

WILL BE A CONTEST IN EVERY CONSTITUENCY.

Yesterday's Nominations Show That the Gift and Graft Railway Policy is Everywhere Opposed--St. John Electors Enthusiastic--Stockton and Daniel Score Heavily.

The nomination day proceedings in St. John yesterday were marked by much interest as evidenced by the attendance at the proceedings. At 2:30 o'clock the speech making was begun in the court house after the nominations had been made and it was almost five hours later before all the candidates had been heard.

Dr. Daniel.

Dr. Daniel was the first speaker. In his introductory remarks he paid a tribute to Mr. Borden, the leader of the opposition. It was not his policy to have the Canadian people build a railway and hand it over to a corporation. The Grand Trunk was the corporation--a concern famed for its failure to keep agreements.

In the election of last February the railway bill was an important issue, and even then, when all its features so detrimental to the interests of Canadians were not so well known as now, the electors saw fit to condemn it by their votes. If they saw reason to reject it then what would be the result on November 3, in view of closer and better acquaintance with the provisions of the bill?

In the last election the influence of the local and federal governments was thrown in, yet the government's candidate met defeat.

The speaker agreed that Canada had been advertised as never before, but it was due to the presence of Canadian troops in the Boer war, and the sending of these troops Sir Wilfrid Laurier had opposed. He tried to prevent them from going, and could take no credit to himself on that score.

Regarding the premier's remarks concerning the railway, the speaker maintained that the fortunes of a land or individual are liable to change. In the last session of parliament, Hon. W. S. Fielding, minister of finance, gave warning that there was reason to believe an era of depression was not improbable.

Dr. Daniel pointed out that in 1904 exports were less by \$16,000,000 than in 1903. It was not by what a country bought, but by what it sold, that prosperity might be judged. Here was luck, but it was bad luck. (Hear, hear.)

The speaker sketched the period of national depression under the government of Alexander McKenzie, and told of the immediate reviving of industries that came with the national policy framed by Sir John A. Macdonald when he defeated the McKenzie government. The national policy was the best policy ever given Canada by any statesman.

The present liberal surplus was altogether due to the policy of their predecessors in office. There was a surplus of \$60,000,000, and it was strange that with such a surplus no attempt was made to reduce the national debt.

Dr. Daniel said he had seen statements in the liberal press to the effect that no person could reproach the Laurier administration, with scandals. This was surprising. As a few samples he might mention in passing, the emergency rations scandal and the questionable facts associated with the Davis contract, regarding electric energy and light for the Cornwall canal. The greatest scandal of all, though, was the G. T. P. deal.

Dr. Daniel then dealt with the G. T. P. scheme at some length. Mr. Borden advocated government ownership. Such had been endorsed by Canadian trade and labor congress.

The speaker here elaborated upon the difference between government and government ownership and drew attention to the fact of a party free and independent commission managing the affairs of the state railway of Victoria (Australia). The road was on a paying basis.

He spoke of the changes in the G. T. P. contract, since February, and emphasized the fact that whatever the G. T. P. people wanted they obtained. He made mention of the undue haste with which the bill was introduced and pushed through the house, and subsequently laid great stress upon the fact that the government could not take a mortgage on the rolling stock of the eastern section because the road would have it on hire. It would not be in the corporation's power to give a mortgage. Practically the section was to be built by government guaranteed bonds; the people are to pay for its construction.

Dr. Daniel spoke of the branch lines of the proposed new railroad. There would be two--one to Port Arthur and Lake Superior and one to North Bay. Hon. Mr. Fitzpatrick, minister of justice, from the floors of the house made mention of a branch from Chipman to St. John. His observations had the effect of bringing Mr. Fielding to his feet, and causing him to say there would not be any line from Chipman to St. John.

The speaker, as the representative of the city, advocated a line through the St. John river valley. He had seen in the public press that the maritime provinces, from a railway point of view, could not hope for anything if Mr. Borden's policy were adopted. These statements were erroneous.

