

TWICE THOUGHT TIME HAD COME

Case Was Pronounced Hopeless.
Gratitude To Tanlac is Un-
bounded, He Says.

What is doubtless one of the most remarkable statements ever published in connection with a medicine was made by Georges Boudreau; a grocery clerk, living at 1288 Notre-Dame street, West, Montreal, a few days ago.

The story of Mr. Boudreau's restoration to health is profoundly interesting and is given below just as related by himself in a conversation with a Tanlac representative:

"Two and a half years ago I began suffering from stomach trouble and twice during that time my case was pronounced hopeless and it was thought I could not live. My trouble began with a feeling like a big lump, after nearly every meal, in the pit of my stomach. I would then have to drink a great quantity of hot water in order to get a little relief. I had to live mostly on milk and my stomach pained me so at times that I fainted and thought I would surely die. The least efforts would cause me to perspire a great deal, my legs were swollen terribly and my heart would palpitate at a frightful rate. Six months after my troubles started I had to give up all idea of work. If I ventured to go for a walk on the street the least little breeze would almost take my breath away and I had to go back in to the house. I could not sleep at night and had to prop myself up in bed with pillows. I was bloated all the time with the gas on my stomach, was constipated the worst kind, and had absolutely no appetite. I also had rheumatism in my joints so bad that I had to take something to ease the pain. My case seemed to be a puzzle, as no one understood it, and I got worse in spite of all that was done for me. I was often caught weeping in despair over my condition.

"But I am now a happy man and my gratitude towards Tanlac is unlimited. It has not only restored my health, but I believe it has saved my life, and I can see that I will soon be able to take up the work again that I was doing before my troubles began. Why, my appetite is so ravenous that I simply can't get enough to eat and my digestion is so good that I never have a pain or an uncomfortable feeling no matter what or how much I eat. My legs do not swell any more, the rheumatic pains are gone, and I sleep every night just like a child. In fact, I am feeling perfectly well and I mean to say by that that I haven't an ache or a pain of any kind. My recovery has been a surprise to just lots of people and some who have met me on the streets lately seemed absolutely amazed at the wonderful change that has taken place in me. All the praise, thanks and gratitude belongs to Tanlac. It is simply wonderful and I wish everyone knew its value as I do."

Tanlac is sold in Hartland by Estey & Curtis Co., and E. L. Field, Bloomfield, and by the leading druggist in every town.

GRAND FALLS POWER

A bill to force development of the water power is a measure of far reaching importance. It was taken up by the House in Committee and agreed to. According to the terms of the bill if the company can convince the government that it will undertake the immediate development of the power available and will also assent to the government regulation of the sale of the power, the company may be permitted to proceed, otherwise the government will take prompt action towards development on its own account. Mr. Powell, the company's solicitor, turned up in the House, but he does not seem to have been able to stay the progress of the bill.

THE SPEECH OF T. W. CALDWELL, M.P.

Mr. Thomas W. Caldwell, Victoria and Carleton, N. B.: Mr. Speaker, I was very much interested in the explanation of the right hon. the Minister of Justice of the technical difficulty into which this railroad matter has apparently drifted, but I was somewhat disappointed to find that he was hardly sure whether the matter had really drifted into this difficulty or not. The first part of his speech I did not hear distinctly, but it seemed to me that he was contending that the holders of the debenture stock of the Grand Trunk Railway, who, as I understood, were not at the meeting, would not have had any right to vote if they had been there. Therefore there could be no technical difficulty. But later he seemed to come around to the view that there was a technical difficulty. However, I do not want to discuss the technical part of this trouble at all, although I would rather have heard the minister quite distinctly so that I might be a little more clear on that point.

