

**THE DAILY NEWS**  
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DAILY EDITION. WEDNESDAY, MARCH 20

**THE LABOR VOTE IN THE CAMPAIGN.**  
The organ of ring rule of this city a few days ago took occasion to sneer at the idea of the Liberals in their platform offering anything in the interests of workingmen, styling it as a mere vote catcher. One might answer to that that the Conservatives have no such vote catcher in their platform. The Trombone says that while the Liberals were in power in the province why did they not do all these things then. Easily answered. Conditions were not the same then as now; the issues presented now did not exist then.  
What the morning paper should have done as an answer to the Liberal platform was to show not only what the Liberals in the legislature had not done but what McBride had done since he came into power. On the latter point they were dumb. When Mr. McBride was first returned to power he had to depend on the Socialists to keep his place. From 1903 to 1907 all the legislature favoring labor that has ever been passed in the province was passed. Since 1907, when McBride came into power, no legislation in the interest of labor has been passed, not a single bill. All the bills that McBride is personally interested in are bills in the interests of railways, land grabbers, timber speculators and such. To favor an eight-hour day, six days in the week and pay at the end of it would conflict with these "interests." If McBride goes back with an overwhelming majority he will be justified in acting as he has in the past and ignoring labor altogether.

**ALEX. M. MANSON'S CAMPAIGN SPEECH.**  
The Liberal candidate opened his campaign last night with an address at the Empress Theatre. The invitation to the gathering was not addressed "to the supporters" of the candidate but to all in favor of good government, and this may have led the supporters of the ring to the conclusion that they were not included. At any rate when Dr. Kergin, who presided, asked on several occasions if any of the supporters of William Manson were present and desired to speak there was no response. The Socialist candidate made a long and able address and there were other speakers, the Liberal candidate closing the meeting with a lucid explanation of the issues of the day. It was a long speech as there were so many points to be clearly elucidated. But the crowded audience never seemed weary and the telling points made were punctuated by instantaneous applause. Sometimes it was so enthusiastic as to interfere with the speaker. It became toward the close more of a demonstration of the high standing of the candidate in the community where he is so well and favorably known.

**Remember**

There will be two Manson names on your ballot paper. Be careful to make the distinction between the McBride Manson, who has been tried and found wanting, and ALEX. M. MANSON, the people's candidate, and a true representative of Skeena riding. To save confusion at the polls put your cross opposite the name of ALEX. M. MANSON, which is the second name on the ballot, exactly as indicated thus:

<b>CLAYTON</b> William Barratt Clayton, of Prince Rupert Dentist	
<b>MANSON, ALEX. M.</b> A. M. Manson, of Prince Rupert, Barrister-at-Law	<b>X</b>
<b>MANSON, WILLIAM</b> William Manson, of Prince Rupert, Accountant	
<b>MONTGOMERY</b> Wm. H. Montgomery, of Prince Rupert, Laborer	

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Lots 11 and 12, Block 4, Section 7, overlooking street; \$625 each. Terms.  
Lots 19 and 20, Block 34, Section 7; \$650 each.  
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**Reasons Why Wm. Manson Must be Defeated**

1. The growth and prosperity of Prince Rupert is being hampered and retarded by the attitude of the McBride government in direct opposition, in order to serve the interests of the rival port of Vancouver.
2. That Prince Rupert can raise no voice of protest so long as she is represented in the legislature by the silent and obsequious William Manson.
3. That the said Silent William did once or twice gently purr in mere explanation of what this city was seeking from the legislature, but never sufficiently loud to wake up any other member of McBride's huge majority.
4. That even on Prince Rupert matters he always voted with the government.
5. That when a respectful petition was sent to him asking when the government wharf would be completed he never brought the matter before the house at all, and that this matter was brought directly before the house by the Liberal representative of another constituency, H. C. Brewster.
6. That with an able and energetic Liberal from Prince Rupert in the house, such as is Mr. Alex. M. Manson, the Liberal nominee, this city might shame the monopolists of political representation into giving at least a certain measure of justice.
7. That the Silent William never brought before the house the subject of the sale of government lots in Prince Rupert, but in default gives us his interpretation of what the premier is alleged to have said, namely, that the government was in the real estate business good and hard and as it had passed laws exempting taxation on these lots it could hold them without expense until the people had made them enormously valuable, and the people could go to.
8. That the Silent William is alleged to have presented a petition from the people of the city for a government wagon road around Kaien Island, and that as an ante-election statement he is now promising the road will be built, but he whispers in an aside that he does not know the amount of the appropriation.
9. That these are the things the Silent One claims to have attempted to do in the interests of this city.
10. That what he ought to have done and which he didn't even try to do would take from now until election day to enumerate.

