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DIBBLEE & AUGHERTON, - INSURANCE
Queen Street, Woodstock, N. B.

NOTICE.

ALL PERSONS IN ARREARS
For Water and Sewer RATES up to
November 1st Last, are hereby
notified that unless said Ar-
rears are Paid on or before
15TH OF DECEMBER

That Legal Action will be Taken for the
Collection of same.
A. G. FIELDS,
Supt Water and Sewers.
H. W. BOURNE
Woodstock, Nov 25, 1910.

For Sale or Exchange

3 1/2 horse power M M Motor Cycle, in
first class running order for Sale or Ex-
change for old auto.

Fredericton, N. B.,
Box 600.

NOTICE.

The ratepayers of the parish of
Woodstock are hereby notified
that all Poor and County Taxes
will be collected with costs after
January 1st 1911.

L. B. BEDELL, Collector

FOR SALE

A 250 acre Farm, 1 1/2 miles from Wood-
stock, fronting on the River St. John and
including one of the Islands therein, 130
acres cleared, 65 of this on the island and
along the river front, balance of farm well
wooded, 200 fruit trees. Two 2-story
houses with good cellars, one 22x26 with ell
14x18, all finished and newly new; the
other 22x24 with ell 14x14, and a combined
wood-house, wagon-house and carriage-
house 40x20 connected. Running water in
both houses. Barns 52x60, 26x36, 30x48
and 18x50, all in good condition, besides
other out-houses. These premises are suit-
able for a stock farm, there being plenty of
upland for pasture and well watered. Could
be divided into two farms. On account of
the nearness to Woodstock, produce could
be marketed at any time of the year.

For terms and other particulars apply to
the undersigned.

LOUIS E. YOUNG,
Sept 29, 1910—4F-39

Wood's Phosphodine,
The Great English Remedy.
Tones and invigorates the whole
nervous system, makes new
blood in old veins, cures nerve-
ous Debility, Mental and Brain Worry, In-
somnia, Sexual Weakness, Emissions, Spor-
adic rheumatism, and Effects of Abuse or Excess.
Price \$1 per box, six for \$5. One will please, six
will cure. Sold by all druggists or mailed in
plain box on receipt of price. No sample
mailed free. The Wood Medicine Co.,
(Formerly Windsor) Toronto, Ont.

F. B. CARVELL'S SPEECH

(Continued from first page)

Mr. BLACK. The rates on the
main lines are the same.

Mr. CARVELL. My hon. friend
will find that they are from twenty-
five to thirty-five per cent less on
the Intercolonial railway than on
the Canadian Pacific railway. I
would rather my hon. friend gave
the details. However, some hon. gen-
tlemen during this debate may have
an opportunity to give them. My
hon. friend from Hants (Mr. Black)
says that these companies will go on
and build hotels and develop the In-
tercolonial railway. Well, why does
the Canadian Pacific railway not
build hotels? They own some 8,000
or 10,000 miles of road in Canada.

Mr. TALBOT. Are they not build-
ing any hotels?

Mr. CARVELL. Well, they have a
few eating houses along their road.
There is a hotel at St. Andrews
which they did not build, but was
built by another company, and which
they took over.

Mr. TALBOT. What about the
Chateau Frontenac?

Mr. CARVELL. That is a splen-
did hotel, one of the finest in Can-
ada, and the Canadian Pacific rail-
way have another in Winnipeg, but
there are a thousand miles between
Winnipeg and the Chateau Frontenac.
What other hotels have they
got? They have the Place Viger, but
it is a railway station. Have they
any in New Brunswick? Not one ex-
cept the Algonquin hotel at St. An-
drews, which is owned by gentlemen
close to the Canadian Pacific rail-
way.

Mr. TALBOT. And the Alexandra
at Winnipeg.

Mr. CARVELL. Yes, but that is a
thousand miles from Chateau Fron-
tenac, and they have no other hotel
except the Place Viger, between
those two points. Let me tell my
hon. friend that the number of hotels
the Canadian Pacific railway have
built do not go very far towards
building up a country. If my hon.
friends lived along a company owned
road, as I do, they would soon see
the fallacy of their argument. The
Canadian Pacific railway is, in my
opinion, the finest railway organiza-
tion in Canada at any rate, but
that company is working for the in-
terests of its shareholders, and is
taking out of the people every dollar
it can without falling foul of the
Railway Commission, and will con-
tinue to do so. Any other public
utility company will do the same
thing. These companies are not
philanthropists working for the com-
mon good but are working for them-
selves; and if my hon. friend from
Hants (Mr. Black) had five years ex-
perience of Canadian Pacific railway
ownership, he would not be so much
in favour of their getting the Inter-
colonial railway as he is this after-
noon. What I contend is that the
Intercolonial railway should con-
tinue to be a government operated
road. That, I believe, to be in the
interests of the people of eastern
Canada. I know that we are get-
ting cheaper freight rates than we
would from a private company. My
hon. friend from Assiniboia (Mr.
Turris) says that we have no busi-
ness to get these cheaper rates. Well,
I only reiterate the oft repeated
assertion that we have spent a
hundred million dollars on our can-
als from which we do not receive a
cent of revenue and are spending a
million dollars and more per year on
them for maintenance, and we hear
of no public outcry against that ex-
penditure. I say that the people of
the maritime provinces and the pro-
vince of Quebec are entitled to what
they are getting as part of the con-
federate compact.

