

CANADA FEEDS THE COW; THE GRAFTERS MILK HER.

Is This a Fair Proposition to Put Up to Any Intelligent Voter?—To be Asked to Endorse the G. T. P. Scheme is an Insult to Your Intelligence.

(Mail and Empire.)

The manner in which the Grand Trunk Pacific Railway is to be financed and built is one of the novelties of railway construction. It is not paralleled in any part of the world. Picture a line 3,300 miles in length which the Grand Trunk Pacific is to own and control, and then look at the scheme for building it. The affair is divided into two parts, one—east of Winnipeg—1,900 miles long, and the other—west of Winnipeg—1,400 miles long.

The country builds the first part—that is the part that is 1,900 miles long. After we have built it we lease it to the Grand Trunk for ten years for nothing, and for forty years more for 3 per cent. on the cost of construction. We also agree to make and pay for all the betterments.

The company builds the second part—the 1,400 miles. This looks like a "low-down scheme" to make the company pay for what it owns. But it is not for three-fourths of the money required for the construction of the line is borrowed on the public credit, while the company borrows the balance—one-fourth.

It will be observed that the country finds all the money to build 1,900 miles of railway, and three-fourths of the money to build the remaining 1,400 miles. If you take the total mileage—3,300 miles—and apply the financial obligations to it, you will find that Canada builds 2,950 miles, and that the company builds 350 miles! That is to say, the country finds enough money to build the 2,950 miles, and the company finds enough to build the 350 miles.

Why not pay for the extra 350 miles and own the line? But this is not the complete story. Section 26 of the contract provides that there shall be \$45,000,000 of capital stock, of which sum \$20,000,000 shall be preferred stock and \$25,000,000 common stock. The preferred stock can be disposed of as the company thinks proper, and the proceeds applied to the purchase of engines and cars.

No Explanation Given.

But not so the \$25,000,000 of common stock. It is set forth in section 27 that "the Grand Trunk Railway Company shall acquire and take the said common stock, to the amount of \$25,000,000, except a thousand shares, which shall belong to the directors. This \$25,000,000 of common stock is a bonus to the Grand Trunk Railway Company, over and above the other considerations. That it is such a gift is denied by the organs of the government, but those who happen to read these denials will notice that they are not coherent, and that, although many words are used, no satisfactory explanation of the transaction is given.

It is not necessary to go far to find the proof of this. The \$25,000,000 is a bonus to the Grand Trunk Company. Sir Rivers Wilson made a full explanation of the scheme to the shareholders of the Grand Trunk at their annual meeting. After telling them where the road runs and the arrangement for building it, he said:—"If you have followed the figures which I have mentioned you will find that the result shows an amount of principal bonds guaranteed in respect of both sections of \$2,968,000, and of annual interest of £118,720. This constitutes the responsibility of the Grand Trunk Company." All the Grand Trunk has to find is money borrowed to the tune of \$14,-

500,000, in round figures, and the interest upon that is \$590,000 per annum. Then Sir Rivers proceeds to state:—"In return for the support which we ask you to accord the Grand Trunk Company, the Grand Trunk Company will retain a controlling interest in that company, and will become the possessors of the whole of the common stock, amounting to \$25,000,000."

What the Grafters Get.

It will be noticed that all the Grand Trunk has to do is to guarantee the loan of \$14,500,000, which is its share of the cost of the Western section. The shareholders are not asked to subscribe \$25,000,000 in cash in order to cover the subscription to stock. On the contrary, they are told that they get this stock in return for their endorsement of the loan of \$14,500,000.

Now, the point as to whether this \$25,000,000 is a gift to the Grand Trunk was tested in Parliament. Mr. Barker moved, on Sept. 14th, 1903, that the stock to be acquired by the Grand Trunk should be paid for in cash at par. The Government would not have this. The proposal was voted down. If the stock is to be paid for the resolution of Mr. Barker or would the stock be a bonus that the Government resisted the motion.

Let us now ask why this \$25,000,000 is given to the Grand Trunk, and what the effect of the gift is. If the Grand Trunk had been allowed to go on with its own scheme it would have had a business railway to operate from North Bay to the coast, and could well have put in the necessary cash. But it was not permitted to build a business road. It had to agree to the scheme which Sir Wilfrid Laurier and Sir William Mulock patched up, contrary to the advice of Mr. Blair, who understands the question. The \$25,000,000 is a part of the indemnity allowed the Grand Trunk for having this stupid plan thrust upon it.

