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RICHIBUCTO, N. B., JULY 6, 1899

THE OLD STORY.

Since 1896 the Laurier Administration has been conducting the affairs of the country at a disadvantage that scarcely anyone can fully realize. As one measure after another for the benefit of the country was introduced, it was met with the statement on the part of the Conservative leaders, if we cannot defeat in the open light of the responsible portion of the federal legislature we can always rely on our partisan friends who compose nearly the entire Senate to reject anything the government introduces. In this way the Yukon Bill, and the Montreal extension of the Intercolonial Railway were slaughtered by the irresponsible Senate after passing the House of Commons with a two-thirds majority. To-day the country is threatened with a repetition of this treatment to the I. C. R. extension to Montreal, although it is freely admitted that the people of Canada are back of the Government in their business-like proposal. While the bill was under discussion in the popular branch the retort was openly made by one of the ex-ministers that it might pass the House of Commons but in such an event it would meet an untimely fate in the senate. The refusal of the present administration to submit as their predecessors invariably did to the dictation of that giant monopoly—the C. P. Ry.—is sufficient to bring to bear on the senate all the influence which that corporation has, to compel them to defeat the wishes of the people's representatives. In this instance the people of Canada can properly say of the Minister of Railways that they love him for the enemies he has made. When in the history of the Dominion has the accusation ever been made against the Minister of Railways in any former administration that he dared to incur the ill will of this powerful corporation by refusing to sacrifice the interests of the people? Has it not invariably been the case hitherto, that the interests of the people's railway were freely sacrificed in favour of this competitor? One example of this is fresh in the minds of our readers, namely the contract made by the Conservative government with the Canadian Pacific Railway for running rights over the I. C. R. from St. John to Halifax. Under this iniquitous bargain the paid officials of the government road were prevented from canvassing for business originating at points on their own road because under the agreement they were to maintain a strict neutrality. When in the history of railways or indeed of any department of trade was ever such a proposition known as that a man in the pay of one employer was permitted to canvass equally for the competitor of his employer. It was in fact really worse than

that, for under this system the actual result was that the C. P. Ry. were paying commissions to the station agents of the I. C. R. and the incentive was thus given the I. C. R. officials to sell the interests of their own road for their private gain. If the records of the C. P. R. are produced it will show that in many instances the station agents of the Intercolonial were receiving more money each month from the C. P. R. than they were from the government.

As soon as the present Minister of Railways learned the facts he gave notice of the termination of this agreement with the C. P. R. and, recognizing, as none of his predecessors seem to have done, that the C. P. R. and I. C. R. were, and must inevitably be, competitors, he sought to strengthen the I. C. R. by a business arrangement with the Grand Trunk Ry. This arrangement is what the St. John Sun calls the sacrifice of St. John's interests and this is the ground on which the C. P. R. is making a gigantic effort to have the Montreal Extension Bill thrown out in the Senate. Let us for a moment see what the arrangement really is.

The contract between the I. C. R. and Grand Trunk Ry. contains a proviso that the I. C. R. is to hand over at Montreal to the Grand Trunk all freight destined for western points not otherwise billed originating at stations on the I. C. R., that is all freight from the seaboard for points west of Montreal which is not directed by the shipper to be sent over some other road. What does this amount to? At present almost nothing, for the simple reason that the entire business from east to west is comparatively trifling and most of it is billed through by the shipper to suit himself. The transatlantic business for the west landing at Halifax and St. John we understand, is almost invariably billed through to its destination before it leaves the British port. It means moreover that all freight over which the I. C. R. agents have control will be sent over the I. C. R. to Montreal instead of being wrongfully sent via St. John and C. P. R. which was formerly done to the private gain of the agent but to the loss of the people of Canada. I. C. R. agents in future will be working for their own road instead of as in too many cases in the past working in the interests of that road's competitor. It also means that under the agreement instead of much of the trade being diverted to the Grand Trunk at Levis the government road will receive the full freight to Montreal.

