

Do You Know

That Mr. Borden and the Conservative Party are pledged to make St. John a National Port.

That this means that the Conservative government will take over the harbor as it stands, pay the city back what it has expended and become responsible for the maintenance and development of the harbor as the Premier Winter Port of Canada.

That under this policy there will be returned to the city over \$800,000.

That this will reduce the taxes of every tax payer in the city about four dollars a year.

That in addition to developing the harbor the Conservatives will build a railway which will not be handed over to a greedy corporation to be run in interests of Portland; Me., but will bring its traffic here because the people of St. John will be part owners.

These are the policies you vote for when you

VOTE FOR

DANIEL and STOCKTON

A PUBLIC DEBATE ON THE RAILWAY PROBLEM.

Sir Wilfrid Laurier and R. L. Borden in an Imaginary Argument on the G. T. P. in Which Borden Scores.

(Winnipeg Telegram.)
Resolved, that a national transcontinental railway be built at the national expense.
Moved in amendment, by Sir Wilfrid Laurier, that "on completion it be given to the Grand Trunk."
Moved in amendment to the amendment, by Mr. Borden, "that as we are to pay for the railway, we should own and control it, through an independent commission, for the advantage of the whole people."
"But," says Sir Wilfrid, "the railway will only cost us \$14,000,000. That's not much to give away. No more than last year's surplus."
"Only \$14,000,000!" replies Mr. Borden. "Well, that's more than a trifle. But your Government engineer, Mr. Schreiber, estimates the cost of the Eastern section alone at \$71,000,000. And that is on the basis of an honest price for everything, with no rake-offs. When you have the Eastern section you have only half the railway. Your ex-Minister of Railways, whom you pronounced the best railway authority in Canada, declared that the liability to the country would be \$139,000,000. Then you changed the contract and brought it up to \$150,000,000."
"But we shall borrow the money," replied Sir Wilfrid, "and my friend Hays will pay the interest."
"Whose credit will be pledged to get the money? Who will owe the money? Who will have to pay it back? Who will be responsible for the

MUNICIPAL OWNERSHIP. Toronto Decides to Purchase Consumers Gas Co. Stock—The Company Opposed it.

Toronto decided last week to purchase stock in the Consumer's Gas Co. The company tried in every way to prevent such action, as appears in the following extract from the Toronto Globe:
"The Gas Company is thoroughly determined to defeat the purchase of gas stock by the city. The sixteen-page pamphlet issued a few days ago was only the beginning of the campaign. The latest thing is a postcard, sent to every ratepayer. It is a traffic appeal for help. After years of bulldozing and brow-beating Council and the citizens, this hysterical clap-net of the company is amusing. The card reads:
"Are you in favor of the City Council obtaining, without further refer-

payment of every cent of capital and interest?" asks Mr. Borden.
Sir Wilfrid is silent.
"What do we gain by this immense outlay?" asks Mr. Borden.
"We bring the industries of Canada into closer touch with the West," replies the Premier.
"I think not," answered Mr. Borden. "You propose that the line of the Grand Trunk Pacific shall run nearly five hundred miles north of the settled parts of Ontario, and sidetrack that great province."
"We gain an all-Canadian route to the sea, independent of the United States," declares the Premier.
"Not so," retorts Mr. Borden. "The company to which you give this railway has its chief outlet at Portland. It is bound by no penalties to use Canadian ports. Its obligation is to send only traffic, not otherwise routed, to Canadian outlets. The traffic can be routed via Portland by the shipper. The railway will influence him to use the haul that is shortest, and the port where the company has established facilities."
"How, then, would you deal with this problem?" asks Sir Wilfrid.
"I will reply," says Mr. Borden, "in the language of the gentleman you have described as the best railway authority in Canada:—'It is vital that the Government should not only own, but operate the railway, because in no other way can you guarantee that the traffic will go through a Canadian outlet.'"

