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RICHIBUCTO, N. B. MARCH 14, 1901

SNAPSHOTS.

Still no seat for Hon. George E. Foster and George V. McInerney. North Bruce and East Queens are both vacant and neither gentleman's name was mentioned at the Conservative Conventions.

How hath the mighty fallen. On Saturday the St. John Sun showed how it had been the leading paper of New Brunswick. Its fall from that position must be a great reflection on the editorial and business management.

The tory party at Ottawa appears to be keeping "rag time" to the music of Maclean, Hughes, Wallace and Sproule. R. L. Borden has not learned the time as yet.

The Rothery list has been a great boon to the modern Moses, J. D. Hazen, M. P. P. It is puzzling every one to know what he would have said this session if the Rothery list matter had not been before the House.

Not a word of commendation has dropped from J. D. Hazen's lips of the government's success in obtaining the settlement of the Eastern Extension claim. It was only a small matter in J. D. Hazen's eye; a trifling \$262,000. Far greater importance is the payment of a laboring man for three days at \$1.10. Why was it not \$1.00? That is the size of Mr. Hazen.

The patriotic Sun has not yet had anything to say of leader Maclean's proposal for the abolition of the preferential tariff with Great Britain. The tory organ is afraid to mention the fact that three-quarters of the tory party are in hearty accord with this unpatriotic movement.

The great united tory party of Ontario is not running smoothly. Leader Whitney and his first lieutenant Master are not on speaking terms and the latter has left the party. In other words there is a split in the camp in Ontario.

Commodore Stewart is not satisfied with Laurier as leader. No one expected that he would be. There is only one man who would satisfy the editor of the World, and that is J. L. Stewart, of Chatham.

It is reported that the Conservatives will change their tactics and attack Hon. J. I. Tarte's estimates. So far they have not made a great success of the attack. The tories find him too well posted on the affairs of his department.

Hon. Wm. Mulock is reported by the Toronto Telegram (Conservative) to be head and shoulders superior to any previous Post Master General. Yet the St. John Sun would prefer Sir A. Caron.

THE VERY PATRIOTIC C. P. R.

The C. P. R. has been doing its best to raise the patriotic cry in the east thus hoping to obtain sympathy in opposing the new lines reaching towards the Crow's Nest coalfields and British Columbia. The giant monopoly has been issuing to the press of the east a number of very nicely served up interviews and editorials from its hirelings in the west of the great danger of the Hill syndicate obtaining possession of the mining, railway and commerce of British Columbia. Unfortunately for the C. P. R. all these canards have been exploded and exposed by the press.

The British Columbia people far from being frightened to death, as we were led to understand by the C. P. R., are delighted with the prospect of competition in transportation. The association of the boards of trade of Eastern British Columbia recently passed a resolution endorsing the granting of legislation permitting competing lines to enter British Columbia. There is a very general impression abroad that the president of the C. P. R., T. G. Shaughnessy has made many blunders of late. Some of these were the trouble with the mining companies and Crow's Nest Coal Company; the issuance of literature in support of C. P. R. schemes at the wrong moment; the fight with Blair in St. John; the Ottawa city trouble and many other matters which show that he is not diplomatic enough to be head of a great corporation. Recently we saw Sir William Van Horne giving Mr. Shaughnessy's statements a flat denial.

But we have been digressing. The C. P. R. in its endeavour to shut out competitors has raised the patriotic cry. The C. P. R. appeals to parliament to disallow the proposed branch of the Great Northern entering Canada on patriotic and national grounds. The giant corporation tells us, in their nicely dressed up appeals through the press, that it may have the effect of transferring the smelting and other industries of Canada to the United States. It is high time that these miserable tactics of working upon the patriotic feelings of our people in the interests of corporations, were exposed. How long since we heard this very C. P. R. threatening that unless the Minister of Railways granted it most unreasonable concessions on the I. C. R. it would abandon St. John and do its exporting from Boston? Very patriotic action of the C. P. R. to abandon the Canadian winter port for an American port. Is it not a fact that for every ton of freight which the C. P. R. delivers at St. John it sends ten tons to the American ports?

