THE STORY IN A NUTSHELL.

What the Shameful Grand Trunk Pacific Contract Really Means and How it Will Affect Canada.

A feature of the railway deal that, for the balance of the term of the what it owns must not be lost sight of is the immense amount of money that we are to \$430,000 per annum, or \$17,200,- AN ONTARIO LIBERAL required to give away-under this Laurier scheme. Let us see what we hand over to fortune's favorites.

"I must not forget to mention terest on that sum. "I must not forget to mention teles on that sain, that in return for the support which we ask you to accord the Grand it takes control of the road, pay us dian road when it becomes a part of

We Provide the Road.

Having given the \$25,000,000 of

stock it receives. But instead of do-ing that we kindly undertake to build \$6,678,000 for a bridge which crosses

Eastern Obligations.

Let us take the obligations on the Eastern section first. What the milage of the line between Winnipeg and Moncton will be nobody can say

tion, first, to give the railway company \$25,000,000 in stock free, and then to spend \$76,000,000 in providing we borrow three-fourths of the monis to control?

is to take eight years to construct the road, and during that time the country must borrow the money with thus provided we pay the interest for seven years. If the company defaults we pay all the interest always. which to pay the contractors. interest from the day the first dollar is borrowed, until the day the line is finished, will be \$10,000,000, according to an expert calculation.

This includes the cost of building dertake to keep it up.

More Bonuses.

surely ought to close the account. taking the line over and running it found strength, in vital energy, in But it does not. We have to come for us at a profit to itself. to the front again, and pay the in- We have public ownership, united other medicine on earth so beneficial terest on the total investment for ten with private control and private to the weak, the run-down and nervous.

Placing the interest at 3 per profit.

At the end of the ten years, the in principle, expensive in operation company begins to pay a rental for and corrupt in its inception, that octhe road-three per cent. on the con- casion is now. struction. The money we have bor- Every man among us ought to feel in perfect dread of a collapse.

The Country Squeezed.

If this were the complete story the A Heavy Bonus.

thing would be bad enough. But there is more yet. When we go to London to borrow we cannot get of \$25,000,000 in common stock to money at par. We shall have to acof \$25,000,000 in common stock to kindly at plant to say in his paper about the the Grand Trunk Railway Company. cept ninety cents for every dollar we government's railway policy.

Sir Rivers Wilson, when explaining engage to pay back. To put it in anthe scheme to his shareholders on other way, every time we wish to patriotism but their own interests, March 8th, thus referred to this spend ninety cents on the line we gift:-

Trunk Pacific, the Grand Trunk will as large a sum in the way of rental the Grand Trunk system, which in its become the possessors of the whole of the common stock, amounting to \$25,000,000, or £5,000,000."

The Grand Trunk undertakes to The Grand Trunk under the Way of rental as we have to pay in the shape of increase the Grand Trunk under the Way of rental as we have to pay in the shape of increase the Grand Trunk under the Way of rental as we have to pay in the shape of increase the Grand Trunk under the Way of rental as we have to pay in the shape of increase the Way of manage the railway, after it has road. The country, on the other been built with public money or public credit. As a reward, we give that on the amount we have borrowed, company \$25,000,000 of stock in the which is ten cents on the dollar more dollars annually and there is nothing than we have received and paid out. More To Follow

More to Follow.

Having given the \$25,000,000 of stock to the Grand Trunk, we proceed to provide the raifway which the company is to control. The line is in two parts. One part runs from Winnipeg west to the coast; the other of the remaining that is to which requires the country to provide all "betterments"; that is to say, all the rebuilding, all the new bridges, all the new rails, all the sidings, all the stations, all the yards, and all the roundhouses, during the put up \$25,000,000 to represent the stock it receives. But instead of do-

the eastern part at the public expense, and to borrow three-fourths of the money with which to build the western part. through the duplicating of our own Government line between Quebec and

Western Liabilities.