ence to the ratepayers, unlimited and irrevocable power to purchase gas stock to any amount (even to the extent of millions of dollars), at any time, from any person, and without restriction as to price, and without limitation as to the issue of debentures for that purpose?
"The people of Toronto, long ago, voted by an overwhelming majority to purchase the whole gas business, and that when the prospects of the gas business were not as bright as they are now. Everyone should make it his business tomorrow to go to the polls and vote for the purchase of gas stock by the city. Municipal control of gas works has proved in England and Scotland as advantageous as municipal control of waterworks and street railways. The Consumers' Gas Company enjoys an immensely profitable public franchise, for which it pays the city nothing, and it has fought tooth and nail all attempts to make it live up to its contract. Vote, 'yes' to-morrow, so that the city may make a beginning at controlling the gas supply."
Subscribe at once for the Evening Times, so that it will come to you regularly, in all weather,

MR. BORDEN TELLS WHOLE STORY WITHOUT RESERVE.

Speaking at Sherbrooke he Lets Much Light Upon the Government's Iniquitous Gift Railway Policy.

(Sherbrooke Gazette.)

Mr. Borden then proceeded to discuss the Grand Trunk Pacific deal of the liberal government. When the G. T. P. project had been brought down Sir Wilfrid had made an eloquent speech, declaring we were at the mercy of the suspension of the bonding privileges. He had forgotten that we had sea ports. The speaker had not one word to say against the Grand Trunk for making a good bargain, but the Government of Canada, as trustee for the people was bound to see that cash and credit to the amount of \$150,000,000 for the building of a railway should not be applied to build up and develop American commerce. He explained that the Eastern section of the road is to be paid for and owned by the Government, but handed over to the G. T. P. for seven years without rental, then for three years more and no rent, unless the earnings of the road are sufficient to pay the rental. Then for forty years as a rental of 2 1/2 per cent, or less than the Government will have to pay on the bonds under which the money is procured to build the road. The Government of Sir Wilfrid Laurier has no policy in regard to public ownership, except that of political expediency. If it is right for the Government to build the Eastern division, why is it not right that they should also build the Western division to the coast? A railway from Moncton to Winnipeg would be of little use without a guarantee that it would be operated. And there is no guarantee. The Western division which runs through a fertile country, is to be handed over to a railway corporation which has its terminus in the United States, and so we have no assurance that the trade of the Northwest will come to our natural ports and not be diverted to foreign ports. Sir Wilfrid Laurier was not experienced in railway affairs, and it was no wonder that, when he entered into negotiations with expert men who were acquainted with railway affairs from

their very boyhood, that these experts should get the best of the bargain.
Our contract is not with the Grand Trunk. The Grand Trunk has created a subsidiary company, the Grand Trunk Pacific, which it controls, leaving the Grand Trunk free to carry its freight as formerly. All the commerce gathered in that fair heritage of the Canadians, the Northwest, could be handed over to the Grand Trunk at Winnipeg, North Bay, and other points, and carried into Portland, Maine, without breaking one syllable of the contract. The speaker repeated what he had said in Parliament that the country was paying in money and grants the sum of \$150,000,000. Nine-tenths of the cost comes out of the pocket of the people. Where do the profits come in? If the enterprise proves a failure the people of this country will have paid their money and will be responsible, while, on the other hand should it prove successful, we, who provide nine-tenths, stand back, and the party providing one-tenth comes forward and takes the entire profits.
Consider, he said, that the Grand Trunk's total financial assistance is simply guaranteeing bonds to the amount of \$14,500,000, while this country provides in cash and bonds \$150,000,000.
Mr. Borden reproached the Government for signing the contract on the eve of a general election, claiming it was not fair to the people, who should say whether they were willing to pay nine-tenths of the capital, or would prefer to supply the other tenth and so own the enterprise. It looked to him as if the Government were afraid to submit the project to the people. Sir Wilfrid Laurier objected to the Government ownership of railways. But it is right that the Government should build and give away railways? No objection was raised by Sir Wilfrid Laurier when the expansion was announced. Did he object three months ago when the Canada Eastern was purchased?

MR. BORDEN IN MONCTON. Conservative Leader Gets a Great Reception—The G. T. P. Contract Vigorously Condemned.

