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RICHIBUCTO, N. B., MAY 18, 1899

THE INTERCOLONIAL RAILWAY.

The statement of the Minister of Railways and Canals of the results of his railway policy for the past eight months fully bears out the judgment expressed by us some time ago that at last the people's railway is being run on sound business principles, and that the extension of the road from Levis to Montreal would be fully justified by an enormous increase of business. The returns for the eight months show a handsome surplus of \$364,000 compared with a deficit of \$71,000 for a similar period of the previous year, and justifies the announcement of the Minister that when the fiscal year closes, the Intercolonial Railway will not only show a large surplus of receipts over expenses (including as an expense the rental of the Drummond County Railway) but that this surplus will be greater in amount than all the combined surpluses of the road since it was built.

Mr. Blair proved conclusively to the House that this splendid financial showing of the railway had not been brought about either by an increase of freight rates or by neglecting the road bed or equipment. As a matter of fact while the passenger and freight rates on the Intercolonial remain the same as they were in previous years and very much lower than on competing roads, the expenditure to maintain the railway in an efficient state has been largely increased. The official report shows that the expenditure on the I. C. Ry. for maintenance and repairs amounted to \$244,000 for the past year greater than last year of the Conservative Government. For example, Mr. Blair spent on sleepers \$143,930 as against \$87,000 expended by Mr. Haggart, and for trackmen's wages \$404,000 as against \$353,000 in 1896. It is a fact known to all our people who have watched the management of the road from year to year, that up to the time Mr. Blair took the position of Minister of Railways and Canals, it had been the Conservative policy to starve the road both by insufficient repairs to the road bed and by failing to renew and keep up the rolling stock. When Mr. Blair took office he found that the road bed had deteriorated from lack of attention, while the rolling stock was played out and out of date. The engines were antiquated and too light to move freight cheaply, while many of them having outlived their time were being repaired continually. This expensive and short-sighted policy he wisely condemned and results have proven correct his judgment on matters connected with the road. The secret of the change is to be found in two simple explanations. Up to 1896 Canada had not

possessed a Minister of Railways who knew his business, for to master the details of the Canadian system of Railways and Canals requires not only ability in a Minister, but it requires an enormous capacity for hard work. The second explanation is that up to 1896 the I. C. Ry. was simply a huge political machine, run not in the interest of the people of Canada but to keep the Conservative party in power; its officials were in most cases Conservative organizers, and railway ability in the officials was at a discount compared with usefulness in dishonest campaign manipulation. All this has been changed and the hard facts shew for themselves in the beneficial results which from a serious liability have changed the Intercolonial Railway into a valuable dividend declaring asset.

The part which the extension of the road to Montreal has played in this pleasing change cannot be accurately determined as the Department has not kept separate figures for the Drummond County Railway portion. Moreover, if these figures were obtainable, they would be absolutely valueless for the simple reason that it would not assist anyone's judgment in determining the wisdom of the extension to Montreal to know whether the local returns on the Drummond Railway portion showed a balance or deficit. Mr. Blair's argument in favour of the extension of the railway to Montreal was the effect on the returns over the whole system; that in place of a branch line unable to quote rates beyond a swamp called Levis, the I. C. R. by getting into the commercial metropolis of the Dominion would be in a position of independence from company lines and through rates between Montreal, Western Canada and the Atlantic seaboard could be quoted and adjusted. The whole Conservative attack on this proposition has dwindled down to a question of whether the \$1,600,000 is an equitable price to be paid for the Drummond County Railway. On this point, Mr. Blair showed that it represented \$12,000 a mile for a thoroughly equipped road as compared with the same price paid by the Conservative government for that portion of the I. C. R. between River du Loup and Levis, which was simply a levelled roadbed without sleepers or rails. The amount expended altogether on the latter purchase was \$17,500 per mile as against \$12,000 for the proposed purchase of the Drummond County Railway. In answer to the charge of an excess price, the Minister took up in detail the records of the Conservative party in building and buying similar extensions, and showed that these in all cases were for amounts largely in excess of the price for the proposed extension to Montreal. He moreover challenged anyone to produce evidence that the Drummond County Railway could be purchased for \$1,000,000 or in fact for any less price than the one agreed on. Before the Parliamentary Committee, competent engineers had on oath stated the price was a low one and the road could not be built for less than \$16,000 to \$17,000 per mile. Mr. Blair further stated 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 that now proposed.