And yet this is the corporation which endeavours to work the patriotic racket on the eastern people. The C. P. R. should be the very last to raise the national and patriotic cry as neither find any place in the sentiment of the management. The whole contention of the C. P. that the Great Northern should not enter Canada because it is the property of an Americanized-Canadian comes with ill grace from a corporation which in the past has done all in its power to put every pound of freight and business in the hands of the Americans. Not only that but it is a well known fact that the C. P. R. is discriminate in freight rates in favor of the Americans as against the Canadians. There is not much use in Canada losing any sleep over the patriotic dust which the C. P. R. would endeavour to throw in the eyes of the people. The only corporation or people who will suffer by the proposed railway extension would

be that soulless company known as the C. P. R. and we fail to find any reason why this company should receive the special solicitude of the members of parliament to the entire exclusion of the interests of the people of British Columbia and the West.

While speaking of the C. P. R. we cannot refrain from observing the great interest the C. P. R. magnates have in the affairs of the tax payers of this Dominion. T. G. Shaughnessy in a recent interview said too much public money had been wasted on useless railways and this expenditure of money should be stopped. Sir William Van Horne, speaking of the recent proposed Manitoba railway agreement, says it is to be regretted as it will bankrupt that province. How the worm hath turned. No one is quite accustomed, as yet, to the sympathetic interest of these gentlemen in the taxpayers of Canada. It is not so long ago that these men were driving and cajoling governments to expend money on railways, and there was a very general opinion that the railway policy of the C. P. R. was slowly but surely bankrupting the Prairie Province owing to its freight charges. It would appear that notwithstanding all these outward appearances the C. P. R. magnates have warm and affectionate hearts for the people of Canada. It is a great pity they have not shown this attribute in a more practical way than by interviews in the press. There are still very heavy and monopolistic freight charges and methods employed by the great corporation. Would it not be well when Mr. Shaughnessy and Sir William Van Horne's sympathetic souls are in unison regarding the welfare of the people of Canada that they just remove some of these burdens? But we fear that these never reach the ear of the chairman and president of the C. P. R. because they don't desire to hear of their own policy of grinding the people.

RAILWAY COMMISSION.

The Minister of Railways has made out a good case for hastening slowly in the matter of a railway commission. It is just possible that our friends of the Northwest—where they feel the pinch—bank too much on the beneficent possibilities of such an institution. At least experiments along this line should be cautious and deliberate. The debate in the House of Commons wandered over a wide area but it did not establish the fact that a commission would wipe out the evils indicated. The leader of the Opposition himself pointed out that there was no force in the word commission per se. It depended altogether on whether or not the commission was advisory merely, or judicial with the powers of a law court.

A railway commission is not always an unmixed boon. The Minister had not to go far afield for instances—the United States and England were to hand to prove the old proverb of the frying pan and the fire. With the experience of these Anglo-Saxon nations before us—a not altogether satisfactory experience—this Government does well to hesitate before committing the whole question of railways to a commission, not indeed to set its face unalterably against a commission but to be sure it is the right thing before going ahead.

The freight rates between competitive points adjust themselves; the freight rates between non-competitive points continue to be arbitrary. The people who suffer from arbitrary rates naturally complain, and reasonably too. But they are the few and their grievance is hardly comparable with

one where a whole country should be under some hard and fast tyranny. The men who were most instant for a railway commission in the House of Commons did not establish it that such a body would do away with charter-mongering, overbonding and other evils. All they said was that it might do so. On the other hand they might have argued that a railway commission with extensive powers, could develop into an oligarchy just as overbearing as a railway corporation or even a syndicate of railway corporations. In fact a railway commission with jurisdiction and inquisitorial powers over all the existing railways of Canada and all the railways that are to be might easily acquire a proud stomach and even get beyond government control. In the course of his duties the Minister of Railways has probably given the subject of a railway commission more research than its rather vague advocates in the House; and not unlikely some of the considerations here mentioned were in his mind.