Moncton, Oct. 25.—The reception given here, last night, to R. L. Borden, the leader of the opposition, and to H. A. Powell, liberal-conservative candidate, was one of the grandest ever witnessed in this city. Until the last two or three days it was the intention to have the meeting in the Opera House, but reports from outside of a popular uprising against the government, and the crowds that were likely to flock here to hear Mr. Borden, decided the management to make arrangements to hold the meeting in the curling rink which had to be specially secured and ready for the occasion. But when the crowds began to arrive from the neighboring towns and surrounding country it was seen that the rink would not hold them, and then it was arranged to have an overflow meeting in the Opera House, and nearly three hundred from the liberal strongholds of Petitcodiac and Salisbury, and from Shediac, Botsford and Sackville. Powell's home, among twelve hundred sturdy yeomen, it was the most spontaneous demonstration ever witnessed in this province. Two bands accompanied the Sackville contingent, and before the hour for opening the rink was filled with enthusiastic crowds.
An overflow meeting was held in the Opera House, but this also was inadequate to accommodate those unable to gain admission to the rink. The conservatives had prepared for a large crowd but the demonstration was so far beyond any anticipation that the matter of accommodation could not be successfully grappled with.
At the rink Senator Wood presided and on the platform were many prominent men, and on the appearance of the leader of the opposition the reception tendered him was most enthusiastic.
Mr. Borden spoke for over an hour and three-quarters. He first dealt with the broken promises of the liberals and scored them for the increase of taxation, prohibition plebiscite fraud, and passed on to speak of the election scandals, the auditor general's appeal to the people, the Dundonald incident and finally to the transportation policy of the government. The mention of Dundonald's name was a signal for cheers.
In discussing the G. T. P. railway project Mr. Borden said Laurier brought the scheme without consulting the men of the department having knowledge concerning it and without consulting Mr. Blair whom Laurier declared the greatest railway authority in Canada. Deeper interest was manifested by the large audience in the railway question than any other issue and the conservative leader was cheered as he made telling points against the government scheme by quoting Mr. Blair and showing that Canada were no safe guards in the contract to prevent western freight of the G. T. P. going via Portland instead of Canadian ports.
Mr. Borden pointed out that the construction and operation of the G. T. P. meant the crippling of the I. C. R., which would be converted into a mere local road.
In conclusion, he said that signs from all provinces indicated the return of the conservatives to power, and he believed Westmorland would

undo the wrong she did four years ago, and this time elect H. A. Powell. Mr. Borden was enthusiastically cheered as he sat down.
O. M. Melanson spoke briefly in French, and at the conclusion cheers were given for the King, Borden and Powell.

THOUSANDS WILL FOLLOW MR. BLAIR.

With Him in the Campaign it Will Make a Tremendous Difference in Intercolonial Constituencies. (Winnipeg Telegram.)

There are many New Brunswickers resident in Winnipeg, and among these the principal topic of conversation is the resignation of the Hon. A. G. Blair, and the announcement that he would take part in the campaign. The consensus of opinion seemed to be that it meant the loss of New Brunswick to the liberals, as well as heavy gains for the conservatives along the Intercolonial in Nova Scotia. That St. John will return Messrs. Daniel and Stockton is generally conceded, while one prominent New Brunswicker expressed the positive opinion that the conservatives would carry every county on the St. John river. "Mr. Blair's influence is very strong in these counties," he said, "particularly in York, of which he is a native." Here O. S. Crockett, a clever young lawyer, is opposing A. Gibson, M. P., and is putting up a hot fight. With Mr. Blair to help him, the Gibson influence will be drowned. Kings will return George W. Powell, M. P., while Mr. Hale is sure of re-election in Carleton. The principal fight, however, will be in Westmorland, where the Hon. Mr. Emmerson is fighting for his political life.
"Should Mr. Blair take the stump against his former opponent he is strong enough with the people in that constituency to turn the tables easily on him. Mr. Blair certainly can have little love for the man who forsook him for the sake of office, and will probably throw himself into the fight. The former minister is idolized by the railway employes, and thousands of them will follow his lead."

FOUND DEATH IN SENSATIONAL WAY.