The western end of the scheme is for a certainty. But the estimate easier for the country. We guarantee is 1,900 miles; and a raflway that length, at \$40,000 a mile, will cost of the cost of this section, and agree \$75,000,000. to pay seven years' interest on cer-tain of these bonds, thus providing

ing a part of the road the company ey required to build this part of the s to control?

But this is not the whole story. It rather more than half of the money

How It Stands.

Further, we find three-fourths of the money with which to build the western part.

cent, the cost to us is \$2,580,000 If there was ever an occasion when per annum, of \$25,800,000 in ten per and smash a scheme which is wrong with the country ought to rise en masse and smash a scheme which is wrong with the country ought to rise en masse and smash a scheme which is wrong with the country ought to rise en masse and smash a scheme which is wrong with the country ought to rise en masse and smash a scheme which is wrong with the country ought to rise en masse and smash a scheme which is wrong with the country ought to rise en masse and smash a scheme which is wrong with the country ought to rise en masse and smash a scheme which is wrong with the country ought to rise en masse and smash a scheme which is wrong with the country ought to rise en masse and smash a scheme which is wrong with the country ought to rise en masse and smash a scheme which is wrong with the country ought to rise en masse and smash a scheme which is wrong with the country ought to rise en masse and smash a scheme which is wrong with the country ought to rise en masse and smash a scheme which is wrong with the country ought to rise en masse and smash a scheme which is wrong with the country ought to rise en masse and smash a scheme which is wrong with the country ought to rise en masse and smash a scheme which is wrong with the country ought to rise en masse and smash a scheme which is wrong with the country ought to rise en masse and the country ought

half per cent. If so, we lose a half from this stupid and perilous barper cent. per annum on \$86,000,000 gain. G. T. P. CONTRACT SCORED

BY THE PRESS OF CANADA.

WHY SHOULD ANY MAN

the grit candidates may as well save Portland, Maine; and the Grand their deposits by keeping out of the Trunk manager, who is responsible

The grit party cannot point to any one possible advantage that the Cox-Hays railway scheme possesses over the scheme propounded by the conservative leader. There will be as much business for the laborer, mechanic, engineer, manufacturer and merchant in the latter scheme as in the former. And in addition when the road is completed it will in case the Cox-Hays scheme is confirmed go. will remain the property of the people, and its operation will remain ablook the interests of the country.

scheme unless he allows nimsen to boots, were almost helpted.

ever, they managed to rid themselves of coats and boots, then clung as whose money has built it. Then why should any sane man vote for Cox- AN UNFAIR DIVISION Hay candidates?

IGNORE THIS PROUINCE TO BUILD UP PORTLAND.

(Moncton Times.) A significant feature of all the is insulting to the common sense of watery grave, for they could not Grand Trunk and Grand Trunk Pacitic people.

It is am attempt at deception, of turned boat till assistance reached the New Pacital Countries of the New Brunswick end of this pro- which a man occupying a position of them, as it would have taken some fect. Not a line, not a syllable, can trust ought to be ashamed. be produced from any remark of any It is a slur upon the intelligence of from the shore in the teeth of the one of the men connected with this the citizen, and should be resented as northerlygale that was blowing.

scheme, to indicate that they regard such. the New Brunswick section as a serious part of their undertaking. On
the other hand they have refused to vide by loan three-fourths of the cost

We build 1,900 miles of the railway ed he could not speak and Lakeman was quite benumbed with cold.

They were thankful to escape, spend a dollar of their own money on of the remaining 1,400 miles which though the coats, boots, guns and

If the stampede from the grit party essary to ensure dividends for them & Co., Kingston, Ont., and Hartford, on their existing line, which runs to Conn., U.S.A. their deposits by keeping out of the Trunk manager, who is responsible fight. And Halifax has just as good reason to give a crushing defeat to the Cox Hays candidates as St. John has. The future of both cities is in peeil.

The rest cannot point to the Grand Trunk has never done yet, a fatal termination, but for the time-front forms are purchased, the large purchased the large purcha

scheme unless he allows himself to boots, were almost helpless.

