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RICHIBUCTO, N. B., JUNE 8, 1899

AN HONEST MEASURE.

The bitterness of the Opposition to the Redistribution Bill promised by the Conservative party in the House of Commons, is best shown by the persistent efforts being made to misrepresent its meaning. As we stated two weeks ago, the intent of the Bill is to right the wrong committed by the infamous Conservative Gerry-mander of 1882 under which an attempt was made "to hive the Grits" and make close constituencies more certain of Conservative majorities by tacking parts of one county on to another. The Gerry-mander of 1882 was passed in spite of the protests of every Liberal in the House of Commons against its injustice, and from that time the Liberal Party determined to undo this wrong as soon as power should come to them. After such a dangerous precedent as the Gerry-manders of 1882 and 1892, if the Liberal party were attempting a bit of reprisal there would be no call for the bitterness which the Conservatives are showing at this time over the Redistribution Bill, for that would be only Tit for Tat. But no such attempt is as a matter of fact being made. The Redistribution Bill simply proposes to divide the representation of the Dominion, and particularly in the case of the Provinces of Ontario and Quebec according to the Municipal County bounds restoring these limits which are the natural ones in the place of the arbitrary divisions decided upon for party advantage by the various Tory Gerry-manders. After the Gerry-mander of 1882 the map of Ontario was completely changed, nearly a score of County boundaries obliterated, and everything done with the single aim of placing the Liberals under a serious handicap. The present Bill restores nearly all the constituencies to the position they held previous to 1882. It merely stipulates how many members each county will have, but does not attempt to make the boundaries of the various ridings composing a county. This division of ridings is left to a Commission of Superior Court Judges and this in itself is proof positive that no unfair party advantage is being taken or attempted.

The chief objection to the Bill is the claim that it establishes inequalities of representation according to population, but in this its objectors can scarcely be serious as every Franchise Bill must have this objection. It would be absolutely impossible to divide Ontario into 92 constituencies so that each one would have 22,000 of a population which was the unit established by the last census, just as it would be impossible to divide New Brunswick into 14 constituencies of equal population. And if it were possible it would be entirely inequitable. For example, St. John City is better entitled accord-

ing to the population to two members than Albert or Restigouche are to one member, and yet when the redistribution took place after the last census it was freely conceded that it was better for St. John City to lose a member than for another whole County to be tacked on to another as was done with Sunbury and Queens. The humor of the situation lies in the fact that the Conservatives who are now so jealous of the maintenance of this principle, most openly disregarded it in the two Gerry-manders to which we have referred. There were some ridings had twice as many electors as others, and even where there is every disposition to be fair this will always be so. Under the new Bill it is proposed that Toronto with a population of 190,000 shall have 4 members, while Brant with a population of 34,000 will have 2 members, and Kent with a population of 53,000 will have 3. On the surface this seems a violation of representation by population, but no claim can be successfully maintained that the object is to put the Conservatives at a disadvantage, while it can be argued that it is of more importance to preserve a unity of interests in the electorate of a riding by the adherence to County boundaries, than it is to get the population of each riding approximately the same.

If the Bill provided for this adherence to County bounds in some constituencies and disregarded them in others, and at the same time provided for the divisions of the different ridings in a County, it might be successfully shown that party animus was the leading factor in the measure. But the Redistribution is framed with the honest idea of reforming an old abuse and without any idea of gaining any party advantage by its passage. In fact so fair is it in its provisions that it has dumb-founded the prophets of the Conservative press, who were loud in its denunciations ere ever its provisions were known, but who are now dumb probably with amazement at the folly of the Liberals in not following the example of the Conservatives and making themselves safe by the abuse of the power in their hands. No summing up can express its provisions better than by saying that the Redistribution Bill is an honest measure.

A NEW DEPARTURE.