If it be a proper principle to main-
tain the Intercolonial railway as a
government road, then the resolution
of my hon. friend from North Cape
Breton (Mr. McKenzie) is perfectly
in order. The board or commission
which is managing this railway
ought, not only from the point of
view of good business, but also be-
cause they owe it to the people of
Canada, to develop the territory
served by the Intercolonial railway
and make it what it ought to be.
The Intercolonial railway is not
pushing out for business and I quite
understand why. Every time it re-
quires a siding, it has to come to
parliament for authority. What we
ought to do is put the road on the
same basis as a company owned
road and get rid of red tape. Let
us put the Intercolonial railway on a
business basis, let us see that it
is run from the operation standpoint
just as a stock company road is
run. If it be necessary to put in a
siding or build a branch line let the
board have the authority to do that
without coming each time to parlia-
ment. There is no reason why this
country should not be willing to
spend \$20,000,000 on branch lines in

the eastern province; just as it is
willing to spend \$70,000,000 to de-
velop the Welland canal. I am pre-
pared to vote for it, but I really
want my friends from the other pro-
vinces to vote to build branch lines
wherever necessary along the line of
the Intercolonial railway.

Then, we have the principle, which
my hon. friend has been so ably ad-
vocating for years and which the
government adopted last year, nam-
ely, the acquisition of branch lines.
The same condition exists in eastern
Canada to-day with regard to
branch lines that existed in Ontario
and Quebec some 20, 30 or 40 years
ago. In Ontario and Quebec, some
25 or 30 years ago, there were many
branch lines built by independent
companies, the majority of which no
doubt received government assist-
ance, but which were afterwards
found not to be remunerative to
those who invested money in them.
What was true in Ontario and Que-
bec at that time is true now in the
maritime provinces. In order to
make these branch lines a success it
was found necessary in the upper
provinces to amalgamate them with
the big trunk lines. They then be-
came feeders of the Grand Trunk
railway and the Canadian Pacific
railway and became profitable, which
never would have been the case had
they remained independent. If it is
necessary for the Grand Trunk rail-
way and the Canadian Pacific rail-
way to acquire branch lines by pur-
chase or by lease or by construction
it is just as necessary for the Inter-
colonial railway. I understand that
the government have gone so far as
to say that they will lease the
branch lines. What I contend is that
if it be necessary to get a branch
line into a fertile or productive ter-
ritory, or even into a territory not
so fertile or productive, the govern-
ment should buy it if they cannot
lease it, and in this way bring the
prosperity to the people of that ter-
ritory to which they are entitled. Go
down into the maritime provinces
to-day and investigate the condition
under which some of those branch
lines are operating and you will see
that it is impossible for them to
make any money. They have to run
under separate business management
they have not the necessary rolling
stock, and they cannot get the busi-
ness. That is looking at the thing
from a railway standpoint. But
look at it from the standpoint of
the shipper, and you will find that
he is compelled to pay practically
two prices for his transportation,
whereas if these branch lines were
incorporated with the Intercolonial
railway, he would get the one
through rate, and that through rate
would not vary, to any appreciable
extent, from the rate on the main
line, because a distance of a few
miles does not make very much dif-
ference in his transportation,
by rail. If the government cannot
lease these branch lines let them
buy them, but get them in some way.
Then if there are not branch lines
into a territory, the government
should build these branches where-
ever there are people who require
them and business to be developed.
If the government will adopt that
policy I have no hesitation in say-
ing that the maritime provinces and
eastern Quebec will prosper to an ex-
tent they have never yet succeeded
in doing. We have business there in
large quantities; we have many
places lying dormant for lack of
railway facilities. I believe such to
be the case in some parts of Cape
Breton. If so, it is the duty of the
government to build branch lines
wherever necessary and give those
people the transportation facilities
to which they are entitled.

TWO NOTABLE SPEECHES

(Continued from first page)

out that the roads are in a disgrace-
ful condition.

Hon. Mr. Flemming charged the
Liberals with a great many faults.
For one thing he said that they gain
ed power in 1873 "under false pre-
tences." Shades of Diogenes, think
of a member of the Hazen govern-
ment talking of "false pretences,"
with the ghosts of those pre-election
promises of 1908 not yet laid! He
said that the Liberals had been and
are unprogressive. He said further,
that the Liberals had not shown
themselves "able to grasp big ques-
tions." Too bad, too bad. Sad, in-
deed. Ah, why did not Providence
give the Liberals a big man, a Flem-
ming, instead of a Mackenzie, a Lau-
rier, a Fielding?

The Provincial Secretary, like Mr.
Munro, dilated upon the surpassing
excellence of the Hazen government.
He also bore tribute to the zeal with
which he and Mr. Munro have labor-
ed "in the interest of the county and
province." About the only good qual-
ity that The Mail has yet to find
in Hazen ministers and their supporters

taking to themselves is that of mod-
esty. As he has so often done in the
past, Mr. Flemming proclaimed the
honesty of the government, that is,
the honesty of his most self and
his colleagues. There is such a thing
as asserting too vehemently and too
frequently the existence of something
which has been done to excess.

