

**Joint Committee of Common Council, Board of Trade,  
and Trades and Labor Council Came to This  
Decision After a Clear Discussion.**

**WILL THE GOVERNMENT HELP?**

The government would not be likely to give any great assistance and hand out the money very slowly. Recent publications told of large sums the federal government proposed to grant for canals and harbors. How could it then get assistance from the government? The answer was given in the consent of the government. The way was by placing the harbor in commission. The government might lend the money or guarantee the interest. Another suggestion was toward was the appointment of a special commission to provide and manage the shipping facilities on the west side. If the consent of the people were obtained, legislation could be obtained on such things. The money could be loaned and the interest paid.

Mr. Baxte pointed out that the city's debt had increased largely in the years, much of which money was expended on harbor improvements, and the saving effect in the rate of interest had made it a lighter burden. Now John had attempted to make a highway for Canada's winter port business. The city must soon realize that it could go no further. The government must be asked to supply the money and there seemed to be no other way to get it except by placing the harbor in commission. The harbor would be under the jurisdiction of the government, subject to the terms of the commission than otherwise.

Kerr, where that was the case,

[illegible]

ness of their great system.

There in Portland we have no reason to doubt that the question that is being tenderly feeling of St. Charles Rivers Wilson and Mr. Hays, and in Canada, they have just as little reason to doubt that the management of the Grand Trunk company is to build up some Canadian port, the outlet of the proposed all Canadian route. We may safely say that the gentlemen are not at all of all devoted to the Grand Trunk and that they will do nothing calculated in the least degree to injure its business. They are for the Grand Trunk and for the Canadian route against all other lines, and seeking for the great and most easily reached port, such being the case they stand, as Mr. Hays said, ready to do for a Canadian route.

As to the question of the regulations of the governor in council, it is urged upon the government that they should call on the telephone company to show why the rates were so high as the present tariff calls for. He spoke of the great franchise granted to the company, their maintaining of wires and poles, the enormous public inconvanience and the impression that their stock was a very paying investment.

After Mr. Macrae ended, the government expressed themselves favorable to his contentions, and the matter was left to the attorney general, the solicitor general and the attorney general as a committee to communicate with the company.

**WANTED—A case of Heascheads KUMFOT POWERS will not do.**

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white man's burden," catarrh. Here's a  
testimony from one man's evidence for Dr.  
New's Catarrhal Powder: "One applica-  
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It's a quick, safe and sure treatment, and  
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