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RICHIBUCTO, N. B., NOV. 30, 1899

A HEARTY GREETING.

The reception accorded the Hon. A. G. Blair, Sir Louis Davies and Mr. Rudolph Lemieux, M. P., for Gaspé, P. Q., was so hearty as to set at rest any doubt of the spirit of the Liberal Party in this constituency. It was a fitting recognition of the fair and even generous spirit shown by the present administration at Ottawa to the very pressing needs of this opposition constituency. While in theory, governments are supposed to deal with public needs without consideration of the fact that a constituency is represented by friend or foe, yet the practice in Canada in the past has been to pay but little attention to the requirements of an opposition county. And this is but natural, we suppose, in view of the fact that friendly members have the ear of the government. Unfortunately for Kent, the different Conservative administrations from 1878 to 1896, saw fit to ignore even the most pressing needs of this county although receiving from its electorate majority support at each election. Perhaps this has been largely due to the weakness of the representative, for a strong, active, single-minded member would not have permitted such an ignoring of the just claims of his constituency. Whatever the reasons, the fact stands out boldly in relief that not until the Laurier Administration took the reins of power did Kent receive anything like justice from the federal government. For that result much credit must be given to the Hon. A. G. Blair as the representative from New Brunswick in the present Cabinet.

From the time the Minister of Railways and his party reached the borders of Kent, there seemed to be an united effort on the part of our people to make him and his friends seem thoroughly welcome. While the weather was very bad and the roads nearly impassable, the concourse of people who received the Ministers at Kingston was a thoroughly representative one, every section of the County being well represented. The receptions at Kent Junction, Richibucto and Kingston on their arrival were hearty in the extreme, and the attendance at the public meeting in the evening at Kingston was, as we predicted, only limited by the seating and standing capacity of the spacious Hall, many being unable to gain admittance.

As for the speeches themselves, our report in another column gives some faint idea of their eloquence, and those who were fortunate enough to hear them were of one accord in pronouncing the three addresses the best ever delivered in this County. It was a great treat for our people to hear the political issues of the day discussed in eloquent language which was not marred by appeals to

racial or religious bigotry, or by nasty personal attacks on the politicians of the opposite party. In this respect there was a marked difference between the meeting of last Thursday and the one held at Kingston some weeks ago, and the difference was most favourably commented upon even by some of the stalwart Conservatives present on both occasions.

The Minister of Railways came not as a stranger into Kent whose people have from time to time in the past listened to his report of the local government, of which for so many years he was the premier. It must however have been gratifying to him to see all his old friends rallying so heartily around him with assurances of support to the government of which he is now a member. His review of the government's legislation and of his own progressive administration of the great department of Railways and Canals was marked by its moderation of tone and freedom from that offensive egotism to which Canada has been so freely treated in the past by her administrators. All of the speakers presented the government's case fairly and squarely in a manner which must have appealed successfully to the reason of their hearers.

Sir Louis Davies was in especially good form for speaking and explained to the meeting the efforts which the government had made and were still making to obtain a fair arrangement of trade reciprocity with the United States. He explained the Alaskan Boundary difficulty which had unfortunately for the time being acted as a barrier to further negotiations. His defence of the government's action in the building of the Crow's Nest Railway and the administration of the Yukon brought forth rounds of well merited applause, while he shattered in pieces the nasty insinuations (which they dared not turn into formal charges) of the opposition party against the different government transactions.

The reception accorded Mr. Rudolph Lemieux, M. P., for Gaspé, P. Q., was quite as hearty as that given the Ministers. Mr. Lemieux spoke in both French and English, and in each language he is equally eloquent. The comparison forced upon the audience between him and Mr. Bergeron, M. P., who addressed the Conservative meeting, was altogether in favor of the former, both for the manner of his delivery and the substance of the speech itself. Mr. Lemieux exposed the senility of the absurd charges against French Canadian loyalty, quoting freely from both Canadian and English history to show the mean, selfish, political motives actuating the traducers of the French-Canadian people. His remarks in English were heartily applauded. Then turning to his Acadian friends in the large audience he spoke to them in his mother tongue, reminding them of the real liberality and broadmindedness of the Canadian Liberals in rallying around Sir Wilfred Laurier. He reminded them of the fairness of treatment at all times accorded them by New Brunswick's representative in the federal cabinet whom he was pleased to call his friend and leader, and urged them to unite in support of the most successful and cleanest administration in the history of our country. Mr. Lemieux fully sustained his high reputation as one of the most forcible and eloquent speakers in the House of Commons, and the people of Kent will be glad to welcome him at any time. After the meeting an informal reception was held, nearly the entire audience remaining to express personally their pleasure and to welcome the Ministers and Mr. Lemieux. The entire pro-

ceedings surpassed any demonstration ever accorded a public man in this County, and the general verdict was that never had three more brilliant and convincing political addresses ever been made in one evening from any platform in the County of Kent.

THE SOLID NORTH.