Mr. Flemming also spoke in regard
to the Hazen school book policy.
Very wisely, however, he contented
himself with a half-statement of the
facts. He pointed out that the di-
rect cost to the people of some
school books is less now than it was
formerly, and he made a great to-do
about alleged "rake-offs" received by
certain book-sellers from the former
government. Then he declared that
last year the cost of operating the
school book department was slight.
But he did not tell the people that
there was an admitted deficit in the
operations of the department in 1909.
He did not tell the people that the
government—the people's agent—has
paid out for school books much
more than it has received from the
sale of those books and that if the
loss becomes absolute it is the peo-
ple who must pay the piper. He did
not point out that in view of the
expenses of transporting the books,
distributing them, etc., the indirect
cost of the books to the people, even
under the best circumstances, will be
much greater than the direct cost.
He did not point out that the indi-
rect cost to the people has been
made much greater by the course of
the ministers in creating offices in
the school book department for Mr.
A. D. Thomas and other faithful
Conservatives. In a word, he did
not point out that the direct cost of
the books to the people may be less
than formerly but that indirectly
the people are paying far more than
on the surface they appear to be.
Both Mr. Flemming and Mr. Munro
make very "convenient" speeches.

Mr. Flemming apparently had not
much to say in regard to the Valley
Railway question. All The Press
says of this part of his speech is
that he "dealt with the Valley Rail-
way and other subjects." The Pro-
vincial Secretary is occasionally
shrewd enough to avoid the thin ice.
But, surely, it was remarkable that,
speaking of one of the most momen-
tous questions that has ever con-
fronted the people of New Brunswick
and speaking in a town which is spe-
cially interested in that question, the
Provincial Secretary should say
nothing more important on the sub-
ject than could be covered by five or
six words in the report of his own
party paper. Mr. Munro had a lit-
tle more to say than did Mr. Flem-
ming. The chief burden of his song
was that Mr. Upham, of Carleton,
had opposed the Hazen scheme for
the Valley road and that some other
opposition men had taken the
ground that the people might well
pronounce upon the question. Again
"conveniently," Mr. Munro ignored
a pertinent fact—namely, that some
government members dodged the Val-
ley Railway vote. Where, for in-
stance, was the medical Commissioner
of Agriculture when the bill was
put through the House? Was he
present battling valiantly for a Val-
ley Railway? Or had he slipped back
to Kent County?

Mr. Munro condemned Mr. Upham
because the latter fought to have it
made imperative by legislation that
the proposed Valley line connect with
the Transcontinental at or near
Grand Falls, and because he sup-
ported the proposition that the road
should be operated as a part of the
Intercolonial system. Fair-minded
men will agree that Mr. Upham was
unmistakably right in the attitude
he took. He opposed the scheme to
have the Valley Railway nothing
more than a local branch line of the
Canadian Pacific, the scheme to have
it perhaps nothing more than a sam-
ple of "electrified Seepier"; Mr.
Munro and Mr. Flemming voted for
the branch line, trolley road scheme.
Mr. Upham voted to have the road
operated under an agreement which
would ensure operation in the inter-
ests of the people and not in the in-
terests of a monopolistic corpora-
tion; Mr. Flemming and Mr. Munro
voted against sanctioning such an
agreement. Mr. Upham voted to
have the road built and operated
under an agreement that would en-
sure through connection with Upper
Canada and the west; Mr. Munro
and Mr. Flemming voted against
such a plan as opposed to the branch
line scheme. The people can judge
for themselves as to who has taken
the wisest and most public-spirited
course in regard to the Valley Rail-
way. They can judge for themselves
whether the government scheme of a
local road, virtually a branch of
the Canadian Pacific, perhaps an
electric car line, or the opposition
plan of a high grade line with
through connection, competing with
the Canadian Pacific, is best calcu-

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Five Boxes Of "Fruit-a-lives" Cured Her

4 HOME PLACE, TORONTO, DEC. 15th, 1909.

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I saw "Fruit-a-lives" advertised in "The Telegram" and decided to try this remedy. After I had taken one box, I was much better and the pain less, and I continued the treatment with good hopes. When I had taken three boxes, I was so well that I could use my arm again and the pain was practically gone. After I had taken five boxes, I was entirely well again—no pain—no suffering—and now I am as WELL as I ever was.

The cure of my case by "Fruit-a-lives" was indeed splendid because all the doctors failed to even relieve me of my sufferings.

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50c. a box, 6 for \$2.50, trial size 25c. At all dealers, or sent postpaid on receipt of price by Fruit-a-lives Limited, Ottawa, Ont.

lated to serve the interests of the people.

Yes, when they are dissected a bit, these "notable" speeches were indeed notable. But that sarcastic adjective was applied by The Conservative Press, not by The Mail. It is with The Press, not The Mail, that the Provincial Secretary and his followers must find fault.

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