

THE REVIEW

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THE RIVER ST. JOHN IN TIME OF FRESHET.

Tell not of the lakes of Killarney, Nor the beauties of Naples Bay; Sing not of the Rhine or the Hudson, All of them famed in their way;

But here from the doorstep in Sheffield Look out on the River St. John And see our Lakes and our River Beat all of them under the sun.

These waters so gently are flowing And spreading all over the land, Its beauty the landscape adorning With more than a lavish hand.

See the crane is wading the garden Knee deep on that hillock of sand, The robin and snipe are here feeding On the last square foot of dry land.

Come, take the canoe and we'll paddle Right over the strawberry bed, Or round by the barn and the dairy, And then back by the old woodshed.

Or over the garden hedge row And over the meadows so far, Where the gaspereaux fishers are fishing And the boys are playing Jack Tar;

Or away to the woods we'll paddle And land on the bough of a tree, And then climb to its uppermost And gaze on the sights we can see!

See stretch after stretch of rare beauty— The whole of the world seems afloat; The trees and the houses like bubbles The ripples are tossing about.

There may be some prose in this matter When the cows are afloat in the stall, And chickens adrift on a fence rail So far beyond reach of a call;

When the wash comes into the parlor And stealthily creeps up the wall, Or a log comes end through the window To stay when the waters do fall.

But why make it a toil of a pleasure, Or look on the dark side of things? For here's beauty to make all amends And joy in the freedom it brings.

If fates have decreed that we sail it, No need that we sink in the boat; There's fun in the whole of the freshet If we find just when it comes out! —Queens County Gazette.

DOMINION PARLIAMENT.

THE MINISTER OF RAILWAYS DEFENDS THE I. C. R.

OTTAWA, May 10.—In the House of yesterday.

Sir Charles Tupper entered upon one of his tirades against the I. C. R. and condemned any competition with the C. P. R. for traffic in the east. This attack was made by Sir Charles Tupper on a proposition by Mr. Blair to go into committee on the resolution for the government to purchase the Drummond County railway for \$1,600,000.

After Mr. Blair put his motion Sir Charles Tupper and Mr. Foster wanted an agreement before they proceeded. This agreement was printed a year ago and was in the blue book before the house.

Mr. Blair said he would send for it and would proceed to make his statement on the bargain. Sir Charles Tupper and Mr. Foster would not permit him to go on and therefore moved the adjournment of the house to let Sir Charles Tupper talk.

MR. BLAIR'S SARCASTIC

In reply to a motion to adjourn Mr. Blair said that the feelings of those who sat behind the leader of the opposition must be of profound sorrow to see the pitiable condition he occupied. The leader of the opposition had degenerated into a common scold. The debate had already been adjourned several times to please the leader of the opposition. Every time said Mr. Blair, Sir Charles Tupper talks on the question of the Intercolonial railway, his opposition to it is such as to lead one to imagine that he holds a brief for the Canadian Pacific Railway, and be-

A. & R. Loggie.

FIELD AND GARDEN SEEDS.

Our stock of SPRING SEEDS have arrived and comprise the best varieties of **Wheat, Timothy, Red and Alsike Clover, Peas, Beans, Corn, Turnip, Beet and Carrot.** Also, a choice assortment of Vegetable and Flower Seeds in packages.

NO OLD STOCK!

These are all new and fresh and especially selected as the most suitable for this climate. It would be well to see our stock and get our prices before buying elsewhere. It pays to get the best.

A. & R. LOGGIE.

comes indignant at the treatment the Canadian Pacific receives.

The debate on the motion to adjourn was continued by Foster, Sproule, Haggart, Powell and Wallace.

After further discussion, Messrs. Powell and Wallace followed, after which the motion to adjourn was withdrawn.

On motion to go into committee the house divided, and the motion was carried on a straight party vote of 80 to 38, a government majority of 42.

THE I. C. R. EXTENSION.