I was more interested perhaps in the criticism by the hon. members for North Cape Breton (Mr. McKenzie) and Shelburne and Queen's (Mr. Fielding) of the whole Grand Trunk scheme, and they reminded me somewhat of the old legend about the quarrel between the pot and the kettle, which were not made of aluminum but were of the old black iron variety, and probably they were not very clean either. At any rate, the legend states that one called the other black. I would just like to take the House back to the time when the Grand Trunk Pacific was built, because I do not consider the matter of government acquisition of railroads is so important as the manner in which they are acquired. I would like to point out that we have acquired railroads before, perhaps in a worse manner than we are now proposing to acquire the Grand Trunk railroad, although I think that would be needless because the Grand Trunk proposition to my mind is certainly bad enough and I think the people of Canada also entertain the same view. As my authority I would quote the report prepared on the Grand Trunk Railway system as well as other transportation systems, by a royal commission composed of the present Minister of Finance (Sir Henry Drayton) and Mr. W. M. Acworth. In part two of that report, referring to the building of the National Transcontinental, I find the following:

"The Grand Trunk scheme, first put forward in 1903 under two Acts of Parliament, both dated October 24, 1903, was for a main line right across the continent from Moncton to Prince Rupert. The portion of the line east of Winnipeg was to be built by the Government and leased to the Grand Trunk Pacific Company for fifty years certain, with a possibility of renewal. The portion west of Winnipeg was to be built by the Grand Trunk Pacific Company, with large government assistance. The Grand Trunk Pacific was to build any necessary branches of the system both east and west, and was to operate the whole. The Grand Trunk was to hold, and in fact always has held, the entire share capital of the Grand Trunk Pacific. And the Grand Trunk has had full control of the undertaking throughout.

In fairness to the Grand Trunk it should be observed that the responsibility for the construction of the line from Moncton to Winnipeg, now known as the National Transcontinental, does not primarily rest on them. The proposal of the company, as originally formulated and submitted to the Government, was for a line from the Pacific through Winnipeg as far as North Bay. Government action was responsible for the line being carried eastward all the way to Quebec. And the further prolongation from Quebec to Moncton was added during the passage of the Bill through Parliament.

But though the Grand Trunk did not originate the National Transcontinental, it accepted full liability for it. The agreement between the Grand Trunk Pacific and the Dominion Government provided as follows: "In order to insure, for the protection of the company as lessees of the Eastern Division of the said railway, the economical construction thereof in such a manner that it can be operated to the best advantage, it is hereby agreed that the specifications for the construction of the Eastern Division shall be submitted to and approved of by the company before the commencement of the work, and the said work shall be done according to the said specifications, and shall be subject to the joint supervision, inspection and acceptance of the chief engineer of the company."

Upon this provision the Grand Trunk Pacific Company, in an official publication, "The Grand Trunk Pacific: Canada's National Transcontinental Railway," 10th edition, January, 1912, comments as follows: "Since the rental payable by the company to the Government for the

use of the Eastern Division is a percentage on the cost of construction, it will be observed that it is a matter of great importance to the company that this item 'cost of construction' shall be determined on the most economical basis consistent with a well-built railway, in which respect the foregoing provision contained in the agreement fully protects the company."

The company, then, appreciated that 'cost of construction' was to it a matter of great importance, and considered that it was fully protected by the terms of the agreement. But as, in spite of the right of the company to approve specifications and the right of the company's chief engineer to supervise and inspect the work—

Now, this is what I wish particularly to direct the attention of hon. members to:

"The cost of construction of the National Transcontinental, which had been estimated at \$61,415,000, was permitted to reach \$159,881,197, being \$98,466,197 more than the estimate."

Mr. Smith: Who made the original estimate?

Mr. Caldwell: I do not know. I imagine the estimate was made by engineers who were presumed to be competent to make it. If they were not competent, it was certainly the fault of the Government to employ them, and I would like some of the members of the old Liberal party—which I supported at that time—to tell us where this \$98,000,000 went to over and above the estimated cost of this construction.

