Dominion government.
8. The Canadian Pacific was allowed to import construction material free of duty.
9. When the Canadian Pacific was finished it possessed little more in the other provinces than its main line from Portage to Montreal. A system of feeders had to be laboriously built up.
10. The Canadian Pacific, though built as a national undertaking, was semi-Americanized from the first. Its Soo line to-day carries wheat from Minneapolis to the sea-board for less than the main line charges from Winnipeg; in other words, treats the farmers of Dakota and Minnesota better than the main line treats those of Manitoba. Further, although St. John, N.B., is the winter port of the Canadian Pacific, its line thither runs for 200 miles through the State of Maine.

11. The Grand Trunk Pacific will open a vast country between Moncton and Winnipeg, containing over 150,000,000 acres of well timbered land, much of it fit for agriculture, with deposits of mica, copper, nickel and iron, and with water power of enormous capacity. It stands to reason that the development of this region must add to the wealth and importance of Ontario, Quebec and New Brunswick. That part of Canada will no longer be a mere fringe. The older provinces have done much for the West; they are now helping the West again, and at the same time doing something for themselves.

12. The Grand Trunk Pacific enjoys no such privilege. As far as possible, its materials must be made in or purchased in Canada. Where it imports material that cannot be procured here, it must pay duty.
13. The Grand Trunk Pacific, on the other hand, will commence operations with all the lines and equipment of the Grand Trunk proper behind it in the other provinces, which means that the eastern manufacturer will at once be placed in direct communication with his customers in the west, and ensured lower rates.

14. The Grand Trunk Pacific will traverse Canadian soil from start to finish, will send all unroated freight to Canadian ports, is under obligation not to discriminate in rates against those ports, and will run 100 far north to better tie up as the Canadian Pacific is with the rival interests of Minnesota and Dakota.

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POLITICAL POINTERS.

O'Brien and McKeown are the people's choice. Vote the Liberal ticket, the whole ticket and nothing but the ticket.
Liberal unity means victory. Disregard the Tory slanders and vote for O'Brien and McKeown.
Rather the leader whom the country has proven than the novice who seeks to experiment with the government of Canada. The whole country is a unit for Sir Wilfrid Laurier.
Canada has become a nation under Liberal administration. The Conservatives ask you to retard its further advancement by returning them to power.
The Tories claim that St. John has always been in opposition and they also claim that Daniel and Stockton will be elected. St. John will contradict both claims on Nov. 3.
An elector should vote in his own best interests and he will then be voting in the best interests of his country. Every St. John interest demands a sup-

MANCHESTER ROBERTSON ALLISON, LIMITED

King Street. Germain Street. Market Square.

New Styles New Colors New Designs = MEN'S SUITS = In Black In Blues In Colors

Well Tailored Garments for Men of Every Walk in Life.



- \$6.00, \$7.50 and \$8.00—Large variety Tweeds in Brown and Grey Stripes and Checks.
- \$10.00—"M. R. A.'s Unrivalled \$10 Suits for Men," the very best clothing value in Canada for the money. Original designs in good cloths. Finely tailored.
- \$12.00—Medium Greys with Mixed Stripe. Dark Grey with Light Stripes, Medium and Dark Grey in Stripes and Plaids. Also Browns with Fancy Stripe and Check.
- \$13.50—Brown with Stripes and Overplaids, and Grey Mixed Tweed, rough effect.
- \$15.00 and \$16.50—Our choicest suits in Fancy Tweeds, stylish patterns, best quality linings, superior workmanship.
- \$5.50—Navy Blue Serge. A great suit for the price.
- \$7.50 and \$8.50—Hard Fine Twill Blue Worsted, lined with Italian Cloth. Dressy.
- \$8.50—Broad Wale Blue Worsted, good weight; a splendid wearer.
- \$10.00—Our "Unrivalled" Suit in Fine Twill Blue Worsted.
- \$12.00—Imported English Blue Worsted, extra quality linings, excellent tailoring.
- \$13.50—Broad Wale Blue Worsted, extra weight; linings, trimmings and make the very best.
- \$6.00—A strong, wearable Black Serge Suit.
- \$7.50 and \$8.50—Fine Twill Black Worsted, same as the Blue.
- \$10.00 and \$12.00—Fine Twill English Black Worsted, same as the Blue.