New York, Oct. 24.—Wrenching himself free from the grasp of two men who had divined his purpose and seized him, an unknown man flung himself under a Third Ave. elevated train at 42nd street and was crushed to death in the presence of scores of persons who crowded the platform, awaiting a down town train. So tightly was the body wedged under the forward trucks of the car that more than an hour was required to remove it and during that time traffic on the southbound track was at a standstill at the height of the morning downtown rush.
The suicide evidently was a German. He was about 45 years old.

If You Don't Sleep Well

It is because your nerves are in a weak irritable condition. Ferrozone will make them strong and correct the trouble causing your insomnia. "I feel into a state of nervous exhaustion last fall," writes Mrs. J. Stroud of Dexter. "I was run down, couldn't sleep and felt perfectly miserable,—tried Ferrozone and was quickly benefited. I can recommend Ferrozone to anyone suffering from over-wrought nerves and sleeplessness." No tonic is better, try Ferrozone, Erice 50c, at druggists.

MANCHESTER LINE HAD A GOOD YEAR.

Annual Meeting of the Company in Manchester Shows an Excellent Condition of their Finances.

The annual meeting of the Manchester Liners Co., was held at Manchester on September 30, Sir C. Furness, M. P., presiding. The chairman, in moving the adoption of the report, said the year's experience had been quite unexpectedly severe. The company was formed to develop the trade of Manchester with other parts of the world and a comment was made with the Dominion of Canada. As the company had grown their tonnage had been increased, and they had added to the Canadian trade services between Manchester and Philadelphia, New Orleans and the River Plate. They paid the preference dividend for the first half of the year, the profits for that period admitted of such payment. During the second half, they like other companies engaged in the Canadian trade, had suffered. Comparing themselves with others, the Manchester liners had much to be thankful for. Their general establishment expenses were made, as trustee whistler they had four steamers, or 14, as they had now, and the directors considered that it was in the interests of the port of Manchester that the company should steadily expand its operations, particularly in bad times, so that when the times returned they would be able to take advantage of the opportunity. Their company today owned tonnage of a capacity, measured by cubic tons of 40 cubic feet, of 143,939 tons, and measured by dead weight carrying capacity of 83,954 tons. Since the company was formed six years ago, the Manchester liners had made a profit of £277,954. They had paid in debenture interest £58,635, £47,888 in preference dividends, and £41,482 in ordinary stock dividends. Through the depreciation fund they had written off £39,315 after paying £12,357 for the creation of the business and building up an insurance fund of £2,000, placing £148 to debenture reserve account. In their six years of existence they had paid the ordinary shareholders 2 1/2 per cent, which was equal to the annual return of practically 4 per cent. Mr. C. Schiff seconded the motion and it was adopted. The Manchester line will come to St. John this winter as usual, with their large steamers and will occupy No. 1 berth at the west end.

Have you a friend who has a hard cold? Then tell him about Ayer's Cherry Pectoral. Tell him how it cured your hard cough. Tell him why you always keep it in the house. Tell him to ask his doctor about it. Doctors have known the formula for over sixty years.

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Would be read by thousands every evening

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LACE CURTAINS cleaned and done up EQUAL TO NEW Carpets cleaned and beaten. Dyeing and scouring.

MACAULAY BROS. & Co., City Agent

The women's missionary society held a rally meeting, in Exmouth street Methodist church, last evening. There was a good attendance. Mrs. G. W. Hamilton, the president, occupied the chair. A report was read by the secretary, after which an interesting programme of vocal and instrumental solos followed. The meeting was addressed during the evening by Rev. C. W. Hamilton, pastor of the church.

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Times Wants Bring Good Results.

Fruit-a-lives
or Fruit Liver Tablets
are fruit juices in tablet form. The greatest known cure for Stomach Troubles, Constipation, Biliousness and Sick Kidneys. 50 cents a box. All druggists have them.

Take a Friend's Advice

"THAT'S A BAD COLD YOU HAVE"
"Yes; and getting worse"
"Going to keep it?"
"Hope not. Can't seem to get rid of it though"
"Cough too?"
"Bad. All night"
"Well, listen to me. I've cured five men this week, and the advice is free. Do as I tell you. Get a bottle of HAWKER'S BALSAM OF TOLU AND WILD CHERRY. It's the real thing nowadays."

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