Now I want to show the House how we acquired that railroad. The report continues:

"The company objected to carrying out their bargain. And the Government, by accepting the company's refusal and commencing to work the line themselves, have in effect released the company unconditionally. The National Transcontinental is now part of the Government railways."

I think I might be excused, Mr. Speaker, for saying that the criticism of the hon. members I referred to reminded me of that old legend of the pot and the kettle, because I do not think that even they will contend that we acquired that railway in the right manner or at a cost commensurate with the value of the property.

I also wish to quote further from this report, because I do not think either of the old parties in this House has any monopoly of extravagant railroad building or of mismanagement of those railroads afterwards, or even of guaranteeing bonds of private railway companies without getting adequate assurance that no loss would result from such guarantees. I propose to quote from page 19 of the Drayton-Acworth report something in this connection. It is there stated:

"Not counting the loss of interest for many years upon the investment in roads operated by the Government, it appears that for the eight systems, in which the public is most interested, the people of Canada, through their governments, have provided or guaranteed the payment of sums totalling \$968,451,737. This works out at over \$30,000 per mile of road. But even this is not all. In addition, they have granted great areas of land as yet unsold and unpledged. They have undertaken the construction of other lines whose cost will be an important addition to this large outlay. Further, in the case of some of the companies included above, to which they have given or lent large sums of money to meet pressing needs, unlike private lenders, who would naturally have de-

manded a security charged in front of all previous investment, they have voluntarily accepted a charge ranking after the bulk of the private capital already put into the undertaking."

Or in other words, they advanced the major portion of the cost of building these roads, and they have been satisfied to take a second mortgage. I think no sound business man would do such a thing in his own business, and I do not think the Government is justified in doing such a thing for the people it represents.

As regards the Grand Trunk Pacific system, which is under discussion at the present time and which this discussion affects as to the value that we shall get for the money that we are proposing to put into it, the Grand Trunk Pacific system, including the branch lines, has obtained from the people already, in cash or guarantee of bonds, \$127,939,832 out of \$197,129,391, which is given as the total cost of the property. You will notice, Mr. Speaker, that this is not given as the value of the undertaking, but as the total cost of its construction. In view of the figures I quoted a few minutes ago as to the cost of construction of the National Transcontinental, if these railways were constructed in the same extravagant manner, they are certainly not worth what they cost, and I think this report further on will justify that view. I should like to quote from the same report on page 20 something of what this commission thought this road was worth:

"The Canadian Northern and Grand Trunk Pacific belong to the third period."

The commission were giving different periods of railway construction in Canada.

"Though the outward form of these two undertakings is that of a private company, substantially, they both rest on the responsibility of the governments, national and provincial. Their common stocks, which carry with them control of the respective properties, represent no practical cash investment, and both companies have failed to make good. They are kept going at present only through large advances of public money."

That will show something of what this commission thought of these two railway systems as going and money-making concerns. On page 32, the commission's conclusions are given as follows:

"Our inquiry has fully satisfied us that the Grand Trunk management was content at the time with the arrangement made; that it deliberately took its business chances, and proceeded with the undertaking. On the evidence there is nothing whatever to justify any charge of lack of fairness or good faith on the part of the Government in its dealings with the company. We have no hesitation in saying that, neither legally nor morally, have the promoters or shareholders of the Grand Trunk Pacific Company any basis for a claim that the country shall make good the Grand Trunk's mistaken investment in the Grand Trunk Pacific. Any aid given to them must be looked upon not as a matter of obligation, but as spontaneous bounty."

That was the opinion of these men who, I believe, were qualified to judge after having fully investigated the circumstances of the case. Of this Grand Trunk Pacific common stock, there is somewhere in the neighbourhood of \$130,000,000 which the members of this commission say has no practical cash value. That is part of the stock which we are taking over, and we are leaving to arbitration to decide what it is worth. I do not

Continued on page 7

Now sold in a new waxed board package — a great improvement over the old lead package

RED ROSE
TEA is good tea

Sold only in sealed packages

Greater Production!