Hon. Mr. Blair then introduced the Drummond Railway and Montreal Extension resolutions. Proceeding he denied that the proposition of extending the Intercolonial to Montreal was as Mr. Foster has said, an outrageous and extravagant one. Mr. Blair quoted statements made by certain opposition members before the committee met last session to investigate the matter. No one now would charge corruption in connection with the Drummond county railway. Haggart said last session that the opposition did not charge corruption. Witnesses were summoned and examined on oath at the committee and not one of them suggested that there was any wrongdoing. He defied anyone to produce evidence to show that the road could be purchased for \$1,000,000. He was willing to take the records of the road. For instance

THE LATE GOVERNMENT PAID

\$12,000 per mile for the Levis and River duLoup railway which had neither sleepers or rails, while the present government was paying exactly the same price for the Drummond County railway which had both sleepers and rails. The amount altogether expended on the Levis and River duLoup railway was \$17,500 per mile, \$5,600 more than was to be expended by the present proposition. There was the St. Charles branch, which it was said was offered the government for \$530,000 for the whole fourteen miles. The government, however, decided to build the road, and this fourteen miles cost them \$136,000. Taking off the land damages, which were excessive, this road cost the late government \$70,000 per mile. There was again the Oxford and New Glasgow road, which was going to save 45 miles going to Cape Breton, but which only saved five or six—it was never finally decided whether five or six—and which cost \$26,700 per mile. The Cape Breton road cost \$23,000 per mile. Coming back to

THE DRUMMOND COUNTY ROAD

Mr. Blair said that he was prepared to show that the late government never touched the question of extending the Intercolonial but the amount for doing so was in every case from three to five times greater than now proposed. Mr. McLeod a responsible and competent engineer of integrity, swore before the committee that the Drummond County road would cost to build from \$16,000 to \$17,000 per mile.

Mr. Blair said he regretted he was unable to give any information as to the traffic of the Drummond line since its lease by the Intercolonial, but was told by his officials that it was impossible to prepare such a statement. Incidentally he read a denial from his deputy of a newspaper alleging that the department had received

A STATEMENT FROM MONCTON showing the Drummond line had been operated by the Intercolonial at a loss.

Sir Charles Tupper—Will you consent to an inquiry as to the genuineness of the statement if I give you the names of the clerks at Moncton?

Mr. Blair—I will assent to an inquiry as to who is disseminating false news.

Sir Charles—A threat, closing their mouths.

Mr. Blair—No such statement was received.

Sir Charles—Received, I believe you prevented it.

Mr. Blair—I don't think the honorable gentleman is responsible for what he is saying.

Mr. Blair denied that rates had been increased on the Intercolonial. Some changes were made, but on the whole the rates were not increased. Proceeding Mr. Blair said that while the Intercolonial deficit had increased last year \$209,000, this was not due to the operation of the Drummond County line, but to the fact that in the one financial year there were two large expenditures for repairs totalling \$215,000. This was due to the late government's practice in letting repairs stand over till July, beginning the new financial year, while he (Blair) did them at the proper time.

Mr. Blair read a statement from the Montreal Star which accused him of denuding the road and otherwise starving it and said if he had not done so his deficit would be larger. He quoted his official report to show that

HIS EXPENDITURE ON THE ROAD

for maintenance and repairs amounted to \$244,000 for the past year greater than the last year of the late government. Mr. Blair spent, for instance, \$143,930 in sleepers, while Mr. Haggart expended only \$87,000; for trackmen's wages \$404,300 as against \$353,000 in 1896. Wages all over were \$10,000 greater than in the Conservative period. He gave figures for the past eight months on the whole road including the rental of the Drummond road to show that there was a surplus of \$364,000 as compared with a \$71,000 deficit for the same period last year. Mr. Blair predicted that for the coming financial year there would be the

LARGEST SURPLUS THAT THE ROAD EVER HAD.