(Toronto Mail and Empire.). Sir Wilfred Laurier's public declar-

of interest in the undertaking. On the other hand, the Grand Trunk, which provides a relatively small part of the financial backing, is a-warded as a bonus \$25,000,000 of the common stock of the new line.

The country of the Grand Trunk are partners in this project. By the country nine-tenths of the cost of the road will be supplied in cash and credit, and the country will

have no share in the profits.

By the country one-tenth of the cost of the undertaking will be found, and the company will have \$25,000,000 in stock, free and all

If Canada tolerates this unfair division of the responsibilities and the profits a great mistake will be made. We ought to own what we pay for, and any company building a railway ought, with moderate aid, to pay for

GIVES HIS OPINION.

H. J. Pettypiece is a liberal member of the Ontario legislature, representing East Lambton. He is also the owner and editor of the Forest (Ont.), Free Press. This is what he had to say in his paper about the

and to hand the road over to the G. T. R., will be to defeat, rather than advance these patriotic purposes. operation for years past has been de-

cidedly anti-Canadian "In its passenger and freight charges, and traveling and shipping accommodation, it has outrageously discriminated against the Canadian public to the extent of millions of in the proposed agreement to pre-vent the continuation of this anti-

Canadian policy.

"Loyalty to Canadian interests demands that the existing and proposed Government lines be kept under

'If the Grand Trunk people owned the Intercolonial in its present condition they would not go to the expense of building another line from Quebec to Moncton, but would make a great fight against another linewhich would ruin their investmentgetting any aid from the Govern-

'To suggest that they should build a competing railway and give it to a rival company would indicate insanty somewhere, and yet that is just what the Gopernment proposes to

"The proposition now before the country (Laurier's), is not business it is not statesmanship, it is not

WEARY ALL DAY

Always Played Out, Weak, Languid, Discontented.

FERROZONE

It will be observed that we build Will Infuse the Vim and Fire of Youth into Your

Veins. Quick permanent cure follows Fer-If we give \$25,000,000 in stock,and Then we give the Grand Trunk rozone. It braces at once, makes you spend \$86,000,000 in building, that \$25,000,000 in stock as a bonus for feel like new. You rejoice in new power to act, to think, to do.

"I was subject to spells of dizziness and light feeling in the head. "I broke out in cold sweats.
"My appetite was poor, and I lived

"I improved at once by using Fer-

"It braced up my nerves, gave me a good appetite, strengthened my blood, and made me feel young again. I am now in the best of health, just because I used Ferro-

It's a shame to live in a half-dead condition. Ferrozone will vitalize It will give you reserve full of holes as a sieve. The Grand strength, self-control, surplus vigor. UOTE FOR COX AND HAYS. Trunk President, addressing his share holders in London, said entrance to made; 50c. per box, or six for \$2.50, the Canadian wheat fields was nec- at all dealers in medicine, or Polson

the road is completed it will in case the Cox-Hays scheme is confirmed go to Cox and Hays and Portland, whereas under Mr. Borden's scheme it

fast as they could to the bottom of their frail craft, but high wind and OF COST AND PROFITS. heavy seas made this very difficult. Their cries for help were heard on shore about the time the rescuing boat bore down upon them. But for ation that his \$150,000,000 railway the opportune arrival of this boat liability will cost us but \$13,000,000 the young men must have found a time for a boat to make its way When rescued. Griffin was so exhaust-

They were thankful to escape, this section and their agreement with the company is to construct.

The government for its operation, if Although we thus finance the in to a ledge and breaking up.—St. lt aver should be constructed, is as scheme, the country has not one cent Croix Courier.

To the Public.

The Publishers of the St. John EVENING TIMES beg that you will give this paper a very careful perusal, and they have every reason to believe that you will concede it to be one of the best and brightest journals to be found anywhere.

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dry.

