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RICHIBUCTO, N. B., MAY 4, 1899

THE RAILWAY POLICY.

The unanimous adoption by the Local Legislature of the resolution in favour of the purchase of the Canada Eastern Railway by the Dominion Government clearly shows that the Conservative party in New Brunswick have not been earnest in their fierce opposition to this project. After the reckless statements and mean insinuations in connection with the purchase of this road used by the Conservative party to influence the electorate at the recent Local elections, it was fair to assume that the Conservative leaders really believed their own statements that the projected purchase of the Canada Eastern was a dishonest, political dodge and not a measure beneficial to New Brunswick's best interests. It was freely charged during the local campaign that the Hon. Mr. Blair was merely using this as a bait for the support of Mr. Alexander Gibson. The St. John Sun and the Opposition speakers from Dr. A. A. Stockton and Mr. J. D. Hazen down to the least important political novice, gave evidence of hysteria at the thought of this alliance being effectual to "unload" this "useless" railway on the people of Canada. The only comfort our opposition friends could take out of the gathering gloom was in assuming that the Minister of Railways was not sincere in the statement of his policy and that the announcement was only intended for political effect and would never be heard of again when the local elections were over. The Frederickton Gleaner bewailed Mr. Gibson's intellectual and political blindness in being blinded by such a statement. After the elections were over the Conservative press announced with much satisfaction that the purchase of the Canada Eastern would luckily never be consummated and the idea had been from the start nothing more than a piece of Liberal strategy, and in support of this brilliant opinion of their opponent's baseness quoted the editorials of the Toronto Globe and other Liberal journals of the West, who felt averse to the proposal.

What then was the consternation of the opposition rank and file (who have innocently believed in their leaders and regarded the statements and hysteria of those leaders too seriously) to find when the resolution recommending the purchase of this railway came up in the House of Assembly that it had no more ardent supporters than the "five roses" who adorn the Opposition benches. Mr. Hazen, who all through the session had been regarding himself as a member for St. John City, apparently remembered on that occasion that Sunbury was his constituency, and eloquently supported the resolution. It therefore appears

that the Conservative opposition to the proposal of the Minister of Railways to purchase the Canada Eastern was never sincere or else that party in this Province has a changeable policy suitable for every exigency. The St. John Sun meekly follows Mr. Hazen's turn to the right about and assures its readers that this purchase would be sound railway policy and in the best interests of the development of a very important section of this Province. In this the Sun is quite correct and we are pleased at this evidence of conversion which though speedy is we trust, quite sincere. We would remind Mr. Hazen and the editor of the Sun that it is the privilege of great men to change their views when convinced of their error. We will soon be a happy family in New Brunswick at this rate.

In view of the conversion of such prominent critics of one part of the Government's railway policy, we venture to hope that Sir Charles Tupper and his followers will show a marked change of front when the bill for the purchase of the Drummond County Railway comes before the House of Commons, and that the much abused Senate will scarcely repeat their veto of last year. In 12 months almost every vestige of sincere opposition to the plan for the extension of the Intercolonial Railway to Montreal has disappeared and the allusion to the Drummond County Steal is not so frequently used by the Conservative press. Our opponents have at last recognized what every business man knew all along, namely, that the Minister of Railways had formulated a sound railway policy from a business standpoint. It would not even surprise us now to have the statement from Sir Charles Tupper that this whole idea of extending the I. C. R. to Montreal was formulated by himself in the pre-historic age when he was working out the development of Canada.

Meanwhile the whole country and particularly the people of the Maritime Provinces recognize the intelligent administration of the national railway system for the first time since its completion. The extension of the I. C. R. to Montreal and the proper equipment of the road, together with the provision for grain elevators and proper terminal facilities at St. John and Halifax, will place the railway in a position to transport the western produce to the seaboard for export during the season when St. Lawrence navigation is closed. At last the I. C. R. promises to be of some national importance to Canada. It must not be forgotten, however, that in these extensions and improvements, the present Minister of Railways has had to meet with the almost united opposition of the middle west and western portion of Canada, for west of Montreal the I. C. R. is looked upon as the country's bete noir and any enlargement of the expenditure on the railways meets with certain opposition. Luckily for the Maritime Province interests, the New Brunswick representative in the Cabinet is a strong man who possesses the confidence of the members of both the government and the House as is evidenced by the willingness to accept his progressive railway policy and to vote the money necessary to carry it to a successful conclusion.

