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RICHIBUCTO, N. B., OCT. 26, 1899

"Canada's best service to the British Empire is to preserve in harmony a united Canada."—Montreal Herald.

"We are for a united Empire, but we are also for a united Canada."—Toronto Globe.

The silly attempt of the Montreal Star to misrepresent the loyalty of the French-Canadian people, is the poorest evidence of its own patriotism that even that reckless journal has ever produced.

Doesn't it strike our tory fire eaters as a little ridiculous that in the 18 years of Conservative rule from 1878 to 1896 there was not a single offer of assistance made to the mother land in any of her wars, and yet to-day the offer of a Canadian contingent of 1000 men by the Laurier Administration is regarded by them as entirely inadequate.

The French speaking citizens of Canada can afford to pass over in contemptuous silence the jingoism of the Conservative leaders whose politics are so much stronger than their patriotism that they, in an imperial crisis, would prove their loyalty by endeavouring to foment race and religious hatred between the various sections of the Canadian people. The Empire realizes that it owes more to the practical loyalty of Canada's brilliant French-Canadian Premier than to a lifetime of lip services from the traducers of himself and his compatriots.

The Toronto Globe represents truly the sentiment of the Canadian people in the noble protest it has made against the virulent and unpatriotic campaign now being waged by Conservatives against the French-speaking people of Canada, which we re-print in this issue. We would especially call our readers attention to the closing paragraph with its broad-spirited sentiment of Canadian unity—a nation within an empire.

"We are for fulfilling all our obligations to the Empire in no grudging spirit, but with good measure, heaped up and running over. But when once we can say that our obligations are ascertained and our duty being done, we shall insist on Canada having a voice in the question of peace or war; not counting the cost or the number of England's toes, but weighing the justice of the cause, knowing that British Ministers are but men, and fallible like our own. We are utterly opposed to jingoism, to the war spirit, to every war waged in the lust of dominion and the lust of gold. We are for a united Empire, but we are also for a united Canada. We will not yield one inch to any movement inspired by race or religious prejudice; we will not, for any temporary political advantage, stand by and see any body of our fellow-citizens bullied, insulted or held under suspicion because they do not hold the views or speak the

language of the majority. Our pride in the British Empire is grounded not in its might or in its wealth, in the number of its subjects or in the extent of its territory, but in the justice and freedom which the flag protects; and for the honor of the British name we shall to the utmost extent of our power endeavor to maintain in this country justice to the minority, and to keep it at all times "a land where, girt by friend or foe, a man may speak the thing he will."

THE CONSERVATIVE MEETING.

The Conservative rally at Kingston on the 19th inst., while well attended, was not a startling success in the enthusiasm evoked by the galaxy of political stars there assembled. The desire of our own member to show the proper courtesies to the bigger "guns" of Conservatism was overpowered by the self-consciousness of duty neglected in the past, and Mr. McNerney, after promising to be brief, made a lengthy speech in his effort to draw the herring across the trail. In fact that gentleman consumed so much time in denunciation of the Liberal party and its broken promises that he neglected to explain why Kent County since it got in opposition was enabled by the generosity or business intelligence of the Laurier Administration to obtain the public wharves and improvements which for so many years it demanded in vain from the Conservative government through our present member. We were in hopes that at least Kent's member would give the people of this County an explanation for his action in opposing the extension of the I. C. Ry. to Montreal when that government's action was so thoroughly in the interest of all the north shore counties. Even Mr. Powell, M. P., for Westmorland felt the necessity of explaining his own action in this regard, and in a laboured argument tried to prove that his opposition was to the plan chosen rather than to the extension itself. We thought Mr. Powell had never appeared to such poor advantage as when trying to convince the audience that the Minister of Railways had put the country to needless expense in the extension of the peoples railway into the City of Montreal. If our memory serves us, this new fit of economy on the part of Foster, Powell, McNerney et als has been developed since they voted enthusiastically that the peoples money should be wasted in the Harris Land Job, the Curran Bridge steal, the Langevin Block scheme and the hundred and one boodling operations of which the Conservative government was guilty, particularly in its latter years of power.

