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The Maritime Homestead is the new semi-monthly Farm and Home paper, published at Halifax and St. John. It has among its contributors over 50 of the leading farmers of the three Provinces. Prof. F. C. Sears, the Director of the Nova Scotia School of Horticulture, is Editor of the Horticultural Department. The Managing Editor is W. W. Hubbard, Secretary of the Maritime Stock Breeders' Association, a prominent farmer with 18 years experience on a New Brunswick farm. It will be complete in all its departments, and illustrated with cuts descriptive of farm work, live stock, the farmers themselves and all matters of interest.

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RIVERSIDE HOUSE.

THIS House situated at the foot of Regent Street, is now open to the public. The proprietor, Colin Campbell, who ran so successfully for thirteen years the Newburg Junction Eating House, also for two years the McAdam Junction House and six years the McAdam Junction Restaurant, is so well and favorably known to the travelling public that further recommendation is not necessary. He guarantees to sustain that reputation in his new venture.

The Riverside House will be found as good a DOLLAR A DAY HOUSE as can be found in the Province.

No charge for conveying baggage to and from the House to the Station, open for transient or permanent boarders.

COLEMAN CAMPBELL.
Woodstock, April 17, 1902-16.

Blobs—Why did that B Jones girl blush so furiously at dinner?
Blobs—She's so modest she doesn't even like to see the salad dressing.

Subscribe for the SENTINEL.

General News Items.

London eats 11 tons of salt a day, Paris only four tons.

The Vatican is informed that Sir Wilfred Laurier, the Canadian Prime Minister, will visit him in July.

Fifty pounds' worth of games, including football, cricket and ping-pong sets, have been despatched to Ceylon from London for the Boer prisoners.

One of the proposed results of the new steamship combine is a daily mail service between New York and England.

The United Kingdom uses 3 1/2 tons of coal a year per head of her population, the United States comes next with 2 1/2 tons. Germany uses a little over 2 1/2 per head.

Of 100 million passengers carried by sea 50 lose their lives. Of the same number carried by rail 47 are killed.

A New York millionaire declares that the clerk who spends twenty cents a day for tobacco is as extravagant as a millionaire who keeps a steam yacht.

Hay is reported plentiful in some sections of Kings county, and the farmers are accepting five dollars a ton, in the barn.

Sable island, near the coast of Newfoundland, is rapidly being destroyed by the sea. It lost 135 yards in length last year.

The publisher of the Bangor Commercial has recently been fined \$20 and costs for publishing a liquor "ad" in his paper.

Bangor, Me., has a burglar who never follows his profession except in the month of February.

King Christian of Denmark, father of the Queen of Great Britain, is about to celebrate the 85th anniversary of his birth and there will be a great gathering of royalties for the event.

Minard's Liniment Cures Dandruff. A school of embalming is to be conducted at Houlton, (Me.), the latter part of this month by the Massachusetts college.

If you are scrofulous, dyspeptic, rheumatic, troubled with kidney complaint, general debility, lacking strength, take Hood's Sarsaparilla.

Lord Brassey has been invited to visit Canada next November, when he will come to New York.

Like other evils cramps and diarrhoea come suddenly. Promptly give a dose of Perry Davis' Painkiller and the pains will go immediately. A bottle at hand will save hours of suffering—be prepared.

The Ottawa Northern and Western Railway passed into the control of the Canadian Pacific on Thursday.

TO CURE A COLD IN ONE DAY
Take Laxative Bromo Quinine Tablets. All druggists refund the money if it fails to cure. E. W. Groves' signature is on each box. 25c.

An official estimate of the total cost of the South African war to March 31, 1902 places the amount at nearly \$225,000,000 (\$1,115,000,000).

Assist Nature.
You have been told to "chitch" your wagon to a star—that Nature will assist you. That's all right. There are times, however, when you should assist nature, and the spring is one of these times.

Nature is now undertaking to cleanse your system—if you take Hood's Sarsaparilla the undertaking will be successful, and your complexion bright and clear.

The Canadian militia of 35,000 men is to be increased to 100,000. Rifle clubs are to be established all over the Dominion from which all reserve volunteers will be drawn for service.

Every Woman Needs It.
There are times when every woman is tormented by itching skin and would give anything for relief. There is a preparation known as Dr. Chase's Ointment, which is a prompt relief for these sufferings. Women prize it both for their own use and for its wonderful effectiveness in curing Baby Eczema, scald head, chafing and the various skin diseases of childhood.

England spends £8,400,000 a year on her paupers, Scotland £900,000, Ireland £1,400,000. France spends less than £1,500,000.