Taking up Sir Charles Tupper's absurd scheme of handing over for the use of the C. P. Ry. of 300 miles of the best part of the Intercolonial Ry. from St. John to Halifax in return for 150 miles of C. P. R. between Quebec and Montreal, Mr. Blair showed that no business man or government could entertain such a one-sided

bargain and besides there was no guarantee that the various railways would share in the cost of the bridge between Levis and Quebec. The Minister might have gone further and declared such a trade a violation of the people's rights under the Act of Confederation. Mr. Blair discussed in a masterly way the matter of the arrangement for running rights of the C. P. R. over the Intercolonial Ry. between St. John and Halifax, and denounced the old arrangement as one so improper that no government should ever have assented to it. Under this agreement which lasted for 8 years from 1890, the I. C. R. officials were prevented from soliciting for traffic along their own road, a state of affairs to which there was no parallel in the history of railroads.

Taken altogether, the exposition made by the Minister of Railways has fully justified the expectations formed by the people of New Brunswick in the outcome of the national railway under his management. The manly stand taken by him in support of the people's rights and the intelligent manner in which the affairs of the road are being conducted, must commend themselves to all who are not too blinded by party prejudice to approve of honest, efficient and economical handling of public affairs even when performed by a statesman of the other political party.

HON. JOHN COSTIGAN.

The formal announcement last week that the Hon. John Costigan had thrown in his lot with the present Government is but another fact to prove the absurdity of Sir Charles Tupper's claim that he enjoys the confidence of the old Conservative party. In an interview Mr. Costigan denotes his position tersely as follows:—

"I do not think that the men 'who now pose as representatives of the old Conservative party, to which I belonged and still belong, are by any means the representatives of the Conservative 'instruct in Canada in politics. I have left these people, and I have 'no objection to your saying so."

In other words, Mr. Costigan has become satisfied that the Laurier Administration is composed of men who with a proper grasp of the responsibilities of office are administering the affairs of Canada successfully. Like many another good citizen, Mr. Costigan had been deceived into the belief that the Liberal party was made up of men who opposed for opposition sake, theorists whose theories would if put in practice produce a disastrous instability in the country's trade and finances and in general of dreamers, cranks and such like who had not the ability to carry on the affairs of the country if entrusted to them. Since 1896 there has been gradually dawning upon a good many men in Canada the idea that all this was a "spook" which had been used to good advantage by the Conservative leaders. On the other hand, Mr. Costigan like many another man who prefers country to party, has been disgusted with the overpowering egotism and wearied with the continual scolding of Sir Charles Tupper, who since 1896 has been slowly but surely driving from the Conservative party the men of action and independence. To add to this, the treatment accorded Mr. Costigan by Mr. Geo. E. Foster and his friends in the matter of the Moncton Convention and the better attack made upon him by the Conservative press in this Province on account of his independent stand in the last local elections were sufficient to show him that he and his former colleagues could no longer work in harmony. Sir Charles Tupper's criticism

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of his late colleague's motives is full of the spleen which has characterized the recent utterances of the aged baronet:—

"The difficulty will be for the 'government to defend the means 'by which they have acquired his 'support rather than for any person else to explain it. All I am 'surprised at is that Mr. Costigan 'has not sufficient self-respect to 'leave the front benches of the 'Conservative party.' And much more to like purpose.

