

WHY HE WON.

Dr. Daniel Explained the Turnover in St. John.

And, in Reply to the Address, Made a Good Impression at Ottawa.

House resumed adjourned debate on the proposed motion of Mr. Grant for an address in reply to his speech at the opening of the session.

John W. Daniel (St. John City)—Mr. Speaker, in rising to give the address to which I have alluded, I do so with a very large amount of diffidence which naturally brings to the attention of the house an opportunity of addressing this house. If anything further were necessary to render me the more diffident, the eloquent speeches which I have listened to for the last two days, must certainly have produced that result.

Mr. Casgrain—It was an oversight to leave that out. Mr. Daniel—I think it was. Under ordinary circumstances, I take it that by a by-election at which a constituency changed its party allegiance, it is not a matter that would attract attention to attract any great attention, and more especially when the result of that election does not in any way affect the maintenance of the government.

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And now, sir, as to the change of sentiment which has taken place in the city of St. John.

gentlemen, each of whom wished to be the candidate of the liberal party, and that the trouble which ensued when one of them was elected was the cause of the overturning of the great majority which the late minister of railways had, and giving me my majority.

quite willing to give the credit of all the results which these or any other circumstances which were peculiar to the time, had on the election; but after giving them all due credit, I must make the assertion which is absolutely correct, that all these things put together would never have produced such a result as happened in the city of St. John unless there had been something of a more close and intimate connection with which all the people of the city had to do.

It is with the policy of the government, as crystallized more especially in the Grand Trunk Pacific railway bill. I do not believe that it was going to be of any special advantage to the country generally, they certainly came to the conclusion that it was going to be an absolute evil to the country instead of a benefit. That feeling was general throughout the city of St. John. As far back as last August the merchants of St. John met together and talked over this matter. They wanted to know what effect it would have upon them; because this is an immense undertaking for the city of St. John. It would be for the country, and if there is going to be spent in this country some \$139,000,000 or \$149,000,000—it is impossible to say how many millions are going to be spent before the scheme is carried into effect.

Whereas, under the terms of the Grand Trunk Pacific railway contract now under consideration by the government, the freight will be shipped via foreign ports, and whereas there is reason to fear that a very large portion of the freight will be shipped via the proposed railway, and that the proposed railway will be built in the eastern section, and that the proposed railway will be built in the eastern section, and that the proposed railway will be built in the eastern section.

The question was of vital importance to Canada as it pertains to the building up of the Dominion, and in his opinion the United States policy is one which it would be well for Canada to carry out, for if the road were built in the United States, there is no question whatever that the United States government would insist on having all the freight go through United States ports. He wished to emphasize that there was nothing in the resolution that could possibly give offence to the government or railway company either. It would be an equal benefit to Halifax, therefore there need be no feeling of jealousy between the two cities.

Six Doctors Failed to Cure Him.

ERYSIPELAS AND SALT RHEUM WAS THE TROUBLE.

Burdock Blood Bitters

DID MORE THAN SIX DOCTORS COULD DO.

Mrs. Theo. Newell, Argyle Sound, N.S., expresses her opinion of this wonderful blood remedy in the following letter: "It is with the greatest gratitude that I can testify to the wonderful curative powers of Burdock Blood Bitters. For years my husband suffered terribly with Erysipelas and Salt Rheum. He was so bad at times that he could not sleep on account of the itching and burning. He had been under the care of six different doctors, but they failed to do him any good. I had read different times of the wonderful cures being made by Burdock Blood Bitters, so advised him to give it a trial. He did so, and after taking five bottles was cured without a doubt. I would strongly advise any person troubled with blood disorders to give B.B.B. a fair trial for I am sure it will cure them."

this transcontinental railway as at present devised. We believe that if a transcontinental scheme is to be of any advantage to the people of the maritime provinces, the government must retain its hold of the whole transcontinental railway. We believe that if that railway be allowed to pass under the control and influence of the Grand Trunk railway people, and if the Grand Trunk railway people appear to be one and the same—it will not be of any benefit to the maritime provinces, because the Grand Trunk railway will continue as they have been doing in the past, to route their freight for export to Portland in the state of Maine. In that port, the Grand Trunk railway have built up great facilities and have every means of extending them, and there is nothing in this bill to compel that company to do otherwise than carry their freight to Portland.

