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RICHIBUCTO, N. B., SEP. 7, 1899

THE I. C. R. AND C. P. R.

The exhibition of abject woe made by the St. John Sun over what it claims is the prospect of Canada's winter export trade being diverted to Portland and Boston, would excite the hilarity of the most serious were its hypocrisy not so apparent as to be absolutely sickening. When ex-Financé Minister George Eulas Foster had his famous interview in 1896 with the St. John Board of Trade in which he chided them with interfering in what was no business of theirs because they meekly asked for a small steamship subsidy in aid of the export trade through that port, the Sun wildly applauded the courage and independence of the minister for refusing to be coerced. Since that time the scene has changed, doers have supplanted talkers in the control of Canada's affairs and the Liberal government have in the past three years built up by substantial subsidies the winter export trade through St. John and Halifax. The old mail subsidies given to vessels sailing from Portland, Me., have been diverted to Canadian ports and the country is no longer humiliated by paying subsidies to build up a foreign port at the expense of our own. For this patriotic and enlightened policy we have failed to find anything but condemnation in the columns of the Sun, and the reason is not hard to find. The Sun itself no longer draws its old time subsidies from the Dominion government.

To-day no words can express the full measure of the Sun's bitterness towards the Minister of Railways because he has dared to prove the incompetency of his tory predecessors in two ways. One of these ways was in converting the old-time deficits on the I. C. R. into a substantial surplus this year of \$60,000, and the other way was in refusing to allow the government railway to continue in bondage to the C. P. R. The first of these offences was bad enough for it proved that it was not until the present administration came into power that the country could find a man capable of earning his salary as Minister of Railways and the fact that the present incumbent of that position is a New Brunswicker is an additional provocation to the Sun. The policy of progression shown by the Hon. Mr. Blair in continuing the people's railway from the swamp at Levis where the Conservatives left it and where he found it to Montreal, the centre of trade in the Dominion, was hard enough for the Sun to stand Mr. Blair's energy in insisting that his officials should exhibit as much anxiety to forward the railway's interest as they did to receive their pay was really a severe strain on the Sun's forbearance. Even the fact that the lawyer who

dared to insist in three years study on understanding the railway system under his control better than the manager of that system ever could or would understand it in 20 years, might have been borne, however, by the long suffering Sun if the last straw had not been added to the camel's back as it was when Mr. Blair insisted on freeing the I. C. R. from the bondage of the C. P. R. which was slowly but surely draining the best portion of the former road and really made it but an unrewarded feeder of the C. P. R. The moment Mr. Blair gave notice to the C. P. R. to terminate the contract or agreement by which for years traffic originating at points on the I. C. R. was diverted to its competitor, there was trouble in store for the minister at the hands of the Sun which prefers the C. P. R.'s interests to Canada's. "Business is business," would probably be the Sun's confidential reply, and now that we have lost the Canadian subsidies we have the more need for any little pickings we can get from the C. P. R.

We have explained in former issues the unfairness of the traffic arrangement between the Conservative government and the C. P. R. which together with the open bribery of I. C. R. station agents from Moncton to Halifax and North Sydney by the C. P. R., in effect meant the unfair diversion of traffic to the latter which should have been carried by the former over its long haul. To the Hon. Mr. Blair is due the country's thanks for terminating this nefarious agreement. Canada wants no officials in its service, railway or otherwise, bribed every month by a private corporation and to stop this crime and keep control of the railway for the people of Canada was only possible by terminating the agreement.