Nervous and Sleepless.
There is just one cure and that is plenty of food for the blood and nerves, which is best supplied in Ferrozene, than which no blood builder, nerve tonic or strength producer is better. Ferrozene promotes healthy digestion, which results in improved nutrition. The blood grows rich and red, furnishes stability to the entire system, and the store of nerve force and energy increases daily. A rebuilding of the constitution, new spirits, health and strength, all come from the use of Ferrozene. This marvelous renovator is sold by Druggists for 50c. a box, or six boxes for \$2.50. By mail from Polson & Co., Kingston, Ont. Sold by Gorden Bros.

Chicago's revenue condition is so desperate that the abandonment of the kindergarten grades of the public schools is seriously contemplated. The tax-dodging of the wealthy is given as the cause of the present situation, and it seems to be a fact that the city is in a state of anarchy as respects taxation.

Minard's Liniment relieves Neuralgia.

The new Ogilvie Milling Company has decided to build 20 new elevators at various points in western Canada. The aggregate expenditure will be about \$2,000,000.

Mr. Blair's Great Speech.

Convincing Defence of His Management of the Intercolonial.

Ottawa, April 24—In supply Mr Blair said that, with the consent of the committee he would make a general statement respecting the administration of the I. C. R. He said it would be very much more advantageous than to have a general discussion as each estimate came up. In that way it would better dispose of the matter as a whole than on the individual items. He called the attention of the committee to the subject of capital expenditure. The capital expenditure for the year was \$1,935,000. There would be some addition to that probably in the supplementary estimates. The sum was less by \$3,073,000 than the estimates on capital account for last year. The P. E. I. road required an expenditure on capital account of \$510,000, which is \$24,000 above that of last year. Canoe expenditure would require a capital expenditure of \$1,275,950, which was \$1,230,000 less than last year, but it was liable to be increased by some further sum in supplementary estimates for the year to come. The total reduction, therefore, on capital account, as compared with last year, was \$4,270,000.

He took occasion to refer to some criticisms which have been passed upon expenditure made under capital head upon the I. C. R. during the past five years. The opposition and the opposition press denounced the government in the most unqualified terms because of what they chose to regard as an enormous expenditure. They did not think it at all germane to the subject to examine into the different items which constitute the total amount. They did not think it necessary to ask themselves whether or not these various purposes for which this capital outlay has been asked were proper and legitimate purposes or not, but have totalled the whole amount in their statement. They have stood, as it were, transfixed with horror in the idea that so large a sum should have been expended for such general purposes.

The total expenditures for the years for which the present government was responsible, including outlay for purchase of the Drummond County line, was \$12,486,861.

On rolling stock, Mr Blair said, we expended in five years as follows: 1897, \$14,000; 1898, \$65,000; 1899, \$619,000; 1900, \$573,000; 1901, \$1,500,000.

We expended on rails and fastenings, \$400,000 and for building and renewal and bridges we have expended:

In 1899, \$30,000; 1900, \$97,000; 1901, \$167,000.

For increased accommodation, which includes various items we expended:

In 1897, \$65,000; 1898, \$157,000; 1899, \$300,000; 1900, \$29,000; 1901, \$772,000. We expended on the ferry service in the strait of Canoe, \$317,000 in 1901.

Upon station buildings, sidings and miscellaneous we expended:

In 1897, \$68,000; 1898, \$32,000; 1899, \$110,000; 1900, \$416,000; 1901, \$427,991.

Or in round numbers, say seven millions of money actually expended. Our expenditure on capital account for 1902 is \$4,000,000, our expenditure on the Drummond County railway is \$1,458,000. These items together make up the total I gave you of twelve and a half millions in round figures.

Mr Blair proceeded to show that this expenditure was justifiable. He said not to go further back than in the last year of Mr Haggart, and the gross earnings of the I. C. R. for that year were \$2,957,000. For six years before the gross earnings upon the I. C. R. were practically stationary. The highest item during that whole period was \$3,012,738, barely more than over three millions of dollars.

In 1897, under similar conditions, the gross earnings amounted to \$3,866,000. In 1898, before the Drummond County Railway was in operation, the gross earnings were \$3,117,000. In 1899, they increased to \$3,738,000, and in 1900 to \$4,552,000. In 1901 the earnings amounted to \$4,972,000, or only a little less than five millions of money, as compared with three millions prior to 1896. That meant an addition of two thirds, or about 66 per cent.

From the end of the last fiscal year down to the present day the earnings have gone on increasing at the rate of about \$40,000 a month, and, again at this moment, our earnings are nearly half a million dollars more than they were for a like period during the last year. So, our business has represented the most phenomenal results—an increase within the last two years of about 66 per cent., and if you take in this year, about 75 per cent., as compared with the previous year. I ask any one who stops for a moment to consider the question whether these conditions do not themselves call imperatively for a large expenditure upon capital account.

I venture to say that in 1896 and prior to that time the I. C. R. had no more locomotives than it required to do the business it was doing. I affirm

with all confidence that it had not any more cars, if it had as many, than were required to do its business. It had not more facilities of any kind than were needed for this traffic, giving receipts of about less than \$3,000,000.