In return the Grand Trunk Ry. agrees to hand over to the I. C. R. at Montreal all western business originating with it which is destined to Maritime Province points instead of hauling it to Levis and delivering to the I. C. R. there, for it must not be forgotten that the Grand Trunk runs as far east as Levis. In this way the government gets the long haul on freight going both east and west. In addition it means that the I. C. R. will not be under the necessity of keeping up a costly staff of freight agents to secure this very business, a relief which will make a decided increase in the net profit on the business.

This agreement was before the House of Commons and the only opposition to it was taken by the clause giving the Minister of Railways power to terminate so good an arrangement and this was accordingly struck out of the Bill. Yet we find to-day the Conservative press endeavouring to startle the public over the outrageous iniquity of a proposition which met with only favourable comment in the House of Commons. We are told that neither the C. P. Ry. or the Conservative opposition under-

stood the nature of the agreement when the Bill was under discussion in the House. Is it not rather that they understood it so well as not to dare oppose it? The members of the House knew that to oppose the Bill on this agreement meant at some later time a reckoning with their constituents which would relegate them to private life. The senate have no such fear before them. Flattery, fear and bribery have all in the past been used by the Canadian Pacific Railway to gain their ends, and may be at work to-day in the gigantic effort they are making to get the senate to take the ignoble part of monkey in the fable of the monkey and the cheese. The senate may even play the part with impunity as they have no constituents with whom to reckon for their acts, but we hope for better things from a body of men who should represent the intelligence of Canada. Their action on this bill will demonstrate whether our faith in the Senate is misplaced.

THE YUKON FIASCO.

The burlesque in connection with the opposition's announcement that they had it in their power to drive the Minister of the Interior, (Hon. Mr. Sifton) from public life by their exposé of the iniquity of his conduct of Yukon affairs, was placed before the public with every advantage that clever advertising could give to its success. It was set for one act only and Sir Charles Hibbert Tupper was billed to play the principle part. In fact it was assumed there would only be one part for Sir Charles Tupper (father of the tragedian) announced to a listening world that when his son got through with his dissection of Mr. Sifton that gentleman would cry, "Peccavi," and retire to the woolly west in disgrace. Like Julius Caesar, the younger Tupper had but to come, see and conquer while his victim, like another great general, was to close the tragedy with the announcement "I have sinned." For it must not be forgotten in the uproarious laughter that has greeted the burlesque, that it was intended for a tragedy in one act with the younger Tupper pronouncing the funeral oration a la Mark Antony instead of a burlesque in two acts with Sir Charles Hibbert acting the clown as it unfortunately resulted.

The silence was intense in that historic hall of the House of Commons when Tupper the younger mounted the rostrum and commenced his nine hour denunciation which was to produce such a momentous change on the face of the country or that part of it represented by the Minister of the Interior—if any important statement made had happened to be true. How the tragedian must have warmed up to eloquence as he thought of the glory which was to come to him as saviour of his country. In his fancy he could see dismay standing in junks on the face of the poor unfortunate he was denouncing, while (also in his fancy) gloom and fear sat heavy on the united brows of the government and its followers. One by one the iniquities of the Minister were held up to public gaze while papa looked on and murmured, "a chip of the old block." As the curtain fell at the close of the first act and the audience prepared for the result, we have no doubt ex-Minister of Finance, G. Eulas, felt in his pockets and rattled a bunch of keys to keep him going until he should have charge of the treasury once more and be possessed of something more pleasant to rattle, while our own George Vee wondered how handsome he would look in full naval uniform as Minister of Marine and Fisheries. It may even be that a council was held to decide how New Brus-

BILIOUSNESS

Do you get up with a headache? Is there a bad taste in your mouth? Then you have a poor appetite and a weak digestion. You are frequently dizzy, always feel dull and drowsy. You have cold hands and feet. You get but little benefit from your food. You have no ambition to work and the sharp pains of neuralgia dart through your body. What is the cause of all this trouble? Constipated bowels.

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wick could get three portfolios in order to include the member for Westmoreland, who is nothing if not ambitious.

Then it was that a doubting Thomas gifted with more common sense than dazzling hope, might have whispered to the party the well known lines of the ploughman poet:

The best laid schemes o' mice and men Gang aft' a-gley, And leave us naught but grief and pain For promised joy.