**S. S. PORT SIMPSON WILL RUN REGULARLY ON THE STIKINE**

**MAGNIFICENT HUNTING TERRITORY PRACTICALLY VIRGIN GROUND SO FAR WILL NOW BE OPENED TO GUNS FROM THE RANKS OF THE WEALTH OF THE WORLD.**  
Information has reached Game Warden Bryan Williams from the Hudson's Bay Company of its intention to operate the steamer Port Simpson on the Stikine River for the present summer. The Port Simpson is now lying on the slips at Digby Island. Last year she was chartered to take a large hunting party to the Shikine district. The chief object of the company is to cater to the tourist and hunting fraternities. The steamer, which has for several years operated on the Skeena, is a magnificent specimen of stern wheeler and has accommodation for about 200 passengers. She will connect at Wrangell with the coast steamers and go as far up the Stikine as Telegraph Creek, a distance of 160 miles. The Stikine is a very swift flowing river, and the voyage up, which takes two and a half days, is compensated for by the return journey, which only takes half a day. The river is less dangerous than the Skeena, having fewer shallows, though there is plenty of excitement in warping over the riffles and through the rapids.  
In addition to the bear for which the Stikine is famous, there are moose, caribou and an abundance of mountain goats and wild fowl there, says the game warden. The trip is likely to attract a large number of visitors to the province.

**THE IRISH ON THE RAILWAY ALL RED ROUTE GOES TO BOSTON**

Seventeenth of Ireland Duly Celebrated by Hard Work, Resulting in Steel Reaching Skeena Crossing to Commemorate Day.  
The first engine to arrive at Prince Rupert with her headlight headed west direct from Skeena Crossing got in on the morning of St. Patrick's Day with Driver Nick Joubey in the cab.  
The train consisted of the outfit cars of Dempsey's track-laying gang and the last car was the faded and weather worn caboose of the indomitable general forman himself, who, in face of every obstacle, had succeeded in laying track to the bridge some two weeks earlier than the most sanguine of the Grand Trunk Pacific officials had anticipated.  
The track laying gang arrived on Sunday and within an hour every man, irrespective of nationality, was wearing the green emblem; not so much in honor of St. Patrick as in admiration for D. J. Dempsey, who had coaxed, cajoled and driven them to the last point he could possibly reach until the completion of the track to the big Skeena bridge, which he will possibly cross about July 1st.  
"We are coming to Boston, that's a cinch," declared Cy Warman, general assistant of the Grand Trunk, the other night at the annual banquet of the Boston Fruit and Produce Exchange at the American House in Boston.  
"The Grand Trunk Railroad is going to be built into Boston and it is going to be a 'dry' railroad," he continued. "There has been some criticism because we asked so much. We want to get in without burdensome charges, so we can do business."  
"We want to get into Boston, not because we love Boston, but because we want the business. If the people of Boston will stay with the harbor board and make this an open port there will be business."  
"Boston is a closed port. It is the only port not owned and controlled by the government."  
About 400 were present at the banquet.  
**CHURCHILL OR NELSON?**  
Terminus of the Hudson Bay Railway Still Uncertain.  
Chief Engineer Armstrong of the Hudson Bay Railroad, with headquarters in Winnipeg, has been notified by the Minister of Railways, Hon. Frank Cochrane, to send out at once parties of engineers to the Hudson Bay, one to go to Fort Nelson and the other to Fort Churchill. They will remain at the ports for a couple of months taking observations and making surveys as to the suitability of the ports for terminals. Upon the result of their reports will largely depend the choice of the harbor for the terminal of the road.

**GETTING READY.**  
In maple, beech and even fir. The sluggish sap begins to stir. The sap, alike a sleeping thing Awakens at the touch of spring. In all the timber on the map We see the signs of running sap. And indications tell us that 'Tis stirring in the baseball bat. —Pittsburg Post.

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