

THE ST. JOHN EVENING TIMES, SATURDAY, OCTOBER 22, 1904.

ADVERTISEMENTS.

MONTREAL MEN WERE EACH PAID
\$150 TO MARCH IN BORDEN
PROCESSION.

The Conservatives attacked the Government for extending the Intercolonial Railway to Montreal; now they pretend that they want it built to the Pacific.

A new Pacific Railway means prosperity for St. John.

Who sneered at the claims of St. John to become the winter port of Canada? The Conservative Leaders.

The "St John Sun" supported the Harvey-Salisbury Railway to side-track St. John.

No Government has ever done as much for St. John as that of Sir Wilfred Laurier.

Why should the people of St. John take the advice of the friends of George E. Foster?

St. John waited 18 years under Conservative rule for an elevator, but never got it.

When did you make the most money, during the last eight years under Liberal rule or during the seventeen years of Conservative rule?

O'BRIEN AND McKEOWN ARE A WINNING TEAM

VOTE FOR THE National RAILWAY PORT TARIFF Policy

The Conservative Railway Policy demands that the road from coast to coast shall be **OWNED BY THE PEOPLE** and operated in their interests.

The Liberals would hand over the road to the Grand Trunk to be operated in the **GRAND TRUNK'S INTERESTS**, which are centered at **PORTLAND, MAINE**.

The road which the Conservatives **WILL BUILD THROUGH NEW BRUNSWICK** will bring the **TRAFFIC** of the new transcontinental to **ST. JOHN** because it will be owned by the Canadian people, who have **NO INTERESTS IN AMERICAN PORTS**.

The Liberals would build it for a **GIFT TO THE GRAND TRUNK**, which will only use it to steal local traffic from the I. C. R. as its through traffic is **PLEGDED TO PORTLAND**.

The Conservatives will make St. John a **NATIONAL PORT**. They will develop the harbor at the whole country's expense and will **PAY BACK TO THE TAXPAYERS THE \$800,000** they have spent at Sand Point.

The Liberals would not even promise to do enough **DREDGING FOR TWO NEW WHARVES**.

The Conservatives will **ENSURE PROSPERITY AND HIGHER WAGES** by protecting Canada from foreign slaughtered goods and foreign pauper labor.

The Liberals say to **FOREIGN GOODS** and **FOREIGN LABOR** "Let em all come."

Daniel and Stockton stand for the **NATIONAL PARTY**, the party whose motto is

CANADA FOR CANADIANS

G. T. P. CONTRACT SCORED BY THE PRESS OF CANADA.

(Charlotte Harbor Examiner.)

It is wonderful that the Liberal candidates find it difficult to work up any enthusiasm for the Government which made the deal of which Mr. Blair said: "There is no necessity, there is no reason, there is no object, good had or indifferent, to be obtained."

It is the same all over Canada. The people cannot be made to "enthuse" for a government which, without their leave, in defiance of liberal principles, entered into a great national contract, involving a great national liability. The people feel that their consent to such a bargain as that made with the Grand Trunk should first have been asked. The people have been asked. Their right to self-government in all important national matters has been over-ruled. The can't enthuse they won't enthuse for the candidates of the government of Sir Wilfred Laurier. Mr. Borden has shown respect for the rights and wishes of the people. Sir Wilfred has not done so.

(Montreal Star.)

The country builds the line from Winnipeg to Montreal, and will have to put up the money as it goes along. It may afterwards lease the line profitably or it may not. It is "arguably" fallacious, to say that it will never have to be paid. Paid it will be before it gets a single dollar of rental or sees a wheel turning on the rails. Other half of the road, the liability rests squarely on the country, and it will have to be paid unless the line is a financial success. If it is a financial success then no one will pay it. The profits on the road will carry the debt until they pay it off. In that case, surely it would be a good thing for us to own so profitably a line. That would mean that we would get a transcontinental railway for nothing.

