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RICHIBUCTO, N. B., AUGUST 10, 1899

TRUE ECONOMY.

The Opposition press is making a great deal of comment on the large expenditures to be made this year on the public works and in railway subsidies throughout Canada, and in some quarters there is an attempt to be sarcastic at the idea of a Liberal government being so extravagant after the party pledges for retrenchment. There is no doubt that the present administration is spending a great deal of money, but that does not necessarily imply any extravagance, for if the money is intelligently and honestly spent and the country can afford it, then the government is justified in improving the facilities for business. It therefore resolves itself into the question of the ability of the country to provide the funds and as to whether the money is wisely and honestly spent. No Liberal need fear the bugaboo so persistently put forward by our friend the enemy that such a course of expenditure is inconsistent because forsooth the party, while in opposition, pledged itself to economy.

We have no apology to make for the Liberal pledges given previous to 1896 on this or any other point, for, as we have frequently pointed out, the present administration has won the regard of the rank and file of the party by their strenuous and in many cases successful efforts to carry out these pledges. The record of the party in this respect is one of which any Liberal may well be proud. It is well therefore in passing to ask whether it is true that in respect to their pledges of economy they have proven recreant to the party record. During the five years preceding 1896 Canada passed through a period of trade depression in which it was the duty of the government to have exercised every effort to reduce the burthens of the country. Yet in that time not only was no effort made to reduce expenses, but the fair name of Canada was soiled by the record of corruption and political jobbery in connection with the expenditure on public works. The Curran Bridge steal, the McGreevy scandals and nearer home the jobbery and dishonesty in connection with the Harris Land Grab were good examples of the wrongs committed by the Conservative Government. The better sentiment of our people demanded that a stop be put to the increase of the public debt for useless public works carried on merely for the enriching of party favourites or for the purpose of gathering together a fund for election purposes. Public confidence was at the lowest ebb and there was comparatively speaking a state of business stagnation. The Liberal leaders seeing these things, and being aware that there were no public works of any magnitude going on, and

in fact that those already constructed were being allowed to fall into decay while the annual budgets were steadily increasing in amount, demanded a course of retrenchment and reform in the different departments. After the return of the Liberals to power in 1896 the situation was almost immediately changed, public confidence revived and Canada has since been enjoying a period of expansion in business in which the prosperity of our people has been undeniable. At the same time came the opening of the western mining districts first in British Columbia and later in the Yukon, which meant new and increased expenditures for whatever government was in power. To have refused the new burthens would have meant the retarding of the country's prosperity. For their courageous grappling with these unexpected problems the Laurier Administration deserves the fullest recognition of the Canadian people which we are happy to say has not been withheld from them. Moreover the very fact of the public works of the country being neglected previous to 1896, while the finances were diverted to more unworthy purposes, meant added burthens upon the new administration. For example, when the present government came into power there was not a single public work along the whole Atlantic coast of Canada that was in proper shape owing to the wasteful niggardliness of their predecessors.

Since 1896 the Laurier Administration, with reduced burthens on the people, have been enabled by a wise trade policy and the expansion of trade (for which in many directions the government is directly responsible) has been able to show a buoyant and steadily increasing revenue. This year with a surplus of nearly five millions of dollars the government is thoroughly justified in launching out into largely increased grants to much needed public works and in subsidies for railways demanded by the growing requirements of our people. If there ever was a time in the history of Canada when such expenditures were justifiable, it is at present. The charge of inconsistency, therefore, made against the Liberal party for their course in regard to public expenditures is simply a bugaboo raised by our opponents in their effort to provoke discontent in the Liberal ranks.

The members of the Laurier Administration have in the past three years shown their good faith in reducing the ordinary expenses of their several departments enormously by lopping off the useless branches in the services. The Postmaster General by such means last year turned the Tory deficit in the postal service of over half a million into a substantial surplus, while at the same time he has given the country a greatly increased postal service. In the Department of Railways and Canals presided over by a lawyer, as our opponents used to tell us with a sneer—they are not doing any sneering on this subject since the results of Mr. Blair's work have been seen—the everlasting deficits have given way to a refreshing surplus while a revolution has been worked in the increased efficiency of the service. In the Department of Agriculture, the Hon. Mr. Fisher has made a showing in Canada's export trade in farm products that is little less than marvellous, while we in Kent have seen the keen grasp of their respective Departments displayed by the Ministers of Public Works and Marine and Fisheries.