When Mr. Blair entered into a thoroughly advantageous traffic arrangement with the Grand Trunk Ry by which the latter took from and gave to the I. C. R. all otherwise unassigned freight at Montreal his offence became a crime. Why? Because he had again driven a good bargain for Canada rather than sold or given away the country's interest to the C. P. R. For this last evidence of Mr. Blair's ability to run the I. C. R. he will never be forgiven either by the C. P. R. or the Sun unless—it should pay them best to make a truce. Now the Sun notifies Canada that the C. P. R. will bust the nation and will divert the winter export trade of Canada to Boston or some other foreign port. If this is correct, the Sun has for the first time in its history and in this instance purely unintentionally, been of service to Canada, for if this is the reward the country is to receive for building the C. P. R. then the sooner the people of Canada know it the better. We say "if" advisedly for the managers of the C. P. R. have not been prone to public declarations of their policy and doing so in this case would fulfil the old adage: "whom the gods would destroy they first make mad." There is no use mincing matters. Every mile of the C. P. R., yes every rail and every sleeper was fully paid for by the Canadian people in subsidies of money and land more valuable than money. If the return made by the C. P. R. for the sacrifices of the Canadian people in providing means to build this road is the diversion of Canadian trade to foreign ports then has Canada indeed at great expense prepared a rod for its own back. In that event the grapple might as well be taken to-day as to await for the greater development of power to harm in this the greatest corporation the country knows, for Canada will be too small for

the C. P. R. and the Canadian people.

The Minister of Railways has shown no sign of yielding what he knows to be best for the system under his control and for the country that owns the system, and in this he will have the thanks of every true hearted Canadian whether he be Liberal or Conservative. We in New Brunswick respect a man who is fearless enough to fight our battles, and even if need be in the maintenance of the people's rights, to tackle a corporation which thinks itself as big as the country. The north shore counties will not forget in a moment the fight that the Hon. Mr. Blair made of old in her lumber interests, and this fresh proof of his business foresight and fealty is not overlooked in the solid north where people from Campbellton to Moncton have the reputation of being stalwart friends. The St. John people need not fear in regard to their winter trade, but if it could only be obtained as the result of a treacherous sacrifice of New Brunswick's best interests, that city is better without it. Time will show that the C. P. R. is only desiring a little coaxing in the shape of some further gifts from the city, province or dominion and finding she can't bully them will come into line in her own interests.

TRUE ECONOMY.

We hear a good deal of talk these days of the large expenditure being made by the present administration, and there is a tendency in certain quarters to charge the Liberal leaders with a betrayal of their political principles because the amount of the current expenditure was as great last year as under the tory regime. Men to whom such a statement appeals forget that there has been an enormous increase in the revenue of Canada since 1896 which would justify the maintenance of an expenditure far greater than under years of depression, when the great problem was rather how to make ends meet than how to develop and increase the nation's trade. In 1895 the total revenue of Canada was \$33,978,129, while the expenditure was \$38,132,005 or a deficit under Tory management of over four million dollars. Comparing this with the year 1898, we find the total revenue under Liberal regime was \$40,555,238 while the expenditure was only \$38,832,525, showing a handsome surplus of nearly a million and three quarters. In other words last year under Liberal rule the income of the country was over six and a half million dollars more than in the last full year of conservative management, while the country's expenses were only half a million dollars more or a net advantage to Canada of six million dollars. If this increase in revenue had been due to increased taxation on the people there would be nothing to feel elated over, but the Conservative leaders themselves admit the Liberals have reduced the customs duties one-ninth and as a matter of fact the reduction has been much greater than a ninth of the entire tariff charges when the abolition of specific duties is taken into account.

We have ever contended that economical government is quite consistent with increased expenditures, if the income justifies the expenditure and the amount spent is laid out wisely and honestly to provide for increased national prosperity. Short sighted niggardliness and true economy are as wisely separated as the two poles. When the Laurier administration came into power in 1896 many new problems of government were demanding attention,

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and it rested with the government to refuse to take up the new burdens; or grappling with them courageously, to advance materially the latent resources of our still undeveloped country. If the Liberal government at Ottawa for example had declined the burden of responsibility in opening up the rich gold fields and other latent mineral resources of the great Kootenay and Yukon sections, a great saving might have been made in the expenditures of the past three years, but Canada would have been poorer by millions than she is to-day and will be for all time to come. It was and is a time when men of strength and energy were needed at the head of affairs, men who with faith in the country's future would have courage enough to grasp the necessity for enormous development in the prosperous years when the people would feel least the strain of the advance movement, men who with faith in themselves and the people whom they are serving so well, would be content to render themselves liable to the accusation of their enemies that they had deserted the principles expressed by them in years gone by, if by their devotion to Canada's best interests the future would prove them faithful and zealous servants.