But if the road is not profitable financially, then we will certainly have to pay our liability, though we can never own the road. It is a case of "tails, we lose; heads, we cannot win." If there is any liability, but would let it fall on the farmer if he were not, the farmer getting nothing out of the affair in any event, it is a proposition that no farmer would entertain for a moment.

(Toronto Mail and Empire.)

The Government's conveyance to the Grand Trunk Railway Company of \$25,000,000 of the common stock of the Grand Trunk Pacific Railway Company, free of charge, is so flagrant a raid on the public that the advocates of the deal cannot feel comfortable over it. They try to draw the startling nakedness in which the deal stands out. They cannot, however by any sophistry make the thing appear to be anything but what it is, an outrageous "steal" from the people. The Ministerial organ in this city has the hardihood to profess the theory that the stock is essentially and permanently worthless as an investment. The organ in effect denies that any dividends can accrue to the common shares held by the Grand Trunk Railway Company. If the stock is ineligible for dividends, of course it is now and always will be without value. To set up such a pretence is almost dishonest. In the Act incorporating the Grand Trunk Pacific Railway it is provided that the common stock shall be exchangeable for "plant, rolling stock, docks, elevators, wharves, warehouses, vessels, or materials of any kind," etc. "the regard being had to the then market value of the stock." How could it be thus traded, or how could it have market value if it were not allowed to participate in the earnings? In section 5 of the same Act it is provided that the preference stock shall have such priority as respects dividends and "otherwise over ordinary stock as may be declared by the resolution of the ordinary shareholders. In fact, the preference stock is a secondary creation, the Act authorizing simply shares being a matter for adoption at a meeting of the general shareholders, who must not make the preference proportion exceed \$20,000,000. As the Grand Trunk Railway Company possesses all the common or ordinary stock, it has control, for a share of common stock is equivalent to a share of preferred stock for voting purposes. And that the common stock is not debarrated from coming into a hard money value was shown by Sir Charles Rivers Wilson at the semi-annual meeting of the Grand Trunk Railway Company. He showed that it indemnified the company for its liability on the \$15,000,000 bond guarantee. That the Railway Commission could restrain the company from paying dividends on the common stock is absurd, for that Act of Incorporation, and not the Railway Act, governs.

(Toronto Mail and Empire.)

Let us take as a test his statement that the Grand Trunk Pacific Railway will cost us but \$15,000,000. Here is a road of 3,900 miles in length. The country builds 1,900 miles of it, and every mile will cost \$40,000. Our initial outlay is \$76,000,000. On top of that we have all the free rentals to carry and all the interest to pay. The free rentals alone on this particular section of the road amount to \$22,800,000. And Sir Wilfred Laurier has the brass to stand up before a great Toronto audience and declare that we can spend all this money and that the total amount is but \$13,000,000!

(Herald.)

If \$13,000,000 is our liability for the railway, why does not Sir Wilfred pay the \$13,000,000 as a bonus to the Grand Trunk and let that company build the road on its own account? Again, Sir Charles Rivers Wilson declares that the Grand Trunk liability is \$14,500,000. Sir Wilfred says Canada's liability is \$13,000,000. Add the two sums together and the total cost of 3,900 miles of railway is \$27,500,000. That sum of money would not build 600 miles of road. Who builds the remaining 3,300 miles? Mr. Blair told Sir Wilfred Laurier that the cost to us would be \$139,000,000. This gentleman is a railway commissioner. He is so thoroughly versed in railway matters that Sir Wilfred has made him a railway commissioner. After such an expert has given his opinion, what does Sir Wilfred mean by standing up before a Toronto audience and asserting what he knows to be untrue, namely, that the cost to the public will be but \$13,000,000, or less than one-tenth of the sum mentioned by Mr. Blair?

(Montreal Times.)

Speaking in the Opera House on Wednesday evening, referring to the Grand Trunk Pacific, Mr. Emmerson said:

"It seemed to him that a man who would oppose this project seriously would be a fit subject for an institution down by the banks of the St. John River."

