

ADVERTISEMENTS.

MONTREAL MEN WERE EACH PAID \$1.50 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 **PLEGED 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.

(Charlottetown 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 bad or indifferent, to be obtained."

It is the same all over Canada. The people cannot be made to "enthusiasm" 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 sighted. Their right to self-government in all important national matters has been over-riden. They 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 Wilfrid 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; but it is "egregiously 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.

With regard to the 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 profitable 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" to be paid, we pay it; but if there is only profit to be pocketed, the company will pocket it. We take the risk, but we cannot share in the winnings.

This is not only a mortgage, but the sort of a mortgage which no business man or farmer would assume. When a farmer mortgages his place, he does so to get the handling of the money himself, and he expects to make any profits which may come out of the enterprise into which he puts his borrowed funds. That he should mortgage his place and give the money to someone else, who would only keep up the interest on the mortgage if he were successful, but would let it fall on the farmer if he were not, the farmer getting nothing out of the affair in any event, is a proposition that no sane farmer would entertain for a moment.

If the nation builds the line with its credit, it ought to own what it pays for.

(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 drape the startling nakedness in which the spoil stands out. They cannot, however, by any sophistication 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 proffer 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 course is now and always will be without value. To set up such 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. "due regard being had to the then market value of the stock." How could it be thus traded, or how could it have a 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 \$45,000,000 of stock, the preference shares being a matter for adoption at a meeting of the general shareholders, who must not make the preferred proportion exceed \$20,000,000. As the Grand Trunk Railway Company possesses all the common or ordinary stock, it has control of a share of common stock is equivalent to a share of preferred stock for voting purposes. And that the common stock is not debared 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 \$13,000,000. Here is a road of 3,300 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 rental alone on this particular section of the road amount to \$22,800,000. And Sir Wilfrid Laurier has the brass to stand up before a great Toronto aud-

ience and declare that we can spend all this money and that the total amount is but \$13,000,000!

If \$13,000,000 is our liability for the railway, why does not Sir Wilfrid 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 Rivers Wilson declares that the Grand Trunk liability is \$14,500,000. Sir Wilfrid says Canada's liability is \$13,000,000. Add the two sums together and the total cost of 3,300 miles of railway is \$27,500,000. That sum of money would not build 600 miles of road. Who builds the remaining 2,700 miles? Mr. Blair told Sir Wilfrid Laurier that the cost to us would be \$139,000,000. This gentleman is a railway authority. He is so thoroughly versed in railway matters that Sir Wilfrid has made him a railway commissioner. After such an expert has given his opinion, what does Sir Wilfrid 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?

(Moncton 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 father 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 sheer, unjustifiable squandering of the public money."

"There is no necessity, there is no reason, there is no justification, there is no object, good, bad or indifferent to be obtained."

Replying to Mr. Borden's question as to why Mr. Blair, after his severe denunciation of the government and its project, had been appointed chairman of the railway commission, Sir Wilfrid Laurier said:

"I can tell my honorable friend, Mr. Borden, that we selected Mr. Blair because we believed there was not a man in Canada better qualified and more competent to discharge the duties of the office to which we called him. I recognize him as a man of great ability; as a man of great talent, and I have no hesitation in saying that you cannot find today in Canada anyone who is better endowed than Mr. Blair to be the chairman of the commission, and to administer the law of which he is the author."

And yet Mr. Emmerson, who recognizes Sir Wilfrid as his leader, says of Mr. Blair that he is "a fit subject for the lunatic asylum."

(Halifax Herald.)

Sir 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 offered for heart trouble or kidney disease, and yet far more people die from the result of neglected colds than from those ailments.

INSIST ON HAVING A MEDICINE OF RELIABILITY AND REPUTATION SUCH AS DR. 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, Tichborne, 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. Geo. Good, Tichborne, Aldington Co., Ont.

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., Toronto.

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.



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. J. C. Ayer Co., Lowell, Mass.

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** Carpets 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.