Another thing to be noted is that the men who supported the railway commission idea are to a great extent those who favor Government ownerships. They could be happy with either were 'tother dear charmer away Granting, for the moment, that the general tendency makes toward Government ownerships, what use would there be for a redundant institution such as a railway commission? May not a railway commission become redundant when railway nationalization is once accomplished? This argument was not used in the debate but it is worth revolving.

In Canada there is need of many railways and for some time to come, railway development will be wanting encouragement rather than embarrassment. It is not proved that a railway commission would be absolutely therapeutic for railway evils and it might not be wise to set up an irritant. The railway committee of the privy council is a tribunal which has these questions within its scope. That tribunal is still open and will do its work as formerly, rectifying evils wherever they are proven to exist. When it was established that the Standard Oil Company discriminated in its rates, the railway committee exercised its powers in the public interest. The public is not helpless nor unprotected. The railway committee of the privy council continues to perform its functions and will serve well enough until it is established beyond a doubt that a railway commission ought to supplant it.

The Minister's policy on the question is prudent. It is in line with the opinion of most economists that trade and commerce work out best when let alone or, at least, not handled too roughly. Canada has no railway commission at present. Before committing the country to the experiment it is a wise thing to find out the conditions existing in the country, to investigate the grievances, to ascertain what other commissions of a similar nature in other countries have done and where they have failed, to get matters on such a footing that if Canada does take up with a railway commission it shall be the best, the safest and the most public-spirited railway commission in the world.

It is time for another speech by Fred Laforest, M. P. P. On this occasion he might explain why he is supporting an opposition which is hand and glove with the rejected of Queens, Horton Hetherington.

AN ABSURD OFFER.

The Booth road hauls American wheat from Parry Sound east at four cents per hundred for nearly double the distance which is covered by the haul from Winnipeg to Lake Superior.

The rate on American wheat was four cents for the Parry Sound tidewater haul, and President Shaughnessy promised to reduce the rate to ten cents for the Winnipeg-Lake Superior haul in 1906.

So absurd and inadequate was the offer of the C. P. R. that there is reason to doubt whether President Shaughnessy was in earnest. The C. P. R. would have surely offered something better than a series of fiddle-faddling reductions on the lines of the Crow's Nest Pass bargain if it had wanted to keep Manitoba out of the bargain with Mackenzie & Main.—Toronto Telegram (Conservative).

The C. P. R. monopoly is one of the many burdens the tory party placed on the shoulders of the people of the West. In the last elections this giant corporation endeavoured to show its power in New Brunswick and came to the assistance of Hon. George E. Foster and his tory satellites, but after the smoke of the battle cleared away Mr. Shaughnessy wished he had not trifled with this province.

The budget in the local house was delayed to permit two members of the opposition being present. If it had not been postponed Hon. L. J. Tweedie would have been delivering his budget address to the government followers.

The Fredericton Gleaner is not pleased at the change on the editorial staff of the Telegraph. That is just what was expected. The editor of the Gleaner was once on the Telegraph staff, but it was as a reporter and he naturally feels sore to see two young men take over the paper and run it successfully. Never mind Jim, they don't wear beavers on Sunday.

The editor of the Telegraph must feel pleased at all the gratuitous advice he is receiving as to how the Telegraph should be run. Probably if some of these able (?) editors accepted their own advice they might get out a readable newspaper.

TREACHERY



A persistent cough is at first a friend, for it gives warning of the approach of a deadly enemy. Heed the warning before it is too late, before your lungs become inflamed, before the doctor says, "Consumption." When the danger signal first appears, help nature with

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Don't delay until your lungs are sore and your cold settled down deep in your chest. Kill the enemy before the deadly blow kills you. Cure your cough today. One dose brings relief. A few doses make the cure complete.

Three sizes: 25c. for an ordinary cold; 50c. for the harder colds; \$1.00 the most economical for older cases.

"I consider your Cherry Pectoral the best remedy for colds and coughs and all throat affections. I have used it for 30 years and it certainly beats them all."

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Belle—Herbert has been going out with me these three months now. Do you not think it is time he proposed?

Rival—Oh, no; it was nearly six months before he proposed to me.

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