Who Pays the Piper?

The \$25,000,000 bonus represents money that is not put into the road. It is an artificial basis for profits or dividends given to the Grand Trunk free of charge. Who pays the bonus? It is paid by the user of the true line. As a matter of fact, we give in this transaction two kinds of bonuses. First, we give from the public treasury, or in public credit, enough money to build the greater part of the railway. Then we turn upon the man who is to use the road and tax him enough annually to pay a dividend upon \$25,000,000 for ever.

The combined bonuses are more than enough to build the railway from end to end, and to enable the country to own and control it. Look at what we are doing. We build 1,900 miles of this railway at the public cost. We find with the credit of the country three-fourths of the cost of the remaining 1,400 miles. Then we pass the line over to the Grand Trunk, accompanied by a block of stock worth \$25,000,000. The company has the road and the stock. The country has the financial burden and no stock in the enterprise. The country puts up \$150,000,000 and has no stock in the road. The company puts up relatively nothing, and has \$25,000,000 of stock gratis. If Canada does not rise against this unequal and absurd scheme it will be a mistake that we shall rue for many a day.

G. T. P. PLAN CRITICIZED.

Dr. Silas Alward and W. Frank Hatheway Present the Issues in the North End.

Use of the I. C. R. as a campaign instrument came out in the conservative meeting in Temple of Honor Hall last night. The electors also heard the issues of the present contest presented in plain, forcible way. The speakers were Dr. Silas Alward and W. Frank Hatheway and their speeches were warmly received and frequently applauded. Dr. Gilchrist occupied the chair and in a few brief introductory remarks referred to the record of the liberal party as in no way coming up to the promises made. He characterized them as having motion without progress and urged his hearers to united effort to place the supporters of the national policy—the present opposition—in power.

Dr. Silas Alward K. C., then addressed the meeting at some length. He dealt with the G. T. P. scheme and pointed its inadvisability. He referred to the government's attitude toward the South African contingent, and showed where the government was compelled to yield to the demands of the public. He dealt ably with the question of trade and then turned his attention to the G. T. P. scheme which he forcibly condemned. The G. T. P. was the G. T. under another name, it was a case of Dr. Jekyll and Mr. Hyde, and when Mr. Fielding said in 1903 that the Grand Trunk was before and behind the government he did not say enough. When the crisp bills were floating around on Nov. 3, they would see that the railway was part of the government. The citizens of St. John would be unworthy of the name, continued the

speaker, if they gave their votes in favor of a rival state. Alterations in the original bill had brought forth what was called a supplementary contract and every change made had been in favor of the company which, when they had repudiated the first set of 1903 proceeded to wring concessions from the government.

W. F. Hatheway, who was the next speaker, proceeded to refer to a matter which he said might be termed a bribe to Antigonish, by the government. While, continued the speaker, it was right to help those who needed it, as help was sent to St. John at the time of the fire, yet the government were sending hay to Antigonish farmers, now under curious circumstances. There had been a bad hay crop this year, and the farmers in the district had no food for their cattle. They held a meeting a short time ago to consider the situation and on the same day there arrived in the district the minister of railways in his private car. Also Hon. Mr. Fielding and Sir F. W. Borden, minister of militia. The farmers asked them for a reduction in the rates but nothing was done until shortly after Sept. 24, the day of the conservative nomination. Then it was announced that 25,000 tons of hay would be sent down free of charge to Antigonish. The freight amounted to nearly \$4 a ton, and the speaker referred to a letter he had received from T. J. Bonner, giving some interesting particulars. This action of the government might not be a bribe and he, (the speaker), did not call it one, but, considering that this generous concession was made on the eve of an election, it was at least curious. What a coal famine was causing trouble in this city two years ago there was no offer of reduction in rates to St. John.

He spoke strongly against the G. T. P. project and urged the electors to deposit it, and in the interests of good government. Tom—Young Hercules has a cheap look about him, yet he is decidedly popular with the fair sex. How do you account for it? Jack—Oh, I suppose there is a sort of bargain counter charm about his cheap look.

POLITICAL COMMENT.

(Charlottetown Examiner.)

The Patriot is very anxious that Mr. Blair should not speak in this campaign. It is overjoyed at the prospect that Mr. Blair will not speak.