Concluding, Dr. Daniel reminded his hearers of what Mr. Wainwright one of the G. T. P. vice-presidents, had said regarding St. John, and railway shipments. "If the city wanted more business she would have to provide adequate facilities. (Applause.)"

He dealt with the government redistribution of seats showing that

the maritime provinces are now poorer by four seats.

His concluding remarks were cheered to the echo.

R. O'Brien.

was the next speaker. He discussed the G. T. P. scheme and said the project was endorsed by the people of New Brunswick. He said the statement that there was nothing in the contract to safeguard the interests of the maritime provinces was absurd, and he further alleged that the interests of St. John were by no means threatened. He discussed the question of government ownership. It was practically an academic question and the country as yet was not ripe for it. He believed the ultimate verdict of the people would be the return to power of the present government. He felt that the building of the G. T. P. was assured.

Mr. O'Brien dealt with the question of taxation, and concluding expressed his satisfaction at being associated with Mr. McKeown in the campaign and promised, if elected, to labor zealously and earnestly for his constituency.

Dr. Stockton.

after being most enthusiastically received said this is no ordinary contest; it was the most important since confederation. After some preliminary remarks, Dr. Stockton dealt with the G. T. Pacific, first with regard to its unreasonableness and as to its general effect on the country. The government, he went on to say, guaranteed every cent of the cost of the eastern section from Winnipeg to Moncton, but did not control the section. Mr. O'Brien had admitted nobody knew just where the railway was to be located, and that was the point, as until that was settled nobody knew just what it would cost.

The conservative candidate for the country then went pretty thoroughly into the contract, showing that the bargain was altogether a one-sided affair. "We hear much," he went on to say, "of the penalties provided in case the company fails to live up to their agreement. But after all, what is the penalty? The penalty is that the government can take possession not directly, but through a manager or receiver, and that seventy-five per cent of the annual profits shall accrue to the government, and twenty-five per cent to the company. Mr. McKeown says that is fair, but what is the good of a first mortgage if a second shall have an equal standing?"

Under the old contract, Dr. Stockton went on, it was provided that the company should outlay \$5,000,000 or a like amount in approval bonds as an evidence of good faith; under the new contract this deposit is not insisted upon. At the expiry of the term it is specially provided in the contract that the company may keep any of the bond lines they choose. That means that the company can keep what they are paying and leave the rest to be taken care of by the government of this country.

Such was the only penalty provided in the contract for the non-fulfilment of its pledge by the company, and Mr. Blair, whom the present government had recognized as the greatest railroad expert, had said it was moonshine to think they could bind the company with any such provisions.

Mr. McKeown--"Well, what do you think Mr. Blair?"

Dr. Stockton--"Well, that is a fair question and I will answer it. If Mr. Blair ever did a noble deed in his life it was when he resigned his seat as a protest against the government transportation policy. (Cheers.)"

Dr. Stockton then continued his criticism of the contract, section by section, and quoted Mr. Wainwright, of the Grand Trunk, as saying the people of St. John must provide facilities. Mr. Borden had declared the government should build the whole road and this was the policy that should tell with the working man.

Continuing Dr. Stockton said. The government candidates had laid great stress on the dredging that was done in the harbor. The people of St. John understood why it was that this was done. It was in order that their wavering allegiance to the liberal administration might be strengthened. (Applause.)

The electors of St. John were not, however, to be misled by any such scheme. Last February they had declared at the polls their opinion of the transportation policy of the government, and on Nov. 3 that opinion would be reiterated with stronger emphasis than ever. (Cheers.)

Hon. H. A. McKeown.

Hon. H. A. McKeown, who was the next speaker said the whole dominion was peised with the idea that it was necessary to build another transcontinental railroad without delay. We are progressing as much now in one year as in ten years under conservative rule. At the same rate of progress it would have taken not seven years, but seventy to bring about the same state of affairs under the opposition. Governments do not create trade, but they create conditions under which trade prospers or languishes. Mr. McKeown dealt with the G. T. P. project. He attacked Hon. A. G. Blair for resigning his position on the railway commission at the time he did. He referred to the Short line and the dredging in the harbor. He read extracts from Hon. W. S. Fielding as to the eastern section of the G. T. P. in concluding his speech.