The Style.
Mixed Grey and Brown Tweeds in Plain and Fancy Stripes, Checks and a lot of new designs, are the prevailing colors for Fall and Winter. The Stab-Front Coat with slightly rounded corners is still fashionable, and again the outside breast pocket holds its popularity. These with long lapels and broad shoulders make the "cut" of the ensuing seasons complete.

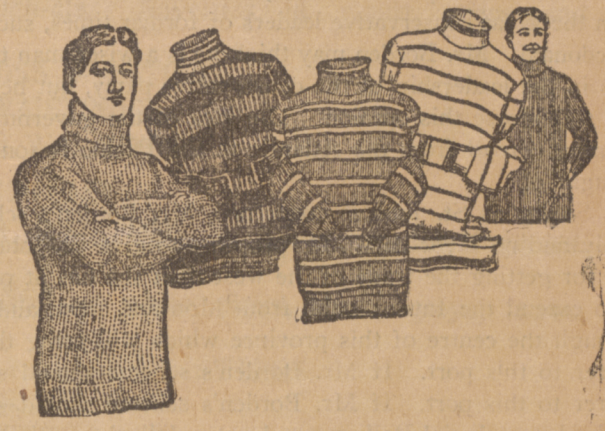
\$13.50—Our leader of good quality English Black Cheviot, desirable weave and texture. Natty to the minute, \$16.00—Best quality English Black Cheviot, superior linings and work.
CLOTHING FOR YOUTHS AND BOYS ALSO.
(Clothing, New Building.)

Men's Kid Gloves, 30c. Or 4 Pairs for \$1.00. A few dozen pairs of Men's White Kid Gloves will be sold at these figures. Sizes 7 1/2 to 10. Great bargains. They have two buttons. (Men's Outfittings.)	Fine Hassoeks A'Plenty At 75c., \$1.00 and \$1.25. Beautiful assortment of these little mounds of solid comfort in all best qualities of carpet. Many shapes. They are very durable. (Carpets, Germain St.)	Waist Silk, Only 38c. More Big Bargains. Early yesterday this second sale of Silk was commenced. The rush will continue to-morrow. Excellent goods. Sale started with 1,000 yards. (Rear Main Store.)
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Sweaters for Men and Boys!

ALL COLORS AND QUALITIES— EASY PRICES.

The Handiest Garment for Rough and-Ready Out-Door Wear.



Sweaters in White, Navy Blue, Cardinal and Black. Sweaters in Navy and Red, with white-striped Collar and Cardinal with Navy or White collar. They all have the much desired Roll Collars.

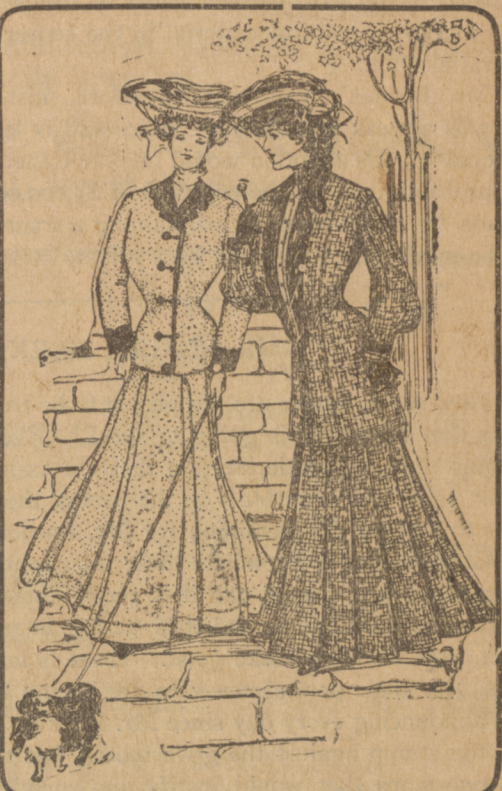
An Extra Fine Quality is to be had in Navy Blue, Cardinal and Fancy Mixtures. They button on the shoulder, and are suitable for girls. Prices: Boys' Sweaters, 65c. to \$1.25. Men's sizes, 85c. to \$2.75. The extra quality, 75c. to \$1.40 each.
In the Men's and Boys' Outfitting Department, New Building.

JERSEYS.
A full assortment of Fine Cashmere and Worsted Jerseys for gymnasium wear. Navy Blue. Sizes 20 to 36 inches. Prices 55c. to \$1.90

Complete Stock of Novelty Suitings.

PLAIN AND FANCY COSTUME MATERIALS IN ALL THE FASHIONABLE COLORS.