But Mr. Blair has spoken. He has spoken by his acts—and acts speak louder than words.

He has spoken in the strongest language that he could use in condemnation of the Government's scheme.

He has spoken by his memorandum submitted to the Cabinet. He has spoken from his place in Parliament. He has spoken from the chair of the Government's Railway Commission. He has within the past few days, reaffirmed his strong objections to the contract and said:—"I accepted a place on the commission with many misgivings. Since I have been a member of the Board I have not, found that these misgivings have been removed; but I think I may rather say that they have been intensified."

Then he resigned. Mr. Blair is a liberal. He has been Minister of Railways. He is, Sir Wilfrid Laurier says, the best railway authority in Canada.

If he never says another word he has said enough, more than enough, to convince every independent and intelligent liberal (1) that he is in earnest; (2) that the government of the Grand Trunk Pacific deal ought to be voted down.

Emmerson's Mistake.

(Moncton Times.)
Mr. Emmerson made a great mistake when he said those opposed to the government's "Grand Trunk Pacific scheme are 'unworthy of Canadian citizenship' and are 'fit subjects for a lunatic asylum.'" There are tens of thousands of men in this country opposed to the scheme, who for intelligence, business capacity and patriotism are at least the equal of H. R. Emmerson.

A Traveller Reports.

(Belleville paper.)
R. P. Hamilton, a prominent resident of Belleville, who is now travelling in the Maritime Provinces, writes: "I find here scores of leading business men who have been life-long liberals now on the conservative platform, denouncing the extravagance of the government, and joining hands with the conservatives. No one would believe there could be such a change of feeling as has taken place within the last three months without he was here to witness it."

Will Support Wilmot.

A Hoyt, Sunbury County man who is in the city said to the Times today:—"I have always voted liberal in the past but the Grand Trunk Pacific scheme is the limit and on the approaching election, I will cast my first conservative ballot and it will be for R. D. Wilmot, the conservative candidate for Sunbury and Queens."

In my opinion Mr. Wilmot will be elected by a big majority. The reason for my voting for the conservative candidate is the same as that of many others throughout the constituency, the split is due to the Grand Trunk Pacific project, which will receive condemnation at the hands of the electors.

"I believe in government ownership and full control of all utilities in the interests of the country. We want railways, but let them be built by the government, and then the government will have control of them. I have met many old time liberals who were opposed to the G. T. P. scheme, and are disgusted with the policy of the government in regard to the project. It is generally conceded that Portland will be the terminus of the G. T. P., and that St. John will be entirely ignored. The Sunbury—Queens electors will show their repudiation of the government's policy by electing Wilmot, the conservative on Nov. 3rd."

Moncton Man Talks.

"I read with much interest the interview published last evening in the St. John Times in regard to Emmerson's chances in Westmorland, and it certainly voiced the predominant feeling which now exists in that county," remarked a Monctonian to a Times reporter today. "Mr. Emmerson recognizes that he has no walk-over, and notwithstanding that he is bringing to bear all the power and prestige of his ministerial position, he will need to utilize something more in order to attain his election."

"There is an undercurrent which bodes ill for Emmerson's chances. The insulting personal insinuations of the Transcript are having the effect of turning the independent voters, of whom there are many throughout the country, against the government, and when the votes are counted the manifestation of dissatisfaction with the present government's policy, will be clearly shown. Powell is daily becoming more popular and his chances for election are excellent."

In Restigouche.

John McAllister, Ex-member for Restigouche, was at the Royal yesterday. He says the conservative prospects are excellent, and that W. A. Mot's chances are very bright. As in other parts of the province the G. T. P. project has split the liberal party and the most independent are decidedly opposed to it, and will vote the conservative ticket at the polls. The conservative prospects along the north shore are good and the government is receiving condemnation on other points, but the G. T. P. is the main issue.

Mr. Borden's Manifesto.

(Charlottetown Guardian.)
The manifesto is distinctly moderate in tone; it is void of bitterness; it avoids the extremes of ringing denunciation on the one hand and of rash promises on the other. By those who believe in Government ownership and the policy of protection it is regarded as "safe and sane," and all must concede that it could give offence to political friends or opponents. Mr. Borden never possessed the instinct of attack, and his modest address is more suggestive of the "sunny ways" professed by his chief adversary than of the defiance and sturdy blows which Sir Charles Tupper was wont to deliver. It may be none the less effective on that account.