As Sir Richard Cartwright the great apostle of Liberalism in the dark days of opposition, expressed it in his Toronto speech last week:—

"We might have taken no steps to promote immigration. We might have taken no steps to develop British Columbia. We might have taken no steps to extend the Intercolonial Railway—we might have left its terminus in a ploughed field as we found it. We might have given you no penny post. We might have taken ten years to finish your canals instead of completing them in three. We might have done all those things, and possibly we might have saved apparently a few hundred thousand dollars on your annual expenditure. But had we done so, your annual income would have been many millions less than it is to-day. Had we done so, the wealth of the people of Canada would have been less by tens and tens of millions than it is to-day. Had we done so, the population of Canada would have been less by several hundreds of thousands than it is to-day. Sir, to my mind the best test of the prosperity in a country, and more particularly like Canada, lies in this fact—is it a country where the people remain and seek their fortunes in it? Is it a country to which strangers from other lands come to seek their fortunes, or is it a country from which the natives fly? Is it a country in which when you bring the people to it you find it impossible to re-

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tain them? What was the position of Canada in the years from 1881 to 1891?

Now, sir, as I have said, I cannot but think that those among you who choose to study these questions intelligently and carefully, those among you who will remember that within the last three years, as I have said, Canada has advanced by leaps and bounds in a manner such as very few other countries have known—that our population has increased, that our volume of trade has increased, that our exports have increased, that our wealth has increased, that our mineral resources have increased enormously, that everything promises a reasonable continuance of prosperity if we are only true to ourselves—will, I think, admit that I am fully justified in saying to you that there is no cause for alarm because, by reason of the cross entries that I have alluded to, your annual expenditure appears to have been increased by two or three million dollars."

THE SILLY STAR.

The Montreal Star has been trying for the past week to delude its readers into belief in a story manufactured in its own office, to the effect that Sir Wilfrid Laurier and his confederates had made a secret treaty with the United States in respect to the Alaskan Boundary which was to continue in force until after the Canadian elections next month when they would yield everything to the Americans. According to the "Star" this story was circulated by the Associated Press to the newspapers throughout the United States in order that they might understand the situation, but carefully kept from the Canadian papers. The story itself was thoroughly ridiculous, but the explanation of its circulation is if anything more ridiculous, for every child in the country knows that there is scarcely a newspaper office in Canada which has not on its exchange list one or more American papers, so that the publication of such a story on the one side of the boundary line would be equivalent to its publication on both sides. The St. John Globe fittingly terms the whole story "silly," we go one step further and dub with the same name the newspaper ignorant enough to expect the public

to believe such nonsensical trash.

A SENSIBLE POLICY.

The policy adopted by the Local Government in this Province to lease the timber lands belonging to the Crown for a long term has met with very general commendation. It means the conservation of our timber, one of the most valuable assets of New Brunswick, and the provision of greater revenue not only for the present but for the future as well. The putting up of these leases for sale by auction at a fixed upset price, provides against any favoritism and as far as may be against any combination on the part of the leases. The sale at Fredericton last week resulted in the disposition of about one-third of the leases for something over \$24,000 and ensures an annual rental of over \$4,000 from lands hitherto only valuable to the poacher of Crown timber. There yet remains many thousands of acres unleased, and it is only a question of a little time when this remaining tract will be placed under similar leases to the lumber men. This policy is in such bold contrast to the wasteful plan pursued by the governments prior to 1883 that we can hardly expect the local opposition to take kindly to it. That section of the press is setting up nights bemoaning the cruel fate of the New Brunswick lumbermen in having these Crown land leases thrust upon them, which shows their sincerity on the stumpage question.

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