By the time the returns are counted after the next general election, Sir Charles Tupper and Mr. Geo. E. Foster will find that they will need to impute the honesty of a good many of their old time supporters. With the thorough belief that these gentlemen have in themselves, it is not surprising that they cannot understand that the real reason for the disaffection and lack of heart so abundantly manifested in their party, lies in themselves. The future will prove to the general public that Tupper and Foster are the king pin party wreckers of Canada. It will never be possible to convince these gentlemen themselves that they are anything less than divinely inspired leaders and statesmen. But their opinion will not effect the general result.

The Liberal party will welcome to its ranks men of the stamp of the Hon. John Costigan, who are weary of the disgruntled criticism of men who mistake disappointed ambition for patriotic zeal.

FACTS AND FANCIES.

Since the delivery of the Budget Speech and the announcement of between four and five million dollars of surplus in revenue for the year ending June 30, 1899, there has been a slump in the fake reports of a fictitious exodus from Canada. Even the St. John Sun sees that prosperity and exoduses are not consistent, and cold, financial facts forbid the denial any further of the arrival of good times.

How are the mighty fallen! Sir Charles Tupper, by his advocacy of the rights of the people being sacrificed for the Canadian Pacific Railway, has laid himself open to the charge of holding a brief for that monopoly. And yet Sir Charles claims to have discovered Canada.

Some of our opposition friends are worried about the Hon. A. G. Blair getting too much credit for the clean sweep in

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New Brunswick of last February. They appear to have been "hoist with their own petard."

Mr. George E. Foster claims the Liberals have stolen eight-ninths of the National Policy Tariff, and yet he isn't satisfied. What he complains of seems not to be that they have not taken the other ninth, but that they didn't throw the National Policy out *holus bolus*.

The St. John Sun is afraid that the Province will think Mr. Hazen and his "five roses" got frost bitten last session. They certainly wilted, but whether it was frost or Sun stroke no one seems to know.

The denunciation of Hon. John Costigan as a time server by "the nest of traitors," is a grim piece of humor that the friends of that gentleman will scarcely appreciate. Doubtless it will prove a boomerang and hurt someone on its return.

The Moncton Times has gone into mourning since the Minister of Railways gave the facts and figures in connection with the Intercolonial. In a few days the Times will recover sufficiently to reprint its old misrepresentations and mis-statements.

New Brunswick prefers workers to talkers. Mr. Foster's stock is at a heavy discount these times, and it will be lower still when the people get another chance.

Kent seems to fare best in opposition, but then for some years it has had a taste for the ornamental rather than the useful in choosing its representative to Ottawa.

The proposed development of the coal and mineral oil areas of the Province is a most hopeful sign, and is being eagerly watched by the people of these northern counties. A modern Pulp Mill at Richibucto would do us nicely in this section and its return would be more certain than any mining enterprise however hopeful.

When the Dominion Government comes to consider the purchase of the Canada Eastern it would be a good idea for the Administration to adopt some general policy of acquiring all the branch line feeders of the I. C. Ry. or such of them as are recognized to be of value to the national system of railways. The Kent Northern Ry. is second to none for its natural advantages and is a most important annex. Its acquisition would be of mutual advantage to the I. C. R. and to the County of Kent.

The attempt of the General Commanding the militia of Canada to introduce an Imperial force in this country will scarcely be popular. The longer Canada can do without a large standing army the better and the less likely our people are to get gas on the brain. Our neighbours to the south are at present an example to be shunned in their deviation into the glittering paths of military glory.

There is nothing succeeds like success. Lots of people who never before woke up to the fact, are now quite satisfied that the Conservative party did not monopolize all the talent for government.

Worms of all kinds are promptly expelled by Dr. Low's Pleasant Worm Syrup. Nice to take. Price 25c.

SMUGGLED CIGARS SEIZED.
 OTTAWA, May 12.—E. Floody, preventive officer, Toronto, has returned here from Sackville, N. B., where he made a large seizure of smuggled cigars and cigarettes brought there by West Indian vessels. He followed part of the consignment and made another seizure here.

A New Departure.
 Dr. Marschand, the celebrated French physician, has at last opened his magnificent 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.
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