Dr. Stockton's Reply.

Dr. Stockton in replying to Mr. McKeown, said Mr. Borden was pledged to build the railway at the government expense to be owned and

controlled by the people and to be a national highway in the truest sense of the word. What could they say of a government that would raise Mr. Blair to a still higher position after he had resigned from the cabinet? Mr. McKeown had said governments do not create trade, they create only conditions and he fully agreed with him. But Mr. McKeown went on to take credit to the liberal administration for all the prosperity we were enjoying since they came into power.

Continuing Dr. Stockton said: "I would like to ask my friend, Mr. McKeown, what would happen if the G. T. P. broke their agreement in this matter?"

Mr. McKeown, rising, "the lease would terminate."

Dr. Stockton, "precisely, and that is just what the company would like them to do, the contract would be cancelled and forfeited and they would be released from payment of interest on the Moncton-Winnipeg section of the road." (Loud Cheers.)

Dr. Stockton in conclusion said "If the people were in favor of Portland they would vote Mr. O'Brien and Mr. McKeown. If on the other hand, they were in favor of St. John, they would, on November 3, vote for Dr. Daniel and himself." (Cheers.)

With a vote of thanks to the sheriff the proceedings closed about 7 o'clock.

How They Stand.

As the result of yesterday's nominations the candidates in this province and Nova Scotia are as follows:

In New Brunswick.

Restigouche--James Reid, lib., W. A. Mott, con.
Gloucester--O. Turgeon, lib., T. Blanchard, con.
Northumberland--James Robertson, con., W. S. Loggie, lib.
Kent--Hon. O. J. LeBlanc, ab., Geo. V. McInerney, con., Pascal Herbert, ind. lib.
Westmorland--Hon. H. R. Emerson, lib., H. A. Powell, con.
Kings--Albert--Geo. W. Fowler, con., Hon. A. S. White, lib.
St. John city--Dr. J. W. Daniel, con., Richard O'Brien, lib.
St. John County and County--Hon. H. A. McKeown, lib., Dr. A. A. Stockton, con.
Charlotte--G. W. Ganong, con., Daniel, Gillmor, lib.
Queensbury--R. D. Wilmet, con., Dr. H. B. Hay, lib.
York--Alex. Gibson, jr., lib., O. S. Crockett, con.
Carleton--F. H. Hale, con., F. B. Carvell, lib.
Victoria-Madawaska--Hon. John Costigan, lib., J. C. Munzer, con.

In Nova Scotia.

Yarmouth--Bowman B. Law, lib., Thomas Edgar Corning, con.
Antigonish--C. F. McIsaac, lib., Dr. Hugh Cameron, con.
Lunenburg--C. E. Kaulbach, con., A. K. Maclean, lib.
Kings county--Sir F. W. Borden, lib., J. W. Ryan, con.
South riding--Cape Breton--A. Johnson, lib., Dr. Wm. Mackay, con., Stephen B. MacNeil, labour.
Richmond--Duncan Finlayson, lib., Joseph A. Gillies, con., H. M. Paint, independent.
Inverness--Dr. Angus McLellan, lib., Dr. A. W. Chisholm, lib., J. M. Jamieson, con.
Colchester--F. A. Laurence, lib., S. E. Goffley, con.
North riding--Cape Breton--D. D. McKenzie, ab., John McCormick, con., Gustav--J. H. Sinclair, lib., John S. Wells, con.
Pictou--A. C. Bell, con., E. M. McDonald, lib.
Halifax--W. Roach, and M. Carney, lib., R. L. Borden, J. C. O'Mullin, con.
Annapolis--S. W. W. Pickup, lib., L. D. Shaffer, con.
Digby--A. J. S. Copp, lib., J. A. Gieson, con., Neal, C. Comeau, ind. lib.
Hants--Frederick W. Hanrigh, con., Judson B. Black, lib.
Cumberland--H. J. Logan, lib., T. S. Rogers, con.