He went further and said that the road would have a greater surplus than all previous surpluses put together. (Cheers) He referred to the contract which the late government entered into with the C. P. R. in 1890 which, was most unfavorable to the Intercolonial. There was no parallel to it. The late government was either ignorant of the results it was going to produce, or entered it wilfully, and, in possession of the facts. It gave them control of the best part of the Intercolonial and full power to solicit traffic. There were terms in it which no government should have assented to. Officials of the Intercolonial were prevented from soliciting traffic along their own road, and when they were complained against by the C. P. R. officers they were threatened with dismissal. He went into other unfavorable features of this contract, which extended for eight years from 1890. This contract should not continue in operation. Negotiations were going on for a new contract, but if no agreement were reached the result would not be unfavorable to the Intercolonial.

THE C. P. R. AGREEMENT.

Another report of this part of the speech making Mr. Blair says: "One hindrance to the prosperity of the line was the tariff contract made eight years ago with the Canadian Pacific in respect to traffic between St. John and Halifax. This was the worst railway arrangement, said Mr. Blair, he ever heard of. It was made by Sir John A. Macdonald. Some of these clauses ought never to have been agreed to by a minister of the crown. He referred particularly to the neutrality clauses, whereby Mr. Blair said Intercolonial officers were bound not to favor the Intercolonial in competition with the C. P. R.

Mr. Blair said there was loss from hauling the extra train between St. John and Halifax. If that train were not there passengers between Halifax and Montreal would take the Intercolonial route. Passengers proceeding from Halifax to Montreal via St. John gave the government only six dollars, whereas if they were carried by Quebec the government got sixteen dollars, besides the additional earnings of the dining and sleeping cars. The arrangement which led travel to take the route by St. John ought never to have been made. When the Canadian Pacific got Sir John Macdonald's name to that contract it must have been hard for them to believe their senses.

Having denounced the agreement as a monstrous arrangement, Mr. Blair said the lease ran out nearly a year ago and had been continued by him to the present time. He was negotiating for a better arrangement, and if he could not make a better one he would not make any.

The house adjourned at 1.10 a. m.

Parliament will not sit on Thursday, being Ascension day.

OTTAWA, May 10.—The newly elected member for Brockville W. H. Comstock, got a demonstration on taking his seat this afternoon.

Replying to a series of questions by Col. Domville regarding the transfer of stores of the 8th Hussars, the Minister of Militia stated that the stores were transferred from the officer commanding to Brevet Col. Markham by order dated November 30, 1898; that the commanding officer was not notified because he was absent on leave; the Mayor Wedderburn not notified because it was a regimental matter; that the officer then commanding the regiment was then entitled to a custody of the stores. The Minister did not know why the stores of the 8th Hussars had been taken from the commanding officer and conferred to Wedderburn. He explained that the order for the transfer of stores were issued by the general officer commanding; that the commander of the regiment, being absent, was not notified; that there is no record at headquarters that the officer commanding applied for a copy of the order; that the officer commanding gave his receipt for the stores, but is no longer responsible; that the regulation permitting stores to be taken from the custody of the commanding officer is found in the 39th paragraph, part 4, of regulations 1898; that the allowance for care of the arms last year was paid to Col. Markham.

Replying to another series of questions asked by Mr. Morrison, Hon. Mr. Borden stated that Col. Domville had been granted permanent leave of absence from command of the 8th Hussars; that he did not ask for such leave; that it was given by order of the general officer commanding; that while the order remains in force the command devolves on Col. Markham. As to the question whether Gen. Gacogne had reported adversely to Col. Markham succeeding to the command, the Minister said: "Such reports are generally treated as confidential."

Dr. Borden stated that in the item quoted from the Sun newspaper relating to Col. Domville's leave of absence, the department did not add to the order the words: "The above is promulgated for the benefit of those whom it may concern." The expression was not issued as part of the district orders.

Mr. McInerney asked what course the Minister of Marine and Fisheries intended to adopt in regard to the changed lobster regulations recommended by the commissioners.