THE BRIDGE CHARGES.

Under the above heading the Daily Sun of St. John, in its issue of April 28th proceeds to re open the whole matter of the expenditure on account of permanent bridges and in so doing is guilty of a direct breach of faith inasmuch as its editor in a previous

issue had agreed to abide by Mr. Hazen's express wish that the opposition press would not attempt to make political capital out of the withdrawal of the charges. What is worse, the Sun makes a deliberate misstatement of the facts. We quote its words: "It is true that Mr. Hazen did not accuse Mr. Emmerson of appropriating public money for himself. It is equally true that Mr. Hazen did accuse Mr. Emmerson of wilfully and knowingly paying out of the public treasury two or more prices for public works for the personal benefit of those doing the work, and that he knowingly and wilfully allowed contractors to take from the public treasury thousands of dollars to which they would not have been entitled had proper methods prevailed. It is a kind of misconduct which ought to drive the head of the public works out of his position." Compare this with the unequivocal statement made by Mr. Hazen, and the Sun's truthfulness is apparent. Mr. Hazen said: "I would like to say to this House, and every one who has followed the campaign in the country will agree with me, on no occasion did I impute political dishonesty to the honorable Chief Commissioner. I desire to state that I did not during the last campaign, or at any time, charge the Chief Commissioner with personal dishonesty."

Mr. Hazen himself claims he never charged nor implied either personal or political dishonesty in the letting of the bridge contracts. The Sun says Mr. Hazen did and does accuse Mr. Emmerson with "wilfully and knowingly paying out of the public treasury two or more prices for public works, and that he knowingly and wilfully allowed contractors, &c.," or in other words the Sun has deliberately mistated the apology so freely offered by Mr. Hazen to the Premier and which was the sole condition under which Mr. Hazen was permitted to withdraw the charges for the present session.

The reason for this attempted falsification of the record is to be found apparently in the Sun's admission that the people of New Brunswick appreciate the situation. As the Sun puts it in letting itself down easy "It must be admitted that Mr. Emmerson has secured a temporary triumph." The Sun should not lose its head over that fact for nine-tenths of its own readers are well satisfied that the "temporary triumph" will be extended indefinitely. If the Sun would care to discuss the bridge charges any further with the reasons leading up to their withdrawal by Mr. Hazen, we have no desire to urge upon it a different course, but we would impress upon it that it should make a fresh start by telling the truth and that Mr. Hazen and his party must expect the entire press of the Province to take a hand in the controversy. It would be dangerous to let the Sun alone tell the story, for the Sun's record for veracity about equals Mr. Foster's of whom it was once said by Dr. R. C. Weldon, "If you accept his premises you must by the inevitable course of logic agree with his conclusions, for he assumes all he wishes to prove."


LOCAL HOUSE PROROGUED.

The session of the New Brunswick House of Assembly which has just closed has been perhaps the quietest for many years. Very little time was spent by the members in speeches to the gallery and the time thus saved was used to far better advantage in Committee with the result that a great amount of public and private legislation was considered and voted upon. The presence of so many new members together with the fact of the session commencing so soon after a general election, somewhat delayed public business

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in the House for the first couple of weeks, but this was more than made up by the working ability displayed by the various Committees towards the close of the session. The loss of Dr. Stockton was felt in the consideration and amendment of bills in Committee as Mr. Hazen, his successor in the leadership of the Opposition, was handicapped by the fact of being a new member and as a matter of fact will never be as valuable in this particular as Dr. Stockton undoubtedly was. Several of the new members proved themselves valuable additions, notably Mr. Pugsley, of Kings, Mr. McKeown, of St. John, Mr. Carvill, of Carleton and Mr. Lawson, of Victoria County. The members for Kent with their long experience in the House and their intimate knowledge of the wants of their constituency were in constant attendance and gave valuable assistance in the legislation passed by the House. The announcement of the government's intention to extend their policy of placing all Crown timber lands under long lease to the highest bidder, was perhaps the most important announcement of government policy. This will mean the addition of some \$30,000 revenue a year from this source and will also mean the proper conservation of our forest wealth and the putting to an end of the reckless destruction of our timber by forest fires. As we have for some time contended, the only available means of protecting this form of public property is by putting it under long lease to responsible operators whose self-interest alone would make them careful to lumber judiciously in order that the value of the limits might not be impaired. The enlargement of the Agricultural grant to over \$36,000, marks a new era of progression in this portion of the government's policy. Besides continuing the important work of the past few years, the Government intend subsidizing the pork-packing industry and trust by this time next year there may through their efforts be pork-packing establishments of modern design located at the City of St. John and elsewhere through the Province.

