

THREE QUARTERS OF A MILLION DOLLARS IN COLD CASH

(Continued from page two)

I do not believe there is a spot on that railroad where it was possible to put in one per cent grade that they have not done so. They have made seven degree curves for the sake of getting rid of a few hundred dollars worth of material, when the road might as well have been made straight. Every device known to engineers has been resorted to upon that work to make it valueless as a transportation proposition. It is unique; I think there is no road in the Dominion to-day—perhaps that is putting it too strongly—but I do not know of a railway to-day which pretends to be a transportation proposition that has the curves and grades that this railway has.

As to the proposition of my hon. friend to lease the Canadian Pacific railway. I wish he would go into that matter carefully. It is true he will not get a great amount of business from Andover to Grand Falls, but the intention was to cross the river at Andover, and to give the people on the other side railway facilities which they do not have at present. It would be a very great boon to those people, and a great benefit to that portion of the province. But the real object of this road being built to Grand Falls was, as I have pointed out, to get the freight traffic from the Grand Trunk Pacific. My hon. friend will find that he can never do business profitably over the twenty-four miles which he proposes to lease from the Canadian Pacific railway. It is, without doubt, the poorest railroad in the province, from a transportation standpoint. It is true that the Canadian Pacific railway have improved the road bed; they have put in culverts and the road is now in pretty good shape; but they have two grades on that twenty-four mile stretch which are simply impossible for transportation purposes. I have not the figures before me, but my hon. friend will find the first grade about half-way between Aroostook junction and Grand Falls, and the next one just before he comes to Grand Falls. I do not know how steep they are, but they are enormous, and away above everything that any railway pretending to be a transportation proposition should have. There is one place where they must climb a hill of one hundred feet, when they could have gone along on the level. But it was said years ago that it was only a question of building a road, and of getting 10,000 acres of land per mile from the province. They built the kind of road that Mr. Gould is building for the Minister of Railways. He is getting \$31,400 per mile for building that road, and the cheaper the road he builds, the more money goes into his pocket. It was just the same with the old New Brunswick company.

Mr. BURNHAM: Why do you not join me in opposing subsidies?

Mr. CARVELL: I do not think you are right. I want to see railways developed in Canada, and I do not see how you can get railways without assisting them. But I want the minister to assist them properly, and to protect himself when he is doing so. The railway which he is proposing to lease from the Canadian Pacific railway never was, and never can be, a transportation proposition. He would practically have to build it all over again before he could get transportation over it. It is true that going east the grades are very much better than they are going west. Even so, you have one grade going east which is a serious obstacle. It is wonderful how the visits of the Premier of New Brunswick and his colleagues synchronize with the laying down to the Department of Railways. I have been watching them now for two years, and every time Mr. Gould wants anything from the Department of Railways, the whole Government of New Brunswick come up to Ottawa and get what they want.

Mr. LEMIEUX: In spite of bench warrants.

Mr. CARVELL: Bench warrants play no part with those fellows.

Now I realize that I have made some pretty strong statements here this morning, but there is not one which I cannot substantiate. My hon. friend the Minister of Railways is not doing much for the Intercolonial or the transportation in New Brunswick if he carries out that proposition. I hope he will consider this thing very seriously. It is not yet too late. The road is not yet completed; it is only a little north of Woodstock, and many changes could be made. You could get rid of the 7 degree curves and of hundreds of one per cent grades, which they have put in. My advice to the minister is not to pay too much attention to his plans and profiles, but to go down to the ground himself, and if he does so, he will be surprised. I think he will be well advised to go slowly before carrying out this proposition of leasing from the Canadian Pacific railway. This is a proposition of the New Brunswick Government. We have had it talked of for two years. We have been telling the people down there what was going to happen. On the hustings at the last election the Premier of New Brunswick pledged his honour that this railway would be built all the way from St. John to Grand Falls. But we knew better, and now my hon. friend proposes that we were right in our statements. I hope my hon. friend the Minister of Railways will compel the Premier of New Brunswick to carry out his pledge made to the people of New Brunswick, and to give us a railroad, and not merely a tramway.

Dyspepsia as it Begins

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The first symptoms of dyspepsia and indigestion give little indication of their subsequent seriousness. One of the most common symptoms of stomach disorder is a sense of fullness or lightness after eating. This indicates that the stomach needs help. Belching of gas frequently follows, the tongue is coated, the bowels become irregular, until finally in addition to the stomach distress constipation adds its deadly influence and destroys health.

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ALFRED STOKES, General Secretary.



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St. Louis Physician Shows Cancer Cure

DR. OTTOFF ANNOUNCES HE HAS DISCOVERED EFFECTIVE SERUM.

St. Louis, Mo., May 28—Dr. L. M. Ottoff exhibited at a clinic before the St. Louis Society of Medical Research, two of his patients, and told that he had cured them of cancer. The physicians announcement that he had discovered a serum with which he had successfully treated ten out of fourteen cases of cancer has created widespread interest in medical circles.

Of the cases submitted at the clinic, the most striking example was that of a woman who for three years had suffered from epithelioma (skin cancer) of the face and whose case Dr. Ottoff said had been declared hopeless by surgeons and specialists. A scar such as is usually left by a burn, extending along the breath of her forehead and down the right

side of her nose was the only mark the woman bore.

Dr. Ottoff stated he had cured the case in ninety days with local and internal applications of his serum. The audience examined the patient thoroughly and several were outspoken in their endorsement of the treatment. The other exhibition was that of a man who had suffered from cancer of the tongue. The serum had removed all trace of the disease. Dr. Ottoff said.

APPLE FILLING FOR CAKE.

White of one egg well beaten, one cup of sugar beaten in, pare and grate one tart apple into the sugar and egg, and spread between layers of cake. Must be served at once or the apples will turn dark.

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as mercury will surely destroy the sense of smell and completely derange the whole system when entering it through the mucous surfaces. Such articles should never be used except on prescriptions from reputable physicians, as the damage they will do is ten fold to the good you can possibly derive from them.

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