Sir Louis Davies said that in so far as the new regulations withdrew any rights from the fishermen they would not be adopted this year. Speaking generally of the effect of the Privy Council's decision in the matter of Federal and Provincial jurisdiction over the fisheries, the minister said it was to give the Dominion the right to make regulations, but the provinces the right to license. These arrangements of the provinces of Ontario and Quebec were carrying out as regards the inland fisheries. The case was different as regards the fisheries on the sea coast, and a decision of the courts would have to be had to determine the respective jurisdiction in regard thereto. Pending that decision, the Dominion was continuing

to administer the fisheries in New Brunswick and Nova Scotia for this year by arrangement.

The Premier, in reply to Sir Hibbert Tupper, said that it was not the intention of the government this session to ask parliament to provide for representation of the Yukon territory in the House of Commons.

In reply to Mr. Ellis, Sir Richard Cartwright said that the first subsidy paid to a line of steamships between St. John and Halifax and London was in 1884 to the Halifax Steam Navigation Company, the amount being \$12,000. The following sums have since been paid: 1885, Furness line \$16,500; 1886, Furness line, \$24,000; 1887, Furness line, \$22,000; 1888, Furness line, \$25,000; 1889, Furness line \$26,000; 1890, Furness line, \$22,000; 1891, Furness line, \$25,000; 1892, Furness line, \$23,000; 1893, Furness line, \$25,000; 1894, Furness line, \$25,000; 1895, Furness line, \$26,000; (including \$1000 supplementary arrears January, 1892); 1896, Furness line, \$25,000; 1897, Furness line, \$25,000 and \$15,000 for direct water service; 1898, Furness line, \$25,000 and \$15,000 for a direct winter service to Allen and Thomson.

Before the orders of the day were called Mr. Clarke, of Toronto, called attention to a report that a large number of Italian laborers were being imported into Toronto to take the place of our own workmen, and asked whether the alien labor law was to be enforced in this connection.

The Premier said the attention of the government had not been called to the matter by their officer in Toronto and that they would expect such notice before taking any action.

Sir Charles Tupper was informed by the Premier that he had heard nothing of a rumor that owing to the action of the United States the conference was not to be resumed and that so far as his information went there was nothing to justify his believing the report.

After a prolonged discussion Mr. Charlton's bill to raise the age of consent from 16 to 18 was given its third reading by a vote of 68 to 59.

The Columbian and Western bill was given its third reading. A motion to refer it back to the railway committee in reference to the bonding privileges was defeated by 14 for 61 against.

FISH COMBINE.

DR. KENDALL, M. P. P., HAS PROOF POSITIVE OF ITS EXISTENCE.

The Ottawa staff correspondent of the Montreal Herald writes his paper: Dr. Kendall, M. P. P. for Cape Breton, has returned to Ottawa from a visit to Chicago, where he claims to have had positive proof that his suspicions of the formation of a big fish combine were well founded. Speaking to the Herald correspondent on Saturday, Dr. Kendall said: "There is no doubt but that the combine has been formed, and that it is already very strong. For some time past I have been aware of a force quietly at work endeavoring to secure a corner on the source of supply so as to control the fish market of the continent. In Chicago I found the proof positive. The Booth Packing Company of that city had combined, and I had reason to believe that they had at their disposal a capital of five and one-half million dollars.

Already agencies are at work to gather in the fish supply of the Georgian Bay, Lake Winnipegosis and Lake Winnipeg, and agencies have been established at Richibucto, N. B., Portland, Boston, New York and other points along the Atlantic. In Chicago the other wholesale and retail fish men are being worked into the combine, and I was able to learn that the same holds good of the other western American cities. A number of the men in the business in Toronto have been approached, and branches have been opened there and in Montreal.

"What do you think would be the result of the combine?"

"That is hard to say," replied Dr. Kendall. "There would be danger to the legitimate fish trade, of course, for once the corner was effected the fishermen themselves would have but a small say.