If you are going to do a business on the basis of 75 per cent. more, and I think we may look forward to some increase still, what reason, justice or common sense is there in the complaint that we are making larger expenditures on account of capital in connection with such an institution. Mr Blair read a statement from the mechanical superintendent of the Intercolonial as to the requirements of the road, made in 1899, and which quoted from previous reports of 1897. Heavy, efficient locomotives, freight cars of greater capacity were mentioned by the superintendent as the basis of an economical service. A better passenger service would act as good advertisement to the country. In 1896 there were only 156 engines for freight; not one of these was fit to be used on the main line and were altogether too small when purchased. The best of the locomotives weighed only about 50 tons and could haul only 550 tons. He recommended that 83-ton engines, which would haul 1,100 tons, should be purchased. To carry heavier engines and longer trains the road bed would have to be improved and the bridges strengthened, and the sidings extended, and for the greater volume of freight there would have to be freight sheds, and for the passenger traffic more stations and increased accommodations generally.

That was a statement, said Mr Blair, of an experienced man, as to what a modern railway required. Was there any reason why a government road should be an exception to all other roads? Was there any reason why a government road should remain out of date. Why should the road bed be a discredit to the country? Was not the country entitled to respect from enlightened and proper administration of the I. C. R., that it should be as good, as complete, as comfortable, as speedy, as convenient and in as good condition as any other railway in Canada? Did the people of this country approve or did they not of having the railway, which belongs to them, in such a shape that it will reflect no discredit upon either them or the government? The man who interprets the sentiment of the people of Canada in any other way, misinterprets that sentiment, while, he added, it might suit the purpose of opponents of the government to give currency to a view among the people that there has been a wasteful extravagance in the enormous sums of money—as they choose to characterize them—which have been laid out upon the road. Are they attempting to deceive the people?

They are misleading the people in a way which is not worthy of any political party and until they can show that in the expenditures we have made upon this road or capital or any other account, we have been wasteful, that we have made expenditures without reasonable necessity, they have no case against the administration of the government railway.

And, mark you, as in the incidental cost of running the trains, the single item of fuel might be taken into account, such as oil and waste, the rate of wages paid, it would cost practically the same to run a train hauling 300 or 400 or 500 tons as it would be to haul a train running 1,100 or 1200 tons.

Mr Blair read the last of the superintendent's report dealing with the passenger service. It said:—

"It is difficult to speak with certainty what ought to be done to meet demands of passenger traffic, both in regard to locomotives and cars. It is more a question of competition, appearance, speed, comfort and safety, than one of reducing the expenses per train mile. I feel that you are quite familiar with the needs and requirements in regard to this and I need not say very much about it beyond pointing out that the passenger arrangements are small and the condition of our trains is anything but a good advertisement for our road. A stranger visiting the province for the first time would conclude from appearances that the road is very much embarrassed financially or that the government could not afford to make a decent appearance."

Mr Haggart—What is the date of that report?

Mr Blair—This report was written, with the quotations which I have read, in 1899. I have read to you quotations from a report which was made in the fiscal year 1897 and 1898, in regard to the condition of the locomotives, engines and cars.

Mr Ingram—The honorable gentleman (Mr Blair) says that this report was made in 1897-98.

Mr Blair—Yes, I say that the general report I am reading from is dated May 1st, 1899, and the portion which I have been reading, referring to the condition of the locomotives and train service, is an extract from a report made in the financial year 1897-98.



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Sold by all druggists.

Mr Ingram—And I understand the honorable gentleman to say that during the year 1898 he purchased a large number of 20 ton cars.

Mr Blair—No, no.

Mr Ingram—I understood the honorable gentleman to say that.

Mr Blair—No, he wrote in 1897-98 that during the previous years, there had been 20 ton cars purchased. He wrote that during the last eight or ten years they had purchased from 2000 to 3000 cars which should have been of the 30 ton capacity.

(Continued on third page.)

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never causes the butter to become rancid. On the contrary, it maintains the rich flavor of the butter for months, and gives the golden June color that all admire. Druggists and dealers everywhere.

In connection with the campaign in South Africa no fewer than 21,000 troops are under orders to embark.

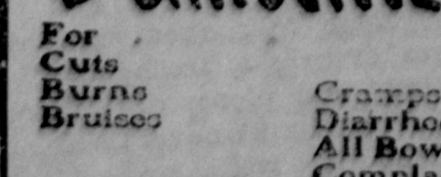
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Attorney-at-Law.

CARIBOU, ME., Dec. 20, 1901.

I wish to announce to my friends and to the public that I have retired from the Law Firm of STAFFORD & BIGGS, located at Mars Hill, Me., for the past three years, and have purchased the law practice of B. L. FLETCHER, of Caribou.

I shall make a specialty of Collections and the Adjustment of Claims throughout Aroostook County, and shall give prompt attention to all claims and immediate remittances on all collections made.

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