- Some of the Leaders:
- Fleck Tweed Suitings, 44 inches wide. Prices 50c., 55c., 60c., 75c. yard. All colors.
 - Fleck Tweeds, 56 and 58 inches wide. All colors. Prices 90c., 95c., \$1.00, \$1.10, \$1.20, \$1.25, \$1.45, \$1.60 yard.
 - Venetian Cloth, plain, 48 inches wide, 85c; 51 inches wide, \$1.10. Colors Brown, Navy, Grey, Fawn, Light Green, etc.
 - Amazon Venetian in Light Navy, Mid. Navy, Dark Navy, Cardinal, Wine, Purple and Plum; 54 inches wide, \$1.50 yard.
 - Unspottable Broadcloth, in Snuff Brown, Light and Dark Navy, Red and Fawns; 54 inches wide; \$1.45 yard.
 - Navy Cheviots, 50 to 54 inches wide; 65c., 75c., \$1.10, \$1.25 yard.
 - Exclusive Rotes in Ombre or Shaded Cloths. Browns, Myrtle, Dark Red, Grey.



CHILDREN'S DRESS GOODS.
Largest Stock in Lower-Canada.
(Dress Goods, Ground Floor.)

RICH MUFFS AND STYLISH TIES.

A Vast Assortment at Gradual Prices.
Muffs in the Round, Pillow and Empire Shapes; Ties with Heads and Tails as Trimmings. Children's Furs of All Kinds,
(Fur Department, 2nd Floor.)

MANCHESTER ROBERTSON ALLISON, LIMITED

King Street. Germain Street. Market Square.

A STRANGE STOWAWAY.

The Eastern line steamer St. Croix had a strange stowaway on board when nearing St. John on Tuesday evening. In the stow of a big racoon. For some time the freight handlers noticed some of the packages badly gnawed, and it was thought that rats had boarded the steamer and committed the depredations. On Tuesday evening, however, the racoon was discovered. By some of the crew, and his end came swiftly. When and where he boarded the steamer is unknown.

DO YOU WANT A PIANO?

We can suit you from our large and varied stock, just a little better than anyone else.
Our stock consists of Chickering, Gerhard Heintzman, Williams, Mendelssohn and Stainer Pianos, Mason & Hamlin and Thomas Organs. Simplex Piano Player.

THE W. H. JOHNSON CO., LTD.
No. 157 Granville St., HALIFAX, N. S.
and No. 7 Market Square, ST. JOHN, N. B.

A. B. Smalley & Son.

We are commencing to sort up for fall and winter trade and will have the best and newest goods to be obtained in our lines.
Watches, Rings, Brooches, Locketts, Gold and Goldfilled Chains for Ladies' and Gentlemen.
STERLING SILVER for wedding presents and full assortment of OPTICAL requirements.
FITTING SPECTACLES and EYE GLASSES being a specialty with us, and a graduate optician in charge of this department.
Diamonds at lowest prices possible.

A. B. SMALLEY & SON, - 91 Prince William St.

COLD DRAFTS PREVENTED

BY THE USE OF EDDY'S

Impervious Sheathing.

And when Painted, Oiled or Varnished, will resist Rain, Ice, Snow or Cold.
Retailed by Hardware Stores.

SCHOFIELD BROS., Selling Agents.

By Rail and By Sail

COAL COMING FOR GIBBON & CO.
BY RAIL:
It is interesting to note that almost every freight train that comes into the city brings some cars of coal for Gibbon & Co.
Within the past few days they have received cars of Queens Blacksmith Coal and cars of Water Port house coal from Gibbon & Co.'s own mines in Queens Co., N.B. Cars have also arrived for Gibbon & Co. from the famous Strathcona mines in Cumberland Co., N.S.
Almost every week a train load of Pictou coal comes into the yard for Gibbon & Co.
Besides this, Broad Cove coal and Old Mine Sydney coal are brought through from Cape Breton in box cars for Gibbon & Co.
BY SAIL:
By water the arrivals are also numerous.
The Steamer Alcedes has just brought a large lot of Scotch Hard Coal from Glasgow.
The small schooner Abana and the big schooner Lewanka are bringing cargoes of Triple X Lehigh Hard Coal from New York.
Barges and schooners will be arriving with Springhill coal from Parrishore. Sydney and Cape Breton coals are being brought in by steamer, and the large schooner Leonard Parker is bringing a 600-ton cargo of Broad Cove coal.
On all these coals Gibbon & Co. offer special prices.