Mr. Foster was as logical as usual and as usual proved the correctness of his conclusions by starting with promises or assumptions entirely untrue. It is always pleasant to hear Mr. Foster's criticism of men of action much as one listens to the murmuring of the wind on a sultry day in summer. No one ever accused Mr. Foster of being guilty of any act that could make for the benefit of the Province of New Brunswick or for the Dominion of Canada. Like Tenyson's "Brook," the ex-Finance Minister babbles pleasantly on forever in his demonstration that what has been done by others were better left undone. His speech at Kingston meant when carried to its logical conclusion that the Laurier Government had been successful; that its performances were for the benefit of Canada, but that Mr. Foster was disappointed because the government had not introduced free trade and so produced a financial crisis in the country's business. He was strong in denunciation of the government's expenditure, but entirely

failed to show a single item of that expenditure not warranted or productive of good results. Not a single argument was produced to show how the people of Kent or of Canada could benefit in the slightest by placing the Conservatives back in power; not an explanation was offered for the unforgotten treachery to crown and country by the "nest of traitors." Does Mr. Foster think the disgraceful record of the past has been forgotten by the people because he has been pleased to wipe it from the tablets of his memory? The people of Kent require something more than graceful oratory, they demand some substantial reasons for voting against a government which for the past three years has given an honest, progressive and entirely successful administration of public affairs. For three years Canada has felt the benefit of better times than the people of the Dominion have ever known and the people realize that this prosperity has been at least assisted if not indeed produced by the present government.

Our people were pleased to listen to Mr. Bergeron, M. P., for Beauharnois, P. Q., who posed as the light comedian of the quartette. His denunciation of the Hon. Mr. Tarte was however not very favourably received, as that gentleman has shown a grasp of his department and of the improvements needed along the New Brunswick coast that was wanting in his Conservative predecessors. For the first time in many years Kent has been able to obtain much needed harbour and wharf improvements, and for this she has to thank the broad-minded energy of the Hon. Mr. Tarte. Our people prefer actions to words and think most highly of those statesmen who recognize in a practical way the needs of this section. Our Acadian friends will prefer to follow Mr. Tarte whom they have tried rather than accept the judgment of Mr. Bergeron who has never shown any practical interest in their welfare.

To sum up—The speeches at Kingston while excellent as oratorical efforts or samples of debating society excellence, were but the rehash of the empty criticism which for months past has graced the columns of the Montreal Star and the St. John Sun. As one of the audience remarked at the close, the speeches forcibly reminded him of what was usually given to Indian beggars—scraps of dried bread and stale meats.

We have discovered at last where Mr. George E. Foster stands on the prohibition question. By his own statement he will do nothing until he tests the temperance people. He says, "I would simply wait and see what the temperance people would do, whether or not they had sand enough in them to punish the party who deceived them. Before I act I would test them." We wonder how many more years Mr. Foster needs to test them; he tested them so long that he was chased out of Kings County by the prohibitionists who found he had used them merely as a stepping stone to his own advancement. Again he wants the temperance people to put him in power, but he won't even make promises to be a better boy when he gets there. But that game is played out.

The latest reports from the Transvaal would indicate that at last hard fighting had commenced and, if the accounts which have reached us are authentic, the British troops have demonstrated their marked superiority. At the same time the skirmishers have shown that the losses on both sides will be heavy before the Boers realize the hopelessness of continuing the struggle. At

Glencoe the British victory while conclusive, was marked with very severe loss, especially of officers.

The enrolling of the Canadian contingent of 1000 men is about completed and the difficulty encountered by the recruiting officers has been rather who to reject among the gallant lads offering for service. The prompt response of our Canadian youth to the call for volunteers is the best answer to those who have ever doubted that the nation's heart beat true to the Empire.