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The resolution which Mr. Robertson introduced was as follows: In view of the present proposition for a Grand Trunk transcontinental railway, and believing that the best interest of Canada would be served by the building of a government owned and managed transcontinental line; and also believing that the building of such a line and land grants to the corporation may result in the land passing into foreign control; and further believing it best for the government of Canada to retain the land for settlers at a fair valuation; the St. John board of trade places itself on record as favoring extension of the Intercolonial railway from Montreal across the continent through Canada territory, and the improvement of harbor facilities, particularly in the city of St. Lawrence and on the maritime province coast.

policy to have every pound of export freight, originating on Canadian soil and intended for export, exported solely through Canadian ports. If that be the case, it appears to me that the right hon. gentleman will be losing a great opportunity if he allows this scheme to go through without making it absolutely compulsory that the freight originating on Canadian soil should be exported through Canadian ports. If it be really the desire of the right hon. gentleman that freight originating in Canada should only be carried through Canadian ports, why does he not insert a provision to that effect in the measure?

Another thing discussed in the election to which I have referred was the policy elaborated in this house last session by the hon. the leader of the opposition, particularly that portion of it which aimed at making the ports of Montreal, Quebec, St. John and Halifax national ports. That policy appealed to the people of my constituency as being statesmanlike and broad in its scope, and I am glad to say that policy, coupled with the dissatisfaction felt by our people in the maritime provinces over the fact that their interests were going to be sacrificed, which resulted in bringing many votes to our cause.

I may perhaps be accused of wearying the house and of bringing up matters in which many hon. members are much interested, but we are all here from different parts of the country to deal with the interests of the country as a whole and especially with the interests of those constituencies which we have been elected to represent, and therefore, I think it is not necessary for me to apologize if I make a few remarks more with regard to the city of St. John. Ever since before confederation, at the time when confederation was being argued all over the country, the city of St. John was told that if confederation were established, the port of St. John would no doubt become the winter port of Canada. That idea was ground into the people. They have been fed on it as a baby fed on milk. It has become a part of their nature, and they have believed in it. What has been the result? The people of St. John showed their faith in this idea to this extent.

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THE curse of mankind is constipation. Nine-tenths of the ailments we have can be traced to constipation. The bowels are for no other earthly purpose but to cleanse and keep clean and in working order our systems. Constipation is more prevalent among women than men, but it is too common in both. You may imagine you have dyspepsia, or chronic headache, or rheumatism, or heart affections, or bad blood causing eruptions—you may feel dull and ambitious. Unless your case has been diagnosed and you know otherwise, the chances are your trouble is constipation.

opposition, in so far as nationalising the various summer and winter ports of Canada is concerned. Now, in regard to what we have done here, I have already stated that we have spent about \$1,000,000. And we have done some business. While on the train on my way up to Ottawa, I read in a newspaper an interview with Mr. Johnson, the well known statistician, with whom, no doubt all the members of this house are well acquainted. Among other statements made by Mr. Johnson in that interview was one referring to the export business of Canada. He stated that, up to the 20th February last, the city of St. John had exported \$7,000,000 of grain more than the combined export of the same articles from Boston, New York and Philadelphia. That might mean much or little, but I think it was an important statement. I think we can all take it to mean that we are pretty busy at work down in St. John exporting the products of Canada. Indeed, so busy that I think that the government of Canada, with regard to the export business of Canada, we have already utilized to the utmost the facilities we have at our command. We have an application now before the government of Canada with regard to the export business of Canada, and I certainly hope that the members of the government will look into this matter very carefully and come to the conclusion that in the interests of true statehood they will assist, in so far as they are asked to assist, the city of St. John in providing further facilities for its great work to which I have alluded.