One of the men opposed to the Grand Trunk Pacific project is the Hon. A. G. Blair, the political godfather of Mr. Emmerson and former Minister of Railways in the Laurier government. Referring to the project in one of the most powerful speeches ever heard in Parliament, Mr. Blair said:

"It is absolutely useless. It is a total and absolute waste of the public money. It is not only a destruction of the Intercolonial Railway, but it is a sheet of unjustifiable squandering of the public money." "There is no necessity, there is no reason, there is no justification, there is no object, good had or indifferent to be obtained."

(Halifax Herald.)

Mr. Charles Rivers-Wilson told the

Do You Choose

YOUR MEDICINE WITH CARE

AND INSIST ON HAVING

Syrup of Linseed

AND

Turpentine

FOR AILMENTS OF THE THROAT

AND LUNGS.

You cannot be too particular in buying medicine.

It may be a question of life or death.

There are so many cough and cold remedies that there is a tendency to be careless in the selection of treatment, and yet what is more dangerous than a cold?

You would not think of taking any medicine that might be injurious to heart trouble or kidney disease, and yet far more people die from the result of neglected colds than from these ailments.

INSIST ON HAVING A MEDICINE OF RELIABILITY AND REPUTATION SUCH AS FR.

CHASE'S SYRUP OF LINSEED AND TURPENTINE.

This great family medicine has stood the test of years, and never disappointed those who put their trust in it as a cure for croup, bronchitis, whooping cough, asthma, coughs, colds and throat troubles.

Do not be satisfied with substitutes and imitations, for they lack the curative powers which have given Dr. Chase's Syrup of Linseed and Turpentine its world-wide reputation.

MRS. GEORGE GOOD, Titchborne, Aldington, Co. Ont., writes:—"It is with pleasure that I certify to the wonderful success of Dr. Chase's Syrup of Linseed and Turpentine as a cure for colds. It is the best and surest treatment for coughs and colds that we have ever been able to find."

MRS. A. A. VAN BUSKIRK, Robinson street, Moncton, N. B., writes:—"For years I have used Dr. Chase's Syrup of Linseed and Turpentine for my children when they have colds in the winter. I first used it with my daughter, who suffered from a severe form of asthma. The least exposure to cold would lay her up and she would nearly suffocate for want of breath. I must say I found it to be a most satisfactory treatment, and it has entirely cured her. It seems to go direct to the diseased parts and bring the desired relief."

Dr. Chase's Syrup of Linseed and Turpentine, 25 cents a bottle, at all dealers, or Edmondson, Bates & Co., Montreal.

Grand Trunk shareholders in London that all the new transcontinental railway would cost the Grand Trunk company was \$14,500,000. Every cent of the balance of the cost was to be furnished by the government of Canada. Yet Laurier and Fielding are going about the country trying to make the electors believe that all the people of Canada will be called on to pay will be \$13,000,000.

But if Laurier and Fielding were to say to Cox and Hays: "Here is a check for \$13,000,000; go and build the road yourselves," do they think for one moment that Cox and Hays would accept the offer? Not much. They know better. Those two colossal grafters know that they want more than ten times that amount of Canadian money, or somebody else's money raised on the Canadian government's bonds.

Every elector in this city and province, and indeed in all Canada, has two all-sufficient reasons for voting against the Government and its candidates, namely, to rescue the country from the terrible evils which are sure to follow the carrying out of the Grand Trunk Portland deal, and to secure the great benefits which are certain to come from the People's Transcontinental.

(Berwick, N. S. Register.)

In the bargain with the Grand Trunk Pacific the government undoubtedly has "ingested" several clauses seeking to bind the company to Canadian ports. But railway companies possess matchless ingenuity in discovering loopholes in enactments which interfere with their interests. If the government owned and operated the railway there would be no question of clauses or loopholes. The Canadian ports would get the trade automatically.

The government refused to buy the Canada Atlantic which in all likelihood would have made the Intercolonial pay, and then cites the lack of returns on the Intercolonial as a reason for fighting shy of government ownership.