This Transvaal trouble is one of the best object lessons the world has had of the unity and strength of the British Empire. Heretofore Britain's strength has been estimated by her war chest the navy and the standing army. These are but the nucleus to which from this time must be added the enormous resources in men and money of the younger nations of the empire. The possibilities of Britain's future strength can scarcely be measured, for Canada, Australia and Africa are only now beginning to develop and each has undeveloped resources greater than the greatest nation of Europe.

THE KENT NORTHERN RY.

The nasty and ill-judged attack made by Messrs. Powell and Bergeron, M. P.'s on the Kent Northern Ry. has caused considerable hostile criticism by those of their audience who were acquainted with the facts of the case. For the benefit of those to whom the history of the building of this road is not an open book, it might be well to explain a few facts to show how entirely misplaced was the criticism of these Conservative stalwarts. In the first place, the Kent Northern Ry. unlike other branch lines in this Province and throughout Canada, was built without a subsidy from the Dominion Govt. Where other railways received from \$3 200 to \$6000 a mile for every single mile of their construction, Kent's influence with the Conservative government was only sufficient to get a promise of the rails and fasteners which might be needed for the road. How that promise was carried out, our present M P and his friends are fully aware. After months of persistent effort, enough old rails were obtained from Sir Charles Tupper, the then Minister of Railways, to commence with, but it took nearly five years after that to wring from that gentleman and his colleagues sufficient rails to cover the 27 miles of its construction. And what kind of rails were given even so unwillingly! More than six varieties embracing all the kinds, weights and varieties of old iron rails known to engineers from the time of Stephenson, the originator of railways. To show to what extent the Company were thwarted in their efforts to get what the Conservative government had promised, it is only necessary to say that many of the rails had to be taken from the P. E. I. Ry., shipped to Pt. du Chene and over the I. C. Ry. to Kent Junction at the expense of the Company. Sir Charles Tupper was cabled to England by F. A. Gironard, M. P., for Kent, in an effort to save this shameful outrage to the County of Kent, but to no avail, and not even the freight over the I. C. R. was remitted. In addition only a few fastenings or plates and not a single spike was supplied by the Conservative government in fulfillment of their promise. In fact when Sir Charles Tupper was remonstrated with by an influential delegation from this County for his indecent treatment of the effort to supply railway facilities to the people of Kent, he sneeringly replied he was only

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sorry ne had ever promised the old iron rails used in its construction.

As can be imagined the gift was really only a burden in disguise, for it was soon found impossible to run a road on all sizes and weights of rails, and the light 35 pound rails taken from the narrow gauge railway in P. E. I proved utterly useless. In the end the Company had to replace these and the main reason for the unevenness of the K. N. Ry. today is the presence of some of the old iron rails given grudgingly and after years of supplication by Sir Charles Tupper, the generous leader of the Opposition. No wonder Mr. McNerney tried to turn the nasty comments on this road into a humorous vein, for he knows full well that the boast of Conservative generosity (?) is best exemplified by the case of the railway under criticism by his indiscreet friends. The people of Kent realize full well that they have not to thank the Conservative party for much, and certainly not for the Kent Northern Ry. which will compare favourably with any branch road in this Province, despite the criticism of Messrs. Powell and Bergeron.

The people of our County are not behindhand in their kind reception of strangers, and neither Mr. Foster nor Mr. Bergeron would have been able to get to the meeting if it had not been for the courtesy of the very railway which they so bitterly assailed. The in-

coming train was held several hours for these gentlemen, but this courteous act seemed lost on them, as they not only neglected to thank the officials of the road for their thoughtfulness, but took advantage of their opportunity to insult the Company. The next time these gentlemen come to Kent they will notice a great improvement in the Kent Northern Ry., for the Conservatives are not in power to-day and the Liberal government has from the time of its inception to power, shown a desire to promote the efficiency of each and all of its feeders, and recognizes that the Kent Northern Ry. is certainly not the least important of these.

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