Among the other things referred to in his excellent speech is the proposition of the late Alexander Mackenzie, to provide soup kitchens for the great numbers of unemployed who thronged the lobby of this parliament and the streets of Ottawa. I was not willing at that time to ascribe the bad condition of affairs wholly to lack of gatesmanship on the part of the Mackenzie government. Canada suffered from a period of depression which affected many other countries besides. And I think that this is a good rule, and being so must work both ways. But, Sir, if the government of a country has any control over that country's prosperity, it should surely be able to do so. And that, being so, I would ask hon. gentlemen on either side if due credit should not be given to the great national policy introduced by the late Sir John A. Macdonald in 1873 which is the basis, as I understand it, of the fiscal policy of the present government.

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We have increased our net debt by no less than \$14,000,000. With regard to the militia bill that is promised I have much pleasure in stating that I have been a member of the militia long enough to wish it well and to do anything that is in my power to help to strengthen it and give it the standing in the community that it ought to have. I believe that that is the sentiment animating every member on this side of the house. Therefore, the government will find no difficulty in passing any such militia bill as they are able to show to be beneficial to the militia. In fact, after listening to the remarks made by the right hon. leader of the government with regard to his desire to have a fuller militia making power in this country, I think it of importance that we should have not only this militia bill, but many more militia bills and a much more efficient military service than we have at the present time.

I think myself that we ought to have not only this militia bill but many other militia bills in order to secure a more efficient and effective militia service than we have at present. More than that I think that it was a grave omission that under these circumstances there was no mention in the speech from the throne of a navy bill being introduced, because if we are going to be so independent of everybody, if we are going to make our own treaties, surely we will have to defend them. We cannot go to the motherland and say: Here, we made a treaty with some one over there who will not keep it; will you not go and make them keep it for us? Is that the position which a country so large as Canada intends to occupy? The people of this country have more self-respect than to wish to be placed in such a position as that, and if we are going to become independent and have this treaty-making power, let us write until we have a population just a few millions larger and until we can provide ourselves not only with an army, but with a navy so that we can take our place among the nations, and be able to defend our position and not become a second Panama. I shall not longer occupy the time of the house and I promise the members that in future I shall not overtax their indulgence.

THE WAY WITH JEAN. Frank L. Stanton in Atlanta Constitution. Storms around—above me. Ever whar's I'm at? Know jest who will love me—Jean's the one for that! Fortune I'm a mislin'—Hard to stay the tide; Jean's red lips for kissin'—Jean is at my side! "Clear you up, my honey, Sides'll be serene; Love is more than money." (That's the way with Jean!)

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FARMERS AND DAIRYMEN.

Twenty-ninth Annual Session Now Being Held at Fredericton.

FREDERICTON, March 22.—The twenty-ninth annual session of the Farmers and Dairymen's Association opened at Church Hall, Carleton street, at 2.30 this afternoon. President C. F. Rogers presiding. Among those on the platform were Lieut. Governor Snowball, Commissioner of Agriculture Harris and Mayor Palmer. Only a very few were present. Other delegates will arrive this evening. President Rogers delivered his annual address, briefly touching work of the past year, after which Lieut. Gov. Snowball extended his greetings to the assembly. He was followed briefly by Hon. Mr. Harris and by Mayor Palmer, who welcomed the delegates. D. W. Hamilton, M. A., of the Normal School staff then delivered an excellent address on bacteria in regard to the farm, particularly with regard to impurities in milk. He was followed by Prof. Edkhard of Cornell University, who spoke along the same lines. He is a man of large experience, especially in dealing with the milk supply of New York, and was listened to with much interest. The evening session was held when W. S. Spark, Canterbury, England, delivered an address on breeding and care of heavy and light horses. The address was illustrated with lantern slide pictures.