But the business of doubting Thomas is not profitable and the combined show didn't possess one in its entire outfit.

As the curtain rose for the second act, the scene was changed, so also shortly afterwards were the hopes of Tupper the younger and his fellow actors. The Hon. Mr. Sifton refused to recognize the poetic license or the fancy colouring of the tragedian's imagination; he insisted upon the discussion of the latter's charges as either facts or falsehoods. No one can regret this stern practicality more than a newspaper man (especially if he has any sympathy for his good friends on the St. John Sun and Moncton Times.) It isn't giving a fair show to the dreamer or the man with the big imagination not to mention the misrepresenter of facts and a few other fellows. But as our friend Rudyard would remark, that is another story.

The fact remains that the Hon. Mr. Sifton declined to treat Sir Hibbert's quotations of the public records as a mere flight of fancy or allowable instances of rhetorical mistakes. Mr. Sifton was even prosaic enough to bring down these very public records from which his denunciations had so freely quoted and was cruel enough to lay the member for Pictou (via Vancouver) open to the charge of knowingly mis-quoting the record and of making slanderous charges based upon records in the department which disproved every charge he made. It was regrettable that the Minister of the Interior should be so careless of the advancement of the drama as to refuse to take the part assigned to him. The only excuse we can

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offer for him is that in his excitement he must have forgotten he was slated for the part of villain and couldn't stand against the embittered oratory of Tupper the younger. Viewed in this light it is really a tribute to the dramatic power of the younger Tupper that he could make a minister, whom the public regard as case hardened by unmerited abuse, show himself in his true colours as more sinned against than sinning. If Mr. Sifton had not utterly upset the plot of the tragedy and shown the extent of the misrepresentations made against him, Sir C. Hibbert could never have gained the notoriety he has gained. As it is Sir Hibbert has a reputation as an actor disputed by none. His power of imagination is acknowledged to be equal to that of the original scion of the family who thinks he discovered Canada and who is sure he made it great after the discovery. His ability to misquote and misrepresent is unexcelled even by the greatest characters of sacred or profane history, and even Ananias might have wept with envy could he have been privileged to listen to that famous funeral oration. What matters it if Sir Hibbert has killed himself politically when all these other glories are his. It is true Mr. Sifton might have gracefully consented to lay still on the bier and not come to life in such an ungentlemanly manner as to drive the chief mourner and funeral orator out of the house, but if any of our readers will put themselves in his place they will see there is not much fun in playing the part of villain in the play. When in addition you have to take the hisses of the gallery gods and consent to be made a corpse of, all in one act, anyone would naturally get mad and take his own part even if the other fellow did get hurt. Besides after all Tupper

the younger should have had his lines off by heart instead of making them up as he went along, for no doubt Mr. Sifton missed the cue when he was to retire in disgrace and so had to stay and fight it out. As our aged friend Aesop would remark in conclusion, the only moral to the tale is don't stand behind a mule and goad him to kick unless you are sure he is paralyzed.

POLITICAL HEARSAYS.

The aged leader of the opposition felt badly and acted worse when Sir Hibbert got turned down by the Hon. Mr. Sifton. He evidently thinks it is only a coward who will tell the truth or correct the other fellow when he is not telling it. That will be a valuable key note to explain his public record.

It has been suggested that the job of making the Yukon exposé was assigned to Tupper the younger by some of his friends in order to finish him quickly. It was a gold brick all right. The result will not make the happy family at Ottawa any more congenial.

The St. John Sun's wail over the death blow given that port by the Minister of Railways, must have been inserted by the funny man who is so friendly with Sagamore Paul. It will be a very lively wake they'll be holding over the deceased this winter when the I. C. R. is ready for the export trade. We would advise the Sun's religious editor to confine the funny man to the wigwag and leave serious politics alone.

We are pleased to note the success of Mr. George Robertson, one of Kent's sons, in obtaining a subsidy of \$20,000 a year for 20 years from the federal government to the dry dock scheme. Both St. John and Mr. Robertson are to be congratulated on this guarantee of the undertaking being put through, and the former may thank this country for its production of energy and intellect combined in the person of the ex-mayor.