To keep prices up the destruction of whole cargoes of fish on occasion might be looked for. The matter has been brought to the attention of the Canadian government, and doubtless the proper action will be taken at the proper time."

The Probabilities

Are, that your temper will improve, and you will enjoy walking and skating in real earnest once that sore corn is removed. Putnam's Painless Corn Extractor never fails, gives no pain and will relieve you in twenty-four hours. Give Putnam's Corn Extractor a trial and be happy.

BLOODTHIRSTY MICHIGAN MAN.

KILLED HIS WIFE, UNCLE AND GRANDMOTHER.

HOWARD CITY, Mich., May 11.—Joseph Harvey last night killed his wife, his uncle, Robert Pierson, and his grandmother. He also fatally wounded his three months' baby and his father-in-law, John Logenslayer, and finally shot himself, inflicting a wound which is expected to prove fatal. Harvey's uncle and grandmother live a mile north of town. The murderer went there last evening. He asserts that Pierson, his uncle, was quarreling with his grandmother and that he interfered; that thereupon Pierson stabbed and killed the old lady, aged 70, and that he (Harvey) retaliated by shooting his uncle dead. After shooting Pierson Harvey stabbed him three times. Harvey then returned to his home, two miles southwest of the town. Arriving there, he shot his wife twice, killing her. He then fired at his three months' old baby, the ball going into its arm. Next Harvey entered his father-in-law's room and shot him twice, inflicting, however, no fatal injuries. He then turned the revolver on himself, shooting himself in the neck. Harvey's wife, when attacked, was sitting up with the body of her mother, who died yesterday. The Pierson home presents a horrible appearance. Pierson's body was found in a chair and that of the old lady on the floor, clad in a night dress. There were signs of a desperate struggle between Harvey and his grandmother, but no signs of a fight between the two men. Harvey himself to-day informed the sheriff of the murders at Pierson's house. He was then arrested for murdering his wife. He has nothing to say about the tragedy at his own home. There are strong threats of lynching.

It transpires that Harvey, on reaching the home of his late mother-in-law, said nothing about his terrible acts at Pierson's house. He offered to sit up by the corpse of his wife's mother. Accordingly, the others retired. It was four o'clock this morning when Harvey went to his wife's room and killed her, and attempted to slay his baby and his father-in-law. He also fired at Miss Labar, a teacher who boarded in the house, but without effect. Harvey's wound is serious, but he is certain to recover. The cause of his horrible work has not been determined.

Ninety Per Cent.

Of the people afflicted with some form of humor, and this causes a variety of diseases. The reason why Hood's Sarsaparilla cures when all others fail is found in the fact that it effectually expels the humor. Scrofula, salt rheum, boils and all eruptions are permanently cured by this great medicine.

Hood's Pills are the best family cathartic and liver tonic. Gentle, reliable, sure.

LASSOED A LOCOMOTIVE.

CHESTER, Pa., May 12.—The skill of young Frank Beaumont in throwing a lasso resulted in his death last evening. Young Beaumont, when he became tired of lassoing boys of his own age looked for bigger game. He stationed himself along the Reading railroad and prepared to lasso the engine. The end of the lasso was tied about his waist and the loop he circled above his head as the freight engine came up the grade. With a whoop he sent the loop whistling through the air. The engine driver leaning out of the cab window, was unconscious of the boy and was startled to find his arms pinioned to his side. The loop had fallen with great precision, and as the train moved forward the loop was jerked taut, rendering the engine driver helpless. Young Beaumont was dragged along the track, and finally drawn under the car wheels. The engine driver freeing his arms stopped the engine but when the boy was picked up he was dead.

CASTORIA For Infants and Children.

The fact is that the signature of *Chas. H. Fletcher* is on every bottle of *Castoria*. A letter has been received from George Dingman, now of the Red Cross Corps at Manila but formerly of Hamilton, Ont., stating that another Hamilton boy, Harvey Johnston, was shot through the lung and killed on the battlefield of Malabon on April 3.

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