The announcement made by the Minister of Railways in the House of Commons the other day that the net profits of the Intercolonial Railway for the ten months ending May 1st amounted to \$62,000, was a pleasant surprise to many people throughout Canada who could not bring themselves to the belief that the peoples' road could ever be anything but a bill of expense to the country. This surplus is shown after paying the annual rental of \$64,000 for the Drummond County Railway and the \$140,000 for the use of the Grand Trunk line and terminal facilities at Montreal in addition to the ordinary expenses of maintenance and service. A dividend from the I. C. R. is such a new departure, that it is but natural that the electorate who pay the bills should be moved to enquire the reasons leading up to this happy consummation. If I. C. R. stock had been listed on the stock exchanges, its reasonable quotation for the past twenty years would have been about zero, for instead of a dividend paying investment as it should have been, it has invariably been a bill of expense each year to our people. The presumption of the Hon. Mr. Blair in upsetting the good old tory notion that the country must come to an end if the I. C. R. deficits ceased, has almost had a fatal effect on the authors of that

theory. We can hear Sir Charles Tupper gasp with indignation as he finds all his prophecies of ruin and bankruptcy made mockery of by the cold figures and facts set forth by the Minister of Railways. We can see Sir Charles swell himself out like the frog in the fable and with an emphasis on his everlasting "I" commence a rambling explanation of how everything of value to Canada sprung from him as its author, not even excepting the plan of making the railway service a sort of Tupper family Kindergarten and Home for the aged and incompetent of that illustrious race. We can see the look of dismay on the faces of those who preferring party advantage to the advancement of Canada, have been predicting the failure of the scheme for the extension of the road into Montreal. A deficit this year would have been eagerly seized upon by such patriots as the certain sign that such extension of the system was fatal to the successful operation of the railway. Fortunately for Canada a substantial dividend is the result of this year's operations, and it disarms every honest opponent of the proposition.

Mr. Rufus Pope, the Conservative member for Compton, took a strong position in favour of the Bill and showed the fallacy of the attacks made on it by his own party. He claimed the feeling of the people was almost unanimous in favour of the extension of the Intercolonial to Montreal and he did not think there should be so much haggling about the price as the I. C. R. should in future prove a paying institution whereas in the past it had cost the country \$6,500,000 in deficits for running expenses alone. Mr. Pope said he was prepared to prove his confidence in the paying qualities of the road by leasing it for 30 years, pay all maintenance expenses including the \$140,000 rental for using the G. T. R. tracks and terminals and besides give the Government \$200,000 a year for the first 10 years, \$300,000 a year for the next 10 years, and \$400,000 a year for the third period of 10 years. Such a statement from a staunch Conservative puts to shame the factious Opposition which his party leaders have been making to a proposition which is in the clear interest of the people of Canada and of these Maritime Provinces in particular.

The old order of things has passed away on the I. C. R. with the deficits which were their result and from this time forward we may confidently look for intelligent and progressive management of the Canadian system of railways and canals. The making of surpluses is not the most important work in connection with the I. C. R., but the Minister of Railways has conclusively proved that surpluses are consistent with the most efficient service that the railway has ever given either to the through or local trade.

PECULIAR PROTECTION.

In the debate on the resolutions for I. C. R. extension to Montreal it came out that when the Government purchased that portion of the line between River du Loup and Levis from the Grand Trunk Ry., it was agreed that the latter corporation should not divert Canadian export trade via the foreign port of Portland, Me. Sir Charles Tupper was then Minister of Railways, and as he announced the other day he took it upon himself at that time to see that the interests of the Canadian people should not suffer by the diversion of trade which should properly flow through Canadian channels. Such an announcement moved the House to prolonged laughter and it was little wonder. When Sir Charles Tupper stopped the G. T. R. movement for a Canadian At-

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lantic terminus by the purchase of the eastern portion of their road from Levis to River du Loup, it was but natural for that company to concentrate their force to building up their American terminus, Portland, Me. In order to assist them in this worthy (?) object, Sir Charles and his colleagues voted a handsome annual subsidy for steamers carrying the Canadian mails to and from Portland, Me., during the close of the St. Lawrence navigation. What had happened to make Sir Charles so far forget the duty he had undertaken to see that Canadian trade was not diverted via Portland, Me., as to assist by annual subsidies to that very result? For twenty years this went on and when the people of St. John and Halifax asked in 1896 for assurances of the diversion to these Canadian ports of the mail subsidies, they were met with sneers and sarcasm. It was not until St. John City had spent between half a million and a million dollars of its own money on terminal facilities, that a beggarly subsidy of some \$25,000 could be obtained for the Beaver Line to open up a Canadian winter freight service, and this poor result was only obtained by the members for the constituency threatening to resign their seats unless the grant was made.

