

About the only advocates of the Central Route in our province are Hon John Costigan and the editor of the *Moncton Transcript*. The member for Victoria may at some period in his career have possessed considerable political influence but to-day he is acknowledged to be but a sounding brass or a tinkling cymbal. The *Transcript* is in favor of the Central Route and opposed to the Valley. Just what has influenced the *Transcript* in this particular manner we cannot say. We are surprised and pained to find it true that the facile pen of Mr John Hawke is against us. We believe the Minister of Railways is in no way prejudiced against the Valley, but rather in its favor. That being the case the *Transcript's* stand is all the more inexplicable. Mr Costigan may do his little best and the *Transcript* its utmost, still the advocates of the Valley Route will not lose heart.

The cession of the Russian leasehold to the Liaoting peninsula comprising Port Arthur and Dally, the evacuation of the entire province of Manchuria, the retrocession to China of any privileges Russia may have in the province, and the recognition by Russia of the principle of the "open door." The cession to Japan of the Chinese Eastern railroad below Harbin, the main line through Northern Manchuria to Vladivostok to remain Russian property. The recognition by

N. B.—In addition to Free Grant Lands, to which the Regulations above stated refer, thousands of acres of most desirable lands are available for lease or purchase from Railroad and other corporations and private firms in Western Canada.—Gmo-23

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