Blair and Emmerson.

(H. A. Powell on Nominating Day.)
Mr. Powell passed on to deal with the G. T. P. Railway scheme. Mr. Emmerson took great credit for this railway. What a different song was sung from what was sung in 1900. The main ground on which Mr. Emmerson appealed to the people of Westmorland then was that he was going to Ottawa to hold up the hands of Mr. A. G. Blair (great cheers). Where was A. G. Blair on this question? He said he could not have supported this measure on the floors of parliament. He could not have undertaken to engineer it through the house without he had a mask upon his face and a dark lantern in his hand (loud cheers). If ever a man deserved credit for taking a high and patriotic stand in the interest of his country, that man was Mr. Blair. He gave up a position of

\$10,000 a year for the protection of his country (cheers).

Monstrous Assertion.

(Dundas Banner.)

It is monstrous to assert that the creator is not as great as the thing created, or that the people who had the force to create the railroads and the owners of them, who are purely speculators, have not sufficient force to operate the thing they created as well as men who had not the force to create that thing. When a government says it cannot operate public utilities because of wire-pullers and grafters, it is a dogmatic assertion of their own incompetency or an impeachment of their own honesty.

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Control of Bronchitis

IS UNDOUBTEDLY POSSESSED
BY THE WELL-KNOWN FAMILY MEDICINE.

Dr. Chase's Syrup of Linseed AND Turpentine

Turpentine is considered a specific for bronchitis. The difficulty has been in the administration of turpentine so as to reach the irritated and inflamed parts and not be disagreeable to the patient.

Not only has the trouble been overcome by Dr. Chase in his Syrup of Linseed and Turpentine, but he has also combined with turpentine two or three ingredients of almost equal power in soothing and healing the diseased parts and overcoming bronchitis and other dangerous ailments of the bronchial tubes and lungs. By a secret process these elements of unquestioned medicinal power have been combined in Dr. Chase's Syrup of Linseed and Turpentine so as to be pleasant to the taste and suitable for children and adults alike.

The remarkable success of Dr. Chase's Syrup of Linseed and Turpentine as a cure for bronchitis, asthma, croup and whooping cough is sufficient evidence that it is effective in ordinary coughs and colds.

MRS. RICHMOND WITTHROW, Shubenacadie, Hants Col., N. S., writes:—"I have used Dr. Chase's Syrup of Linseed and Turpentine with good success. My second daughter was troubled with bronchitis from the age of three weeks. Oftentimes I thought she would choke to death. The several remedies we got did not seem to be of much use, but the first dose of Dr. Chase's Syrup of Linseed and Turpentine brought relief and further treatment made a thorough cure. This trouble used to come back from time to time, but the cure is now permanent. Dr. Chase's Syrup of Linseed and Turpentine has saved us many doctor's bills, and I would not be without it in the house for many times its cost."

Dr. Chase's Syrup of Linseed and Turpentine, 25 cents a bottle, at all dealers or Edmanson, Bates & Co., Toronto. To protect you against imitations the portrait and signature of Dr. A. W. Chase, the famous receipt book author, are on every bottle.

CANADA'S COAL OUTPUT.

Toronto, Oct. 28.—The production of coal in Canada has maintained a steady increase of tonnage for the past ten years, during which time the output of Canadian mines has increased from 3,783,499 tons to 7,996,634 tons. For about 50 years Nova Scotia has been a producer of coal, but it is only lately that there has been any marked expansion in the production. There are now about 20 shipping companies in that province and all of them report greatly increasing production and it is stated on good authority that the exporting of coal to England will, before long, be a great factor in the trade. In the West there are ten coal producing companies with a capacity of 2,500,000 tons for this year and at least five other companies are developing.

It's When You Have Toothache

That the power of Nerviline quickly makes itself felt. Any aching tooth can be relieved by Nerviline in a few moments by filling the cavity with batting soaked in Nerviline. A good plan is to rub the gums with Nerviline also. There isn't a single remedy that has one fourth the pain-relieving power of Nerviline, which acts like magic. Nerviline kills the pain outright and prevents it from returning. You can't beat Nerviline for toothache or neuralgia; it's the best pain cure made. Price 25c.

TOMORROW IN THE CHURCHES.