The hearty reception and successful meetings of the Minister of Railways in the northern counties last week would indicate that the change of political heart on the North Shore so frequently spoken of by THE REVIEW is something more than a matter of editorial delusion on our part. From the Restigouche to the Peticodiac Rivers the people have been watching with approval the business-like administration of the Intercolonial Railway, the sensible regulation of our important fisheries and the development of the great lumber ports of this section of the Province of New Brunswick. United in opposition to the Laurier government as these northern counties were, our people in 1896 fully expected neglect and they have been agreeably disappointed. By saving the enormous leakage due to dishonest schemes of their predecessors, the present government has been able to promote some necessary public works of great importance. The building of the Restigouche & Western R. R., the Gulf Shore Ry., the purchase of the Indiantown Branch Ry., the terminal and wharf improvements at Campbellton, Shippegan, Lamèque, at different points on the Miramichi, at Richibucto, Bécouche and Cocaigne, and the new railway station at Moncton are but a portion of the work in this section for which credit must be given to the present government. The freight haulage over the north shore section of the I. C. R. has doubled and the passenger traffic has also doubled, giving extra work to the employees and necessitating legitimate employment for extra men. The roadbed and equipment has been renewed and vastly improved, while no less than thirty sidings have been built this year between Moncton and Campbellton. All this has meant more employment to our people, better local sales for our lumber and the advancement of our general trade.

We in the northern counties are sometimes accused of not being so solid in our bonds to any party that we cannot change our allegiance and we are proud of the charge. Our people believe in supporting one party until they see some substantial evidence of better things in the other party. The wild and unwarranted utterances of many Liberal speakers as to the trade policy of their party alarmed our people and kept them in support of the Conservative party even after they had seen the reckless dishonesty of which the Conservative administration was guilty. To-day our people are watching closely and with pleasure the evidences of clean, honest, capable, progressive conduct of public affairs and are not slow to extend a hearty commendation to the members of the government as opportunity offers.

The Conservative leaders are quite aware of the fact that not one constituency in the entire Province of New Brunswick is to be considered safe to return a Conservative member at the next election, and that at the best they cannot hope for more than three or four members in this Province as the result of the next contest. We of Kent have no idea of forming one of this minority, for we have nothing but commendation for the action of the government since 1896, and understand the disadvantage to our best interests in being represented by an Opposition member. The North Shore

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will still be the solid north, but with this difference, it will send a solid delegation of members in support of the Government instead of as at present opposing it. Posterism is a dead letter on the North Shore.

A CHOICE OF CONSTITUENCIES.

The extending of the Liberal nomination in the County of Restigouche to the Hon. A. G. Blair was not only a graceful compliment to the Minister of Railways but a very practical endorsement of his administration by that railway county. The offer was so unanimous and was backed by such an expression of good feeling as to be flattering to a public man with an experience of even such continued success as has met the efforts of the Hon. Mr. Blair. It would be a great thing not only for Restigouche but for the entire section north of Moncton if the Minister of Railways should decide to accept this nomination. He took time to consider and no doubt great pressure will be brought to bear on him to continue in the representation of Queens and Sunbury and in the event of his making a change to induce him to accept either St. John or Westmoreland as his battle ground. It is not often a public man has such a choice of constituencies, and it is a curious coincidence that Mr. Blair's chief opponent in this Province, the Hon. Geo. E. Foster, has never been urged to contest any constituency. Mr. Foster was forced to contest Kings County in 1891, when it was such a foregone conclusion that he would be defeated in spite of the thousands of dollars of public money spent in his election that a well arranged scheme of ballot stuffing was resorted to. Even that proving insufficient to overcome the public verdict three of the ballot boxes in districts most favourable to Mr. Foster's opponent were bodily spirited away. The result was a majority of some 30 or 40 for this unpopular politician. The Hon. A. G. Blair had a majority in the bye-election of over 500 in Queens and Sunbury in

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spite of the determined efforts to defeat him and in the face of Mr. Foster's announcement that his defeat was certain. Possibly if Mr. Foster had stayed at Ottawa instead of stumping the joint constituencies from end to end the contest would not have been so one-sided. A semi-offer of the Conservative nomination in that constituency has been made to Mr. Foster, but that gentleman is waiting to find out whether his opponent is to be the Minister of Railways before he answers, for no one who knows the ex-Minister of Finance has any serious notion that he will contest any constituency in New Brunswick against the Hon. A. G. Blair. Mr. Foster has no idea of making such a political martyr of himself.

We would call the attention of our readers to the verbatim report of the portion of the Minister of Railway's speech at Campbellton dealing with the government's policy in regard to the Transvaal contingent which we publish in this issue.

It is well said that Sir Charles Tupper's policy is an insurance policy, and a bogus insurance policy at that.

The news from the Transvaal is encouraging and would indicate that the danger point has been passed from a British standpoint. We may expect to hear of Boer reverses and British victories from this time.

DUTCH FARMERS JOIN BOERS.
LONDON, Nov. 25.—The gravest news from Capetown to-day comes from the Northern part of the colony, where it is now evident that numbers of Dutch farmers have risen and joined the invading Free State forces in the Herchell and Barkley East districts.

A despatch from Queenstown, Cape Colony, Gen. Gatacre's headquarters announces that "Four hundred colonial rebels, including an ex-magistrate of Barkley East have joined the enemy at the latter place and that the whole force is reported to be marching on Dordrecht, whence it can operate and possibly intercept Gen. Gatacre's advance to recapture Stormberg Junction, a strategic point, from which Gen. Gatacre can get into direct touch, through the railway, with General French at Nauwpoort, and thus with the British base at De Aar.

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