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Our Spring Goods.

If not, call and inspect them. They are here and no finer stock of woolsens was ever shown on the North Shore. They comprise all the latest productions.

Now is the best time to leave your order while the stock is complete.

**P. RUSSELL,**

Fish Building, Pleasant Street, Merchant Tailor

## Ladies' Cash Store

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HOSIERY and UNDERWEAR at prices to suit everybody.

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## The Union Advocate

from now until Jan. 1st, 1910

FOR 50 CENTS.

## Mr. Loggie on G. T. P. Loan.

Ottawa, May 4.—In the debate on the third reading of Hon. Mr. Fielding's bill to loan the G. T. P. Co. an additional \$10,000,000 to enable them to go on with construction, R. L. Borden moved the following amendment:

"That the order for the third reading be discharged and that the said Bill be referred back to Committee of the Whole House with power to amend the same by adding effective provisions binding the Grand Trunk Railway Company as well as the Grand Trunk Pacific Railway Company to fulfil the conditions upon which aid has been granted to this enterprise, namely, the development of trade through Canadian channels and Canadian ocean ports and forbidding the diversion of Canadian traffic to foreign ports except when specifically routed thereto by the shipper."

Many members took part in the debate.

A. B. Crosby of Halifax, was followed by W. S. Loggie, who spoke as follows:

Mr. W. S. LOGGIE (Northumberland, New Brunswick). Mr. Speaker, the hon. gentleman who has just taken his seat (Mr. Crosby) seems to have wandered very far from the proposition before the House, carrying us through the political issues in the late contest in many of the counties of his province; but he has not placed before the House any good reason why the amendment moved by the hon. leader of the opposition should be adopted. I wish to make a few remarks on that motion. One of its propositions is that we should compel the Grand Trunk Railway Company to route traffic through Canadian channels and Canadian ocean ports, and forbid the diversion routed thereto by the shipper. He has not given us one fraction of evidence to show what power we have over the Grand Trunk Railway Company. We are not, as I understand the present proposition, lending one dollar to the Grand Trunk Railway Company and if the Grand Trunk Railway Company is not receiving anything from this parliament; why should we seek to bind it to do something for us? The hon. gentleman does, however, hold that we should bind the Grand Trunk Pacific Company to carry the traffic through Canadian channels. It is scarcely necessary to remind the hon. gentleman that the Grand Trunk Pacific is already bound by a signed and sealed contract to do so, and therefore it seems to me that placing this amendment before the House on this occasion is, as one hon. gentleman has already said, a catch-vote and a vote of want of confidence in the administration. As I understand it, if the principle of the contract, or the amended contract of 1904, had been applied to the prairie section as it was to the mountain section, the Grand Trunk Pacific would not be here to-day asking us for a loan. When this project was presented to us, it was expected that the company would bear 25 per cent. of the cost of construction; but unfortunately for them, they estimated the cost of the prairie section at about \$19,000 per mile, and therefore asked for a maximum of \$13,000 per mile. A good reason has been given why the cost has been more than was anticipated, but because of that limitation of \$13,000 per mile instead of 75 per cent. of the actual cost, we have been told today by the hon. leader of the opposition that there is imminent danger of the wheat traffic arising in the western provinces being carried to the American seaports, suggesting that it will be diverted at Superior Junction and taken to Port Arthur, thence by water to Midland, and over the Grand Trunk Railway to American ports. To my mind

that is the most effective answer to the hon. gentleman's original proposition, that we should aid in building a road to North Bay, and then hand the traffic over to the Grand Trunk Railway. If there is danger today of the traffic that goes to Midland being carried to Portland, would there not be danger of all the traffic that the Grand Trunk Pacific handled for all time to come being landed over at North Bay to the Grand Trunk Railway? Under such circumstances the Intercolonial Railway would become a commercial impossibility, for there would be good reason to fear that all the traffic would go to American seaports instead of to maritime province seaports. Was it not the part of wisdom for this government, when such a proposition was presented to it, to turn it down? My hon. friend is very much concerned about the traffic going temporarily to American seaports because of the unfortunate happening to the Quebec bridge or the non-completion of the road from Lake Superior to the seaboard. The hon. gentleman puts this question to us, but does he show us how that can be done except the Intercolonial Railway forsooth should haul the grain for nothing? He talks about its hauling wheat at two cents a bushel from Montreal to Halifax. But when we realize that two cents a bushel is about four cents per 100 pounds, or \$16 for a 40,000 car, we can understand that we cannot successfully manage any great railway with such rates.

Mr. R. L. BORDEN. I was quoting from the answer given by the government. It is not my statement.

Mr. LOGGIE. The hon. gentleman was quoting from the answer given by the government, but he must realize that at such rates, we could not carry very much traffic and come out on the right side of the ledger. It is not practical. How could we haul grain 800 miles as against 150 miles? And that would have been exactly the result if the railway had originally gone to North Bay and then have the freight go over the Grand Trunk Railway and the Intercolonial Railway to our maritime seaports. The very dangers which my hon. friend speaks about is the best answer why the government were wise in not adopting the policy he advocates, and we ought to congratulate the right hon. gentleman and his colleagues on the fact that they were sufficiently astute politicians and business men not to consent to any such project as was proposed by the Grand Trunk Pacific, namely to build to North Bay.