With such a guarantee of efficient administration afforded in the different departments by the results of the past three years, the people of Canada feel that the expenditure of the public funds is in

the hands of honest and intelligent statesmen who thoroughly understand the needs of the country. The country is enjoying a state of prosperity hitherto unprecedented, and so long as the burthens of our people remain as light as they have been since the reduction in the customs tariff there will be no complaint or any ground for the charge of extravagance. Since 1896 there has been an absence of corruption in the administration of Canadian affairs which has given our people a renewed faith in our public men, and that carries with it the best assurance that every dollar expended will be placed to the best advantage.

RAILWAY DEVELOPMENT.

The extension of the Intercolonial Railway to Montreal and the proposed lines for which subsidies have been granted in this Province promise to make the development of our railways a feature of New Brunswick's prosperity. By the placing of the I. C. R. from the position of a branch road with its western terminus in a swamp at Levis to that of one of Canada's great highways with termini in Canada's great trade centre and chief Atlantic outports, a great stimulus has been given to trade between New Brunswick and the Upper Provinces. The assistance given to the St. John Valley and Central Railroads will have the effect of opening up sections of the Province which are fertile and rich in agricultural and mineral resources but which have been hitherto undeveloped. The extension of the Central Railway from Chipman to Fredericton means the development of the richest portions of the counties of Queens and Simsbury the result of which must be beneficial to the I. C. R. of which the Central Ry is a feeder. The building of the St. John Valley Road from Fredericton to Woodstock on the left bank of the River St. John will open up to outside communication a section of New Brunswick hitherto handicapped by lack of either rail or water communication. The promotion of these important enterprises means much to New Brunswick and the fact that they are now possibilities owing to the granting of federal subsidies is the best proof that the interests of our Province are being carefully cared for at Ottawa. New Brunswick was for many years badly handicapped by the want of interest or lack of power displayed by her representatives in the cabinet and our people can therefore the better appreciate the action and energy of the present Minister of Railways in safeguarding and promoting the interests of this Province by much needed railway extension.

A SENSIBLE POLICY.

The changes introduced by the Hon. Mr. Blair into the Subsidy Act will be appreciated by the people of Canada. Up to the present time the Government has been paying maximum rates for the transportation of mails, militia stores and government employes on roads built largely and in some cases entirely by the public money granted them in the form of subsidies. It is estimated that this transportation charge to subsidized railways represents each year to Canada no less than \$1,230,000. The policy introduced by the Minister of Railways is to the effect that public money voted in aid of railway construction shall no longer be considered in the light of a gift but merely as an investment in return for which the railways so subsidized shall provide each year for the government free carriage of mails, government stores, militia supplies, &c., to an extent equal to the interest at three per cent. on the

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amount of money advanced by the Government for construction purposes. Moreover, the railway companies have no power to fix these transportation rates which shall be settled by the Government.

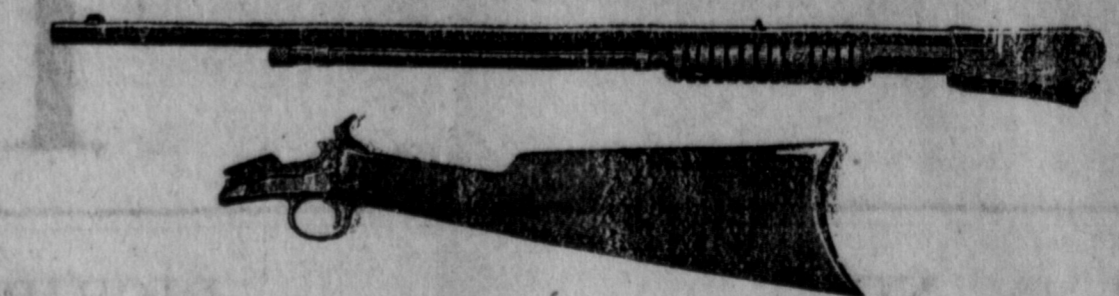
This sensible policy will meet with general approval, as it does away with the gift or bonus feature of railway subsidies and converts them with simple advances which secure the development of the country, and at the same time provide adequate return to the country for the money advanced. It has been a sorry sight for the electorate of Canada irrespective of party lines to see the country's credit pledged in providing bonuses for railways that in return extorted the largest possible charges for services rendered to the government to whose generosity the road owed its very existence.