"I would be very glad indeed if any such condition of things (the betterment of the Intercolonial and the development of the Maritime Provinces) was brought about. I would be glad to see the province further developed, I would be glad to see its population increased, and I would like to see new hope infused into the community, but if we have to wait for this improvement in the condition of the province, in the hopes of the community and in the development of the province until that road is constructed, or until that road is able to bring about these ends, we will have to wait until the crack of doom."--Mr. Blair.

Morning News in Brief.

Rev. C. W. Hamilton will leave by I. C. R. express tomorrow morning for Campbellton, where he is to preach on Sunday in behalf of missions. He will address a meeting at Bathurst before he returns on Tuesday next.

The monthly meeting of the St. John Agricultural Society, was held in their rooms in the Market building, yesterday afternoon. An order was passed that winners of prizes at the exhibition, may receive them at the office of the secretary R. R. Pat- chell, Stanley street. Subjects were chosen by the secretary for the farmer's industrial meetings to be held in the county next month. On the evening of Nov. 4th, the meeting will be held at Silver Falls, and on Nov. 5th, at Golden Grove.

C. F. Alward, of Havelock, (K. C.) and Duncan, Anderson, of Rugby (Ont.) will be the speakers.

T. Q. Dowling, and H. E. Howard returned last night from a shooting trip near Nauwigewauk. They were very successful and brought back over 20 large ducks as a result of their skill.

Car No. 36 jumped the track at the head of King street, yesterday afternoon, about 5 o'clock. Traffic was delayed for a short time.

The Ofangemen will attend church in a body on Sunday, Nov. 6. In the Simonds street hall last evening lodges Nos. 3, 11, 24, and 141 met to make preliminary arrangements. The members will march in the afternoon to Waterloo street Baptist church, when the sermon will be preached by the pastor, Rev. M. Prosser, grand chaplain.

Rev. Mr. Prichard of Granby, Que., who has accepted a call to the Congregational church, will be here on Sunday week. Mr. Prichard is a graduate of the Congregational College at McGill, and is said to be a clever speaker.

In the vestry of Brussels street Baptist church, tonight, the B. Y. P. T. will hold an informal social to discuss plans for the winter.

The Sons of England of this city are preparing for a concert to be held in Union Hall, next end, on the 10th of November. Some of the new "jingo" songs of the Mother Land will be heard, and a song written especially for the event by Professor Horsman, leader of the Artillery Band, will be rendered with lime-light views accompaniment. The piece is entitled My Own New Brunswick Home, the words being composed by Mr. Stokes.

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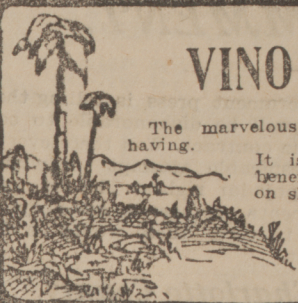
DESTRUCTIVE HURRICANE.

Mobile, Ala. Oct. 27.--Late news of the hurricane which struck the Honduras coast some days ago, is to the effect that the mahogany interests suffered greatly, both in Honduras and Guatemala. Thousands of valuable logs were washed out to sea and never will be recovered. Boston, Cincinnati and Louisville firms are reported as heavy losers. The damage in Guatemala is just being reported. The Guatemala northern railroad suffered losses that will require months to repair. The American schooner M. A. Achorn was caught in the Caribbean and damaged. The sloop Cold Fish and the Jamaican vessel Excelsior, are reported lost. The schooners Edmond and Albatross have not reported and fears are entertained for their safety.

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"Yes; and getting worse"

"Going to keep it?"

"Hope not. Can't seem to get rid of it though"

"Cough too?"

"Bad. All night"

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