The result of this peculiar protection of Sir Charles Tupper and his party is that the port built up by Canadian Government subsidies is to-day the most dangerous competitor our own ports have, in the struggle for the rapidly growing export trade of Canada to Great Britain. The old government in this way prepared a dangerous whip for the backs of the Canadian people, the sting of which is being felt in these present winters. When the Laurier Administration desired to make a change they found it quite a difficult matter, the chief steamship owners combining with the Grand Trunk Ry. and declining to tender for the carriage of mails from any port but Portland. However, the government persisted, and the old wrong has at last been undone and in the place of the peculiar protection to our export trade of

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A HANDSOME YACHT. YARMOUTH, June 3.—Charles T. Grantham's new yacht Viking has been finished and will be launched this evening. In elegance of fitting and attention to details she is deemed the handsomest yacht yet built in Nova Scotia. She was designed and built by William Butler. The Viking is a centre-board sloop, 37 feet over all, 26 1/2 feet on the waterline, 11 feet 1 inch beam and draws 3 feet with centre-board up, least free-board 22 inches. She has three thousand pounds of lead in the keel and three hundred and seventy pounds in the centre-board. The main boom is 36 feet long, gaff 25 feet and the sail hoists 25 feet. She will carry 1,250 square feet of canvas, is 40 feet long and 8 1/2 inches in diameter at the deck. The Viking is fitted with a large and commodious cabin, 4 feet 10 inches high and 11 feet long and will accommodate four persons comfortably. There is also a fore-cabin with two berths. The cabin is finished in mahogany and supplied with a neatly finished lavatory and closet and other conveniences. Mr. Grantham intends entering the Viking for races at Shelburne and will also take her to St. John for a club cruise up the St. John river in July.

THE DREYFUS CASE. Justice has moved very slowly in the Dreyfus case, but it has moved surely, notwithstanding the tremendous obstacles in its way. France has been in a ferment more than once on account of it, revolution has been threatened, cabinet ministers have lost their seats, riots have been numerous. Now, at the end of more than four years' imprisonment, the court have pronounced in favor of a new trial of the degraded officer, and he is to be taken to France in a warship immediately for that purpose. It was in October, 1894, that Dreyfus, a French army officer, was accused of treason in furnishing information of military affairs to another power—supposed to be Germany. In a few months he had been tried by court martial and sentenced to solitary imprisonment on the Devil's Island, to which he was at once taken. It has been clear for a long time that Dreyfus was convicted on false testimony and through forged documents, the work of some of the leading men in the French army. But, in spite of this belief, there is still a very strong prejudice against the unfortunate officer, and in the excited stage of the French mind there is the possibility of very serious trouble when he reaches his native land.

Street Incident. "My Dear Sir," exclaimed Lawyer Bartholomew Livingston, meeting the Rev. Dr. Archibald Windham on the village street, "What does this mean? I thought you were laid up with all sorts of bad diseases!" "And so I was," replied the reverend gentleman, "I had an attack of indigestion and from that time on my whole system has been in a disordered condition until I began taking Hood's Sarsaparilla which has put me on my feet and cured all my stomach troubles." "I don't doubt it," said the lawyer. "This same medicine cured my wife of rheumatism and my little girl of scrofula. When they say it's the best medicine money can buy, they only tell the truth." "Yes, yes, so they do," replied the minister, and the two passed on.

The suit of Editor Mills against Mayor Stuart of Turu for criminal libel has been dismissed.

COOK'S NEW BLOOD PILLS.

A New Departure. Dr. Marschand, the celebrated French physician, has at last opened his magnificently equipped laboratory in Windsor, Ont. There is a large staff of chemists and physicians at his command, and the men and women of Canada may now procure the advice of this famous specialist free of charge. Dr. Marschand has a world wide reputation for successfully treating all nervous diseases of men and women, and you have but to write the doctor to be convinced that your answer, when received, is from a man who is entitled to the high position he holds in the medical fraternity. Why suffer in silence when you can secure the advice of this eminent physician free of charge. All correspondence is strictly confidential and names are held sacred. Answers to correspondents are mailed in plain envelopes. You are not asked to pay any exorbitant price for medicines, in fact it rarely happens that a patient has expended over 50 cents to one dollar before he or she becomes a firm friend and admirer of the doctor. A special staff of lady physicians assist Dr. Marschand in his treatment of female cases. Always include a three-cent stamp when you write and address The Dr. Marschand Chemical Co., Detroit, Mich., U. S. A. When you write mention THE REVIEW.

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