This is but another example of the good business policy which has been so frequently exhibited by the Laurier Administration since 1896, and no member of that administration has shown more frequent proofs of sound business judgment in the administration of affairs pertaining to his department than the author of this new railway policy—the Hon. A. G. Blair.

THE QUEBEC SURPLUS.

The work of the Marchand Administration in the Province of Quebec in showing a surplus of revenue of \$23,000 in place of the enormous deficit of \$810,000 of two years ago under the previous Conservative Administration, cannot be too highly commended. This splendid showing is made without the addition of a single dollar of increased taxation, and in spite of the fact that their predecessors in office previous to their defeat had passed legislation reducing the provincial revenue over \$300,000. The Marchand Ministry came to power at a time when the public credit of Quebec was at its lowest ebb owing to the extravagance and corruption of previous administration, and the courage of its members in reducing the public expenses deserves

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the fullest recognition of all classes in that Province.

We hear a good deal just now of Liberal corruption in elections in the Province of Ontario, but we have looked in vain for any recognition from the opposition press of the heroic work of the Marchand Ministry in Quebec during the past two years. The Montreal Star evidently has not heard yet of these latter achievements, although it is printed in the commercial metropolis of Quebec. We respectfully call its attention to them.

A portion of the Conservative press is greatly exercised over the amount of money voted for railways and other permanent public works at the present session of parliament. Judging from the location of most of the grants we should say that the present administration is determined to undo the wrong done the Maritime Provinces by the refusal for years of necessary public works. From 1878 we lived on promises and got plenty of those—and little else. Now that the Maritime Provinces are represented by men in the administration of the practical force of Messrs. Blair, Fielding and Davies, we begin to realize by the public grants that the seaboard provinces are really part of the confederation. We in New Brunswick have never complained of any expenditure of money on necessary public works where each province got something like a fair share but until 1896 New Brunswick's chief cabinet representative took our share out in talk. We therefore appreciate something more substantial when it comes our way.

SICK HEADACHE—that bane of many a woman's life is quickly cured by Laxative Pills. They are adapted to the system of the most delicate and never cause any griping, weakening or sickening.

BURNED AT SPRINGHILL.

SPRINGHILL, Aug. 5.—A small boy named O'Brien caught fire on Main street yesterday forenoon and narrowly escaped being burned to death. He was attempting to hide a cigarette from Town Marshal Smith, who has orders to arrest small boys smoking cigarettes. The linen blouse was burning in flames about his head when he was seen. He was taken into Dr. Murray's drug store and Mr. Murray, assisted by Dr. McLean, did up his burned face and neck in an oiled wrapping and Dr. Murray drove the little fellow to his home. He is badly burned but the Dr. says he will not be marked and that he will be out again in about ten days.

PILES FOR 15 YEARS.

Mr. Jas. Bowles, Councillor, Embre, Ont. writes:—"For over fifteen years I suffered the misery of bleeding, protruding piles. The many remedies I tried all failed. I was advised to use Dr. Chase's Ointment, and must say that the first application gave relief, after the third the bleeding stopped and two boxes cured me completely."

BRAVERY RECOGNIZED.

HAMILTON, Aug. 4.—The Royal Canadian Humane Society has unanimously made among others the following awards of medals and parchments: To New Brunswickers: Medals to Stewart L. Fairweather for conspicuous bravery in saving A. Bertram Harrison from drowning in the Kennebecasis river June 18; parchments to Crawford Lawrence and Samuel McFarlane for promptitude, courage and presence of mind in saving Sumner Mullock from drowning in Chamcook Lake, N. B., May 19; to Fred Marshall for the noble part he took in assisting in the rescue of Sumner Mallock.

"Two little boys of mine were troubled with worms. They would wake in the night and vomit and sometimes were quite feverish. I got a bottle of Dr. Low's Worm Syrup which gave them complete relief from their trouble." Mrs. Wm. Mercel, Teeterville, Ont.

INSANE MAN'S DEED.

SUSQUEHANNA, Pa., Aug. 4.—Chas. Yager, a chairmaker, 40 years old, cut the throats of his three children and his own with a razor at Brandt, five miles from here, last night. He was a widower and lived alone with the children, whose ages ranged from five to twelve years. The four bodies were found by neighbors to-day. He is supposed to have been insane.

COOK'S ANODYNE LINIMENT.