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23 (Private) Manchester, Robertson & Allison.

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121 Bridge St. near Stetson's mill. 122 Cor Main and Bridge Sts. 123 Street Railway car sheds. 124 Cor. Adelaide Road and Peel St. 125 Engine House, No. 5 Main St. 126 Douglas avenue, opp. Hon. James Holly's.

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Road.

142 Cor. Portland and Camden Sts.

143 Police Station, Main St.

145 Head Long Wharf, Main St.

154 Paradise Row, opp. Mission Chapel.

231 Engine House No. 4, City Road.

241 Cor Stanley and Winter Sts.

253 Wright Street. Head Millidge St, Fort Howe.
Cor. Barker and Somerset Streets,
Fort Howe.
Cor. City Road and Gilbert's Lane.

112 Engine House, King St.
113 Ludlow and Water Sts.
114 King St. and Market Place,
115 Middle St. Old Fort.
116 Winslow and Union Sts.
117 Sand Point Wharf.
118 Queen and Victoria Sts.
119 Lancaster and St. James Sts.
121 St. John and Watson Sts.
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213 Watson and Winslow Sts.
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It is interesting to note that almost every freight train that comes into the city brings some cars of Coal for Gibbon & Co.

Arrives from Canning, N. S. bon & Co.
Within the past few days, they have received cars of Queens Blacksmith Coal, and cars of Winter Port House Coal from Gibbon & Co's. own mines in Queens Co., N. B. Queens Co., N. B.

Cars have also arrived for Gibbon &
Co., from the famous Strathcona mines
in Cumberland Co. N. S.

Almost every week a train load of Pictou Coal comes into the yard for Gibbon &
Co.

Shorthand in Besides this, Broad Cove Coal and Old Mine Sydney Coal is brought through from Cape Breton, in hox cars for Gibbon & Co. BY SAIL.

By water the arrivals are also numerous.
The Steamer "Alcides" has just brought a large lot of Scotch Hard Coal from Glasgow.
The small schr "Albana" and the big schr "Lewinaka" are bringing cargoes of Triple X Lehigh Hard Coal from New York Barges and schooners will be arriving with Springhill Coal from Parrsboro.

Sydney and Cape Breton Coals are being brought in by steamer, and the large schooner "Leonard Parker" is bringing a 500 ton cargo of Broad Cove Coal.

On all these Coals Gibbon & Co. offer special prices.

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S. S. Beatrick E. Waring will leave St.
John for Head of Belleisle and intermediate points every Tuesday, Thursday and
Saturday at 11 a. m. Returning, leave
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ONE OF THE MAIL STEAMERS, "Victoria" or "Majestic," will leave St.
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Returning at 6.30, 8, and 10, a. m. and 4.15, and 5.45 p. m. Sunday leaves Millidgeville at 9, and 10.30, a. m., and 6 p. m.
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for the Fencing, Grading, etc., in the construction of Single-Track Diversions, at Mitchell and St. Leonard Junction, P. Q. also at the office of the Chief Engineer, Moncton, N. B., where forms of tender must be compiled with.

Railway Office, General Manager,

Railway Office, Moncton, N. B., 6th October, 1904. Intercolonial Railway.

General Manager

TENDER FOR BUILDINGS Separate Seal?d Tenders, addressed to the undersigned, and marked on the out-side "Tender for Buildings, Mitchell," or "Tender for Buildings, Aulac," as the case may be, will be received up to and including MONDAY, the 10th Day of OCTOBER, 1904,

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Plans and specifications for the buildings at Aulac may be seen at the Station Master's Office at Aulac, N. B., and plans and specifications for the buildings at both places may be seen at the office of the Engineer of Maintenance, Moncton, N. B., where forms of tender may be obtained.

All the conditions of the specifications N. B., where retained tained.

All the conditions of the specifications must be complied with.

D. POTTINGER,

Railway Office,

General Manager, Railway Office, Gen Moncton, N. B., 23rd September, 1904.



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