Let me now give one or two reasons why it was wise to build the road through the northern portion of Ontario and Quebec, in order that the wheat from our western field should go to our maritime ports. Leaving Winnipeg, we have a railway practically level. A four-tenths grade, I understand, is such that an engine which can start a train on the level will haul it with the same power over a four-tenths grade. Therefore we have a road from Winnipeg to Quebec practically level. We can therefore have grain from the west hauled by rail at practically as low a cost to Superior Junction and thence to Port Arthur as you can have it hauled by water to Midland and thence by rail to Montreal. We can deliver it to Quebec by rail at practically as low a rate as we can haul it by the other route and deliver it in the port of Montreal. Again after we get the grain to Quebec, we can send it to our maritime ports. The distance, I admit, is greater than between Quebec and Portland, but what have we to offset that? And that

## WILL NOT LOSE VS SIGHT.

Hon. John M. Morrissy's Eyes Will be Alright a Couple of Months.

DUE TO OVER WORK.

Must Rest From His Too Incessant Labors and Take Time to Recuperate.

Hon. John Morrissy returned yesterday from Montreal where he consulted specialists for weakness of the eyes. The Chief Commissioner was assured that his sight was not in danger. He had overworked his eyes, and all would be well after a rest of a couple of months. This will be welcome news to the whole community, as it was feared that Mr. Morrissy would lose his sight.

Genuine Panama hats \$9.00 and \$10.00 at L. B. McMURDO'S. Mail us your size. We will express you one subject to examination.

A tremendous sale of shirts is now on at McMURDO'S. We have 120 English cambric shirts. We offer the lot at 60 cents each, while they last.

is the pertinent point in having that wheat hauled over the elv from Winnipeg to Quebec. When you get it to Quebec, you have placed it very much nearer our maritime ports than if you brought it to Montreal and handed it over to the Canadian Pacific or the Intercolonial Railway. How do you offset the difference as compared with the route between Quebec and Portland. The distance between Quebec and Portland is very much less than between Quebec and our Atlantic sea-board. But we have this to compensate for that difference. Let me give you the words of Mr. Butler, who was at the time the chief engineer of the Transcontinental Commission. In the sessional papers of 1905, we find he tells us that you can haul ten fully loaded trains each way per day on the Transcontinental Railway 468 miles for \$2,970,864.54. To do this same business on the Intercolonial Railway with the 1 per cent. grade costs how much? It will cost \$5,128,509.06, a difference of \$2,157,554 in the operating in one year of ten loaded trains each way per day, and then there will be the difference besides on the passenger freight. What does that mean? We have heard today unfavorable criticism on the cost of the division between Quebec and Moncton. I thought that the cost was \$30,000,000 but the hon. member for North Toronto (Mr. Foster) says it will reach \$35,000,000. Is not that a profitable investment for the Grand Trunk Pacific? If they have to pay interest at 3 per cent. on \$35,000,000, that will amount to about \$1,050,000, and they save in operating expenses over \$2,000,000, so that they could, by building of the division between Quebec and Moncton, save \$1,000,000 a year over what it would cost them to ship by the Intercolonial Railway, even if they got it for nothing. So that they will save the interest on the actual cost of the trains between Quebec and Moncton.

The hon. member for North Toronto (Mr. Foster) said to day, had we not better go slow and not invest quite so much in the section between Quebec and Moncton? I say no, we should hurry along that section and also the section between Winnipeg and Quebec. My right hon. friend, the leader of the government, says it is our duty at present to hurry on the prairie section. So far as I can see, I say we ought to try and hurry on every mile of the whole line from Moncton west, and the sooner that is done the better for the transportation interests of this country. (Continued next week.)

## A GREAT MAN GONE.

Judge Hanington Passed Away  
Last Week, Aged 75  
Years

DORCHESTER, May 6.—The death of Hon. Justice Hanington occurred at the Hanington residence at seven o'clock this morning. The end was so unexpected that the event has been a great shock to the members of the family and friends generally. It was confidently believed that rapid and substantial progress was being made towards recovery.

Judge Hanington was the son of the late Hon. Daniel Hanington, M. L. C. He was born at Shediac, June 27, 1835. He was called to the bar in 1861 and soon acquired a large practice and became clerk of the circuits and county courts. He was created a Q. C., in 1881 and was subsequently elected a governor of Kings College, Windsor, where he was also professor of Procedure and Ecclesiastical Law, and received the honorary degree of L. L. D. from Mount Allison University.

He was one of the most active and honored of the laymen of the church of England.

In politics, he was a Liberal before 1867, became a Liberal-Conservative at Confederation sat in local legislature for Westmoreland from 1878 to 1892, being Premier several years until defeated by A. G. Blair in 1882. In 1892 he was appointed Puisne Judge of Supreme Court of N. B.

Deceased leaves three sons and four daughters.

Mothers, if you want a snap in light coloured suits for boys, you can get it at McMURDO'S. We have about 30 suits we are selling at cost to clear.

Rev. W. J. Dean of Gaspe, has accepted a call to the Newcastle Methodist church.

Two heads are better than one—at a kissing bee.

## For the Boys

## BASE BALL GOODS

Bats and Base Balls in a full range of prices. Catchers' Mitts from 15c. to \$1.25—the best line we have ever shown.

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