Sniffing and Sneezing Colds

Can be stopped in a few minutes and permanently cured in one hour by inhaling fragrant healing Catarrhones. No remedy compares with Catarrhones for cold in the head and nasal catarrh. It soothes and heals the inflamed mucous membranes, prevents sneezing and coughing, clears away the "stuffed up" feeling in the forehead. If you haven't used Catarrhones get it today and try it on your next cold. You'll be surprised at the efficiency of this delightful inhaler treatment which pleases everyone because it cures so quickly. Complete outfit \$1.00; trial size 25c.

EXQUISITE PROGRAMME.

The first concert of a musical and literary character of special interest will be held in north end for some time, will be at Main street Baptist church next Tuesday evening, when Miss Adelaide Barrett-Jump, the renowned elocutionist, assisted by Mrs. Hallet (nee Trueman), Miss Mabel Andrews, Kingsmill, the English tenor, and other will present an exquisite programme. The numbers will be of a high-class in every particular. The money is to be devoted to the new organ fund.

KENT COUNTY.

Miss McInerney is Dangerously Ill—Visitor from Isle of Man.

Harcourt, Oct. 22.—Miss McInerney of Rexton, niece of George V. McInerney, K. C., had to give up Rexton school some time ago on account of an attack of typhoid fever. She has now taken a relapse, and her life is in danger. A. E. Pearson is supplying in the Rexton principalship for her.

Miss E. Trinda Wathen returned from her visit to Campbellton on Tuesday night.

Miss Jane Bryant of Harcourt and Miss Maisie, daughter of Ephraim Bailey of Trout Brook, left today for Oldtown, Maine, Mrs. William Byran of Maine, who has been visiting here, returned with them.

Miss Goldsmith of Douglas, Isle of Man, Great Britain, is visiting friends here.

Rev. J. B. Champion spent yesterday and Thursday at Rogersville.



No other Soap has ALL the qualities of Baby's Own Soap. Pure, Fragrant, Cleansing. The best for delicate skins. Albert Toilet Soap Co., Ltd. MONTREAL.

Water—Chef, there's a guest out there that's in a hurry. He wants to get to the depot in a jump. What's the best thing for him? Chef—Frog's legs.—Chicago Journal.

We often refer to the doctors. Why? Because we make medicines for them. We give them the formula for Ayer's Cherry Pectoral, and they prescribe it for coughs, colds, bronchitis, consumption. We trust them; they trust us. Ask your own doctor about taking this medicine.

IT IS A LEADER!

WHAT?

Our Heavy Pliable Finish

—TO—

SHIRTS, COLLARS and CUFFS.

Stiff but Rubberee.

TRY IT.

UNGAR'S Laundry, Dyeing and Carpet Cleaning works, Ltd. Phone 58.

Gilbert's Lane Dye Works

LACE CURTAINS cleaned and done up EQUAL TO NEW

Carpet cleaned and beaten. Dyeing and scouring.

MACAULAY BROS. & Co., City Agent

Read What the Liberal Leaders Say

H. A. McKEOWN, EX-M. P. P. ST. JOHN, N. B.

says: "I take great pleasure in stating that I have used Hawker's Tolu and Cherry Balsam for the last eight years and consider it the best cough cure I ever used. I find Hawker's Liver Pills an excellent liver regulator."

THOMAS McAVITY, ESQUIRE ST. JOHN, N. B.

writes: "I take great pleasure in stating that I have used Hawker's Tolu and Wild Cherry Balsam in my family for years, and find it an excellent remedy for coughs and colds."

Then Take the Other Side of Politics. For Instance:

W. S. FISHER, ESQUIRE, of the well-known firm of Emerson & Fisher, St. John, N. B., says: "I have much pleasure in stating that I have found Dr. Manning's German Remedy most effective for the treatment of Neuralgia, Pains, etc. As a general family liniment I consider it unequalled."

The Canadian Drug Co., Limited

Sole Proprietors, St. John, N. B.