FARMERS

We are in a position to help you get greater production by supplying you with:

"Cletrac" Tractors

Plows, Harrows, Manure Spreaders, Chatham Fanning Mills, 11 and 13 Disc Fertilizer Drills, Robbins and Aspinwall Potato Planters, Cultivators and Wing Horse Hoes, etc. Also Double Crank Axle Wagons, DeLaval Cream Separators, Corona Ranges, Kerosene Engines.

We have just unloaded two carloads of Chevrolet Automobiles. Come in and look them over.

J. Clark & Son, Ltd.

Main Street—Hartland
H. N. Dickinson, Manager

Here's Real News

Our most up-to-date line of Men's and Boy's Hats and Caps, (very stylish), Men's and Women's Raincoats, newest fashions, and new Men's and Boy's furnishings—a fine showing—priced right—have arrived at our store.

See our new samples of Made-to-Measure Clothes

Hartland Clothing Co. Ltd.

FRESH GOODS

arrive here every day or two

Fresh Meats, Fish, Poultry, Provisions and Light Groceries

Eggs, Butter, Poultry, Pork Wanted

The Hartland Meat Market

Why Canadians Should Insure in a Canadian Company

BECAUSE—Experience covering a period of forty-six years has proven that the death rate of insured lives is about 15 per cent greater in the United States than in Canada.

BECAUSE—A Canadian does not need to assist in paying for this extra heavy death rate in a foreign country.

BECAUSE—A Canadian insuring in a foreign Company is sending his money out of Canada. If retained in Canada he and Canadians generally will benefit by its circulation and investment.

BECAUSE—In The Policy-Holders' Mutual Life (of Canada) he can secure his insurance at lower rates and on easier terms than in any other Company.

BECAUSE—The Policy-Holders' Mutual Life (of Canada) was organized for the express purpose of eliminating all objectionable features in Life Insurance.

BECAUSE—In The Policy-Holders' Mutual Life (of Canada) the Policyholder votes and participates in the management on equal terms with the Stockholders.

BECAUSE—By its Act of Incorporation provision is made for the Policyholder voting at his own home if convenient to attend the general meetings.

BECAUSE—By its Act of Incorporation the dividend to its Stockholders is limited and all profits above this limited dividend belong to the Policyholder.

BECAUSE—By its Act of Incorporation no bonus, so called "Gold Bond" policies or anything of a like nature can be issued.

BECAUSE—Its Policyholders participate in the annual distribution of profits after the third of the life of each policy.

BECAUSE—The low rates and annual distribution of profits leave the money in the Policyholder's pockets or return it to him each year instead of its being retained for speculative purposes as has been charged against some Companies.

BECAUSE—Premiums may be paid monthly, quarterly, semi-annually or annually as best suits the convenience of the insured.

BECAUSE—In the Policy-Holders' Mutual Life (of Canada) he will be insured in a Canadian Company incorporated by special Act, especially safeguarding his interests, thoroughly democratic in its principles and management, with every safeguard and security to which the strongest Stock Company can lay claim or which government deposit reserve and inspection can secure.

The Policy-Holders' Mutual Life Insurance Co. (of Canada)

A Canadian Company for Canadian Investors

Head Office: 401 Temple Building Toronto

H. E. Boyce, Pres. Mgr., St. John

NORDIN BROS., Dist. Agents, Hartland



New Man
If you are suffering from dyspepsia or other stomach trouble, you will appreciate a medicine that will relieve and correct your condition.

HAWKINS' DYSPEPSIA REMEDY

regulates and invigorates the digestive organs, prevents acid fermentation and souring in the stomach, and promotes digestion and assimilation of the food.

Try this extraordinary medicine—it will make you feel like a new man.

Sold at all drug and general stores, 50¢

The Canadian Drug Co., Limited, St. John, N.B.