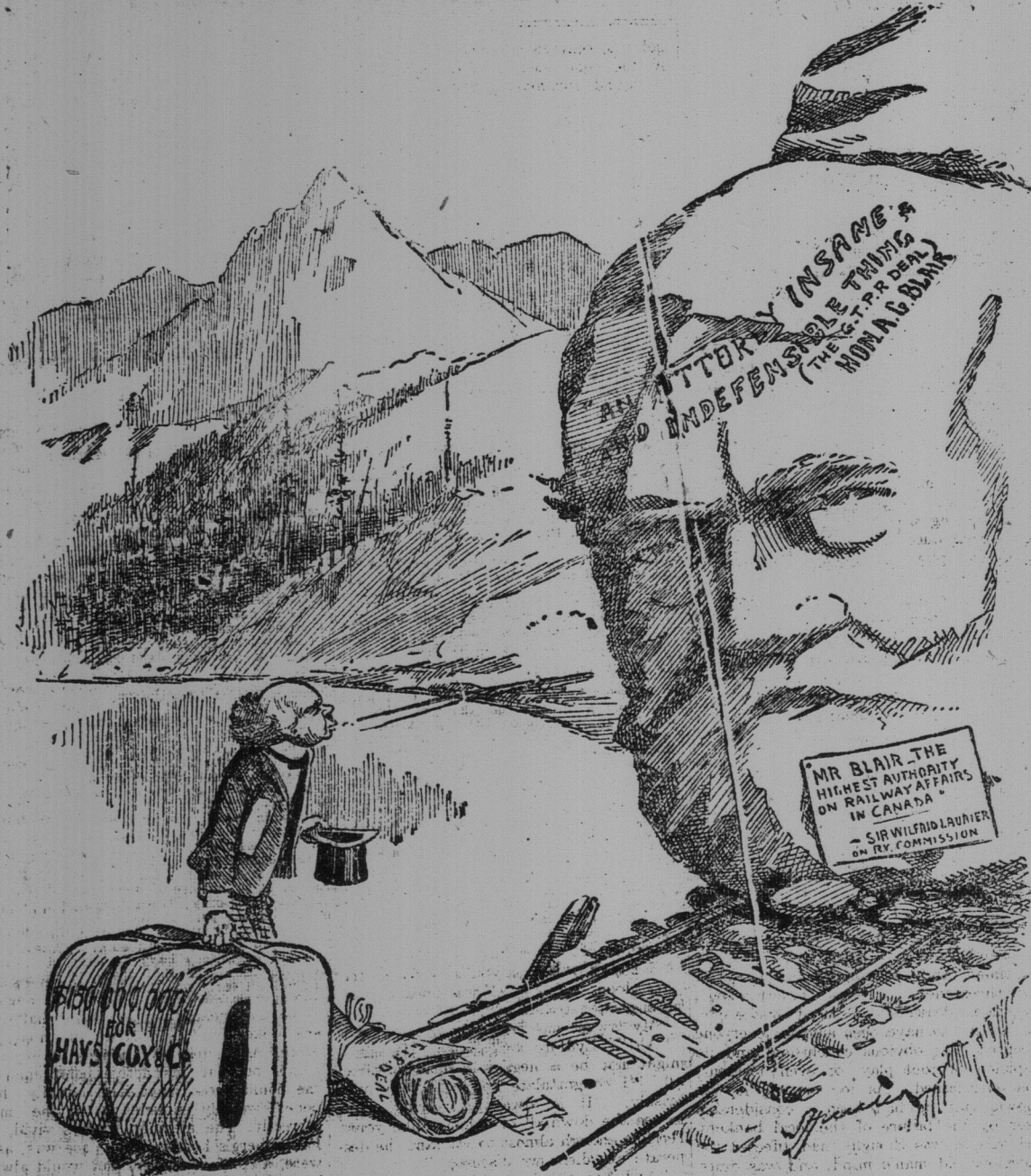


THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., SATURDAY, OCTOBER 29, 1904.

A SERIOUS ROCK SLIDE



How is He Going to Get Over It?
—From Toronto World.

WILL SUE LIBERAL NEWS FOR LIBEL

Woodstock, N. B., Oct. 26.—(Special)—Great excitement was caused in Woodstock Tuesday by the publication in the Liberal News of a malicious falsehood against Mr. Hale, growing out of the recent suit of the Royal Bank against J. J. Hale.

On F. H. Hale's return to Woodstock Tuesday from his canvass in the county, his attention was called to the statement published in the first issue of the Liberal News of St. John, as follows:—

"That Mr. Hale acted very badly in attempting to throw upon his brother, Judge E. Hale, the responsibility for certain liabilities which, if successful, would have ruined his younger brother. The fact that Mr. Hale is fighting his brother Fred in this election for all he is worth is good for many votes to Carvell, who successfully defeated in the courts the attempt of the older brother to ruin him."

Mr. Hale immediately called upon his attorney, J. C. Hartley, and instructed him to start a suit in the supreme court against the publishers of the Liberal News for \$10,000 damages. He further instructed that the author of the malicious falsehood be prosecuted as well.

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Sizing Him Up.

"Pon my honor!" complained Mr. Truett, with an air of great disgust, "that railroad is positively atrocious. It took me 22 hours to come from Chicago."

"What are you talking about?" demanded Lowe Comery, "That's mighty good time for a freight train."—Philadelphia Press.

KIDNEY TROUBLES OF WOMEN.

Thousands of women suffer from backache and kindred kidney ills.