The large government majority has not resulted as many feared in the passing of injudicious legislation, but has rather had the effect of saving a lot of time formerly wasted in oratorical fireworks on the House, while the business this session has been performed more expeditiously and better results obtained from the members in Committee than for many years. We congratulate the Hon. H. R. Emmerson on the

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ability shown by him as Premier of this the first new House in which he has had the honor to lead the government. No Premier has ever in this Province had a better control of the House or enjoyed the respect and confidence of its members to a greater extent, while his capacity for business both in his own important department and in the despatch of public business in the House will make his loss severely felt by the country if, as he has on several occasions intimated, Mr. Emmerson should withdraw in the near future from public life. The country needs men of the stamp of Henry R. Emmerson in control of its public affairs, and while no doubt it has been at a great personal sacrifice that the present Premier has continued in politics it would seem in the country's interests as if this might be remedied without the necessity of cutting loose his public ties. The reduction of the salaries of the members of the government was a piece of false economy as the country knows, and the spectacle of a Premier and Commissioner of Public Works drawing the absurdly low salary of \$1700 a year is a disgrace to our Province, for it is a public fact that these positions occupy the entire time of a man who in any other walk of life would receive five times that emolument for work of anything like equal responsibility. The Premier as Premier should draw at least \$1000.00 irrespective of any other office he may hold as a slight recompense for the onerous duties as leader of the government. We trust this matter will be agitated and the necessary legislation passed next session, for otherwise it is going to be impossible to keep men of ability in control of our public affairs.

CANADA'S TRADE EXPANSION.

The marked increase in the trade returns of Canada for the past three years show an era of prosperity which no amount of bogus telegrams reporting a fictitious exodus in the Conservative press can successfully gainsay. But the fact that a desperate attempt is being made in certain quarters shows the lengths to which the Conservative party, or a certain wing of it, is prepared to go to score a political point against the Government. Previous to 1896 the electorate were as-

ured that the Liberal success at the polls would be immediately followed by a business panic which would produce a commercial depression far reaching in its results. That many people honestly voted against the Liberal candidates in the different constituencies on this account we have no doubt, and to such people the revival in business which followed the general elections was a truly pleasant revelation of the mistake under which they had been labouring. To the leaders and wire-pullers of the Conservative party who for their own selfish ends had used this argument as a catch cry, this strengthening of business confidence which followed their own defeat was as gall and wormwood. As a consequence the Tappers and their followers endeavoured for long to deny the apparent fact of the business prosperity of Canada; when their denial was rendered too ridiculous by the incontrovertible facts they admitted the expansion of trade but claimed it was an unhealthy sign of over-confidence and warned the people against its consequences. In support of this new position that political bogey "the balance of trade" was trotted out and made to do duty as long as possible. The Liberals not content with driving their opponents out of their first untenable position, valiantly followed them into their trenches and by the production of the trade returns showed that whereas the balance of trade from 1882 to 1895 had been continuously adverse, Canada had been enjoying since 1896 a substantial credit balance of exports over imports.

Driven from their trenches on the argument of cold facts and figures, Sir Charles Tupper and Mr. Foster now quite gravely inform the country that while Canada is without doubt enjoying a cycle of good times, that this happy state is to be put to the credit of the Conservative party who alone are responsible for it. No particular reasons are given for this remarkable assumption of credit unless it be that the Conservatives are to be thanked for their own defeat in 1896 which gave their opponents a chance to introduce an honest and efficient administration. However, this political egotism on the part of the Conservative leaders will not interfere with the material prosperity of the country and the people of Canada can afford to smile in kindly amusement at this evidence of senility and decay on the part of men who at one time were factors in the development of the Dominion. So long as these egotists are in opposition they can never be dangerous, and their own lack of political acumen is quite sufficient to keep them from enjoying the confidence of the majority of the electorate. While they act the role of critics Sir Wilfred Laurier and his colleagues are successfully guiding the ship of State through the troubled waters.

At Malden, a small village in south-eastern Missouri, Mrs. Jane Tuttleton widow of Wash Tuttleton, a prominent man of that section, and her four children, were murdered Tuesday night. J. H. Tuttleton, a son of Wash Tuttleton by his first wife is first wife is under arrest for the crime.

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