People's Mission, Waterloo Street, Sunday School and Bible Class at 11 o'clock. Free and easy meeting at 8 o'clock, led by Mr. Wright. Gospel Preaching at 7 o'clock by A. H. Williams.

The anniversary services of the Sustentation Fund will be held tomorrow in the Exmouth Street Methodist Church. The pulpit will be occupied by Rev. H. D. Marr, A. B. of Carleton and Rev. H. E. Thomas of Campbellton. The collections and subscription will be in aid of the fund.

Christian Science—First church of Christ Science, 15 Germain street. Services 11 a. m.; Sunday after 12.15, Wednesday 8 p. m. Subject for Sunday "Adam and Fallen Man". The reading room in connection with this church is open to the public every week day from 2.30 to 5 p. m.

Zion Methodist Church, junction of Wall St. and Burpee Ave. Rev. Howard Sprague, D. D., will preach at 11; Sabbath school at 2.30; the pastor, Rev. Dr. Wilson will preach at 7. Subject, "The Duties and Responsibilities of Citizenship."

Leinster St. Baptist Church, pastor, Christopher Burnett will conduct the services and preach morning and evening. Men's "Baraca" Bible Class at 2 p. m.

The Tabernacle Baptist church, Minister, Rev. P. J. Stackhouse, B. D., at 11 a. m., the pastor will address the Sunday school. 7 p. m. sermon by pastor. Subject "Temptation, Character and Crowns."

Brussels St. Baptist Church—Rev. Albert B. Cohoe, pastor. Public services at 11 a. m. and 7 p. m. Sunday school at 2.30. The pastor will conduct both services.

Mission church, St. John Baptist, Paradise Row, Rev. P. Owen-Jones, priest in charge. 22nd Sunday after Trinity. Holy Eucharist (plain), at 8 a. m. High celebration and sermon at 11 a. m. Choral evensong and sermon at 7 p. m., Catholic Ritual. All seats free.

Unitarian church, Hazen Avenue. Services at 7 p. m.; sermon by the minister, Rev. A. M. Walker. Subject, Jesus and the World, or, The Problem of Asceticism. Sunday school and class in ancient civilizations, at 2.30.

St. Luke's church, 11 a. m. morning prayer, 2.30 p. m. Sunday school and Bible class, 7 p. m. evening service. The rector, Rev. R. P. McKim, will preach at both services.

St. James' church, Broad street.

Rev. A. D. Dewdney, rector. Services at 11 a. m. and 7 p. m. Sunday school and Bible class at 3 p. m. Holy Communion at the evening services. All seats free. St. Andrew's Presbyterian church. Services at 11 and 7, conducted by the pastor, Rev. David Lang.

LOTS OF POTATOES.

Considering the effect the rot has on the potato crop in most districts in the country, it is surprising to see so many arriving from up river by the steamers each day. On Monday last the Grand Lake boat brought some 600 barrels, and about as many on Thursday's trip, but the record is held by the Victoria, which carried between twenty-six and twenty-seven hundred barrels from the main river points in the three trips of this week. The ad on potatoes on page 2, is worthy of notice.

Father (cutting the whip smartly through the air)—See, Tommy, how I make the horse go faster without striking him at all. Tommy—Papa, why don't you spank us children that way?



Better stir up your liver a little!

Not too much, just a little, just enough to start the bile nicely. One of Ayer's Pills at bedtime is all you need. These pills act directly on the liver. They cure constipation, biliousness, dyspepsia, sick-headache. Sold for over sixty years. J. C. Ayer & Co., Lowell, Mass.

IT IS A LEADER!

Our Heavy Pliable Finish

SHIRTS, COLLARS and CUFFS.

Stiff but Rubberee.

UNGAR'S

Laundry, Dyeing and Carpet Cleaning works, Ltd. Phone 58.



Take a Friend's Advice

"THAT'S A BAD COLD YOU HAVE"
"Yes; and getting worse"
"Going to keep it?"
"Hope not. Can't seem to get rid of it though"
"Cough too?"
"Bad. All night"
"Well, listen to me. I've cured five men this week, and the advice is free. Do as I tell you. Get a bottle of HAWKER'S BALSAM OF TOLU AND WILD CHERRY. It's the real thing nowadays."

CANADIAN DRUG CO., LIMITED

Sole Proprietors St. John, N. B.