There is no need for any woman to be ailing for an instant. There is a sure and positive cure.

DR. PITCHER'S BACKACHE-KIDNEY TABLETS.

There is no one more to be pitied than the woman who has to drag through the day's work suffering from terrible aches in the back, a dragging pain between the shoulders, a heavy dragging pain in the loins, or a persistent headache that will not let up for an instant.

More than three-fourths of the sufferings of womanhood come from disordered kidneys and poisoned blood—not from so-called "female troubles."

Get the kidneys acting right—have them filter the poisons from the blood and pains and aches flee and good health returns.

Here is a statement from Mrs. W. J. Smith, Smith's Falls, Ont., a woman who knows whereof she speaks:

"I believe Dr. Pitcher's Backache-Kidney Tablets did me more good than any remedy I ever used. My kidneys and back caused me much misery, but the Tablets promptly relieved me. I gave them to my little girl for weakness of the kidneys and the results were satisfactory. My mother also has used them and thinks there was never a kidney medicine to equal them."

Dr. Pitcher's Backache-Kidney Tablets are small, chocolate-coated and easily taken. Price 50c a bottle of 50 Tablets, at druggists or by mail. The Dr. Zins Pitcher Co., Toronto, Ont.

Enemies Now.

Glady.—"No, I wouldn't let Jack kiss me. Afraid he might lose respect, you know."

Helene.—"For you or for himself?"

THE PRESS ON MR. BLAIR AND THE G. T. P.

(Ottawa Citizen, Editorial).

We need only direct the attention of the young voters to the extraordinary fact that Mr. A. G. Blair, minister of railways in the Laurier cabinet when the agreement with the Grand Trunk Pacific came up, resigned from the cabinet and denounced the "bargain" as one inimical to the interests of the Canadian people. Within the past few days he has again resigned a government position worth \$10,000 a year in order to reaffirm his opposition to the project. Such a protest from such a source is one that no sane Canadian can ignore, and we merely direct his attention of the young voters to it preliminary to the explanation of the alternative railway policies on which they will have to vote on Nov. 3.

The situation has been outlined in an expressive epigram by Mr. R. L. Borden in the course of his speech in the house of commons when he declared that the question before the country would be "government ownership of railways or railway ownership of government." The fact leading up to the present issue are briefly as follows: The Grand Trunk company proposed to the government that the former should build a transcontinental line with the "assistance" of Canada. The railway company outlined the terms for a line through the Northwest and the government readily agreed to them, with the proviso that there should be an "eastern section" also from Winnipeg through the unsettled hinterland of Ontario and Quebec and thence through New Brunswick to the Atlantic. The Grand Trunk would not consent to construct this "dead end," but it agreed that the government would build the expensive "dead end" itself, the Grand Trunk would operate it at a nominal rental, as regards the western section, the Grand Trunk proposed that Canada will give the company the benefit of its credit so that the company can raise money to build the road, and when the road is finished the Grand Trunk will own it. That is the situation in a nutshell, stripped of all the gaudy statements of figures, bond guarantees and all the rest of it. The real conditions can best be explained by illustration: Suppose two or three "bright young men" approached the Ottawa, city council and pointed out that this city was really in need of a first-class hotel, which would want they proposed to supply on the following terms: The city should finance the deal by giving these bright young men the use of its credit and endowing long term notes for them that they might raise money to build the hotel. But naturally the people of Ottawa would say: "No, no, we came in on the deal. To which the bright young men would reply: "The city is not to have a first-class hotel in their midst and have the additional satisfaction of observing the bright young men make money out of it. By some canny citizen would be sure to object. Suppose the hotel does not pay what about our financial liability on your behalf? To which the bright young men would reply: "Why then if you use you get the hotel—which does not pay!"

It was at this approximate stage of the proceedings that Mr. A. G. Blair, then

minister of railways under Laurier, resigned in disgust as a protest.

But the deal progressed another step, approximately on these lines: The city council remembered there was an election coming off, and they proposed to the bright young men that in addition to the line new hotel in their midst they should build another hotel annex out in an unsettled suburb which would provide work and put cash in circulation and make the aldermen "good fellows" with the electors in the suburb bordering on the proposed hotel site. To this the bright young men retorted that this other hotel would not pay and they did not want it, but that if the city built it itself the bright young men would have no objection to operating it for a while at a nominal rental. So a majority of the council decided to accept the bright young men's terms on both propositions.

But a minority of the council led by Mr. Borden objected strenuously. This minority said, if the city is going to finance this scheme then the city ought to own the hotel that will pay and should not build the hotel that won't pay. The city then can rent the paying hotel to these bright young men to operate it or it can engage other bright young men to do the operating, and either the rental or the direct earnings respectively will constitute a fat revenue for the city annually, besides which the city will own the hotel. This sounded so much like common sense that the ratifiers of the city applauded heartily. Then it was agreed that the whole question should be submitted to the vote of the people.

Applying the above illustration to the railway issue, that is the situation as between the I. C. R. and the Grand Trunk Pacific at the present time. The paying hotel represents the western section of the G. T. P.; the non-paying annex in the unsettled suburbs represents the eastern section also, through the uninhabited regions of Ontario and Quebec. Borden's proposal is national ownership of the paying section, Laurier's proposal is a mixture of government ownership and railway ownership, namely, that the country finance the building of the western section and then hand it over to the Grand Trunk Pacific company, while it finances the non-paying eastern section and owns it when built, leasing it to the Grand Trunk Pacific for operation at a nominal rental. The people of Canada will be asked to vote on the alternative propositions on Nov. 3.

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