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RICHIBUCTO, N. B. MAY 1, 1902

THE INTERCOLONIAL RAIL-
WAY.

The speech of the Minister of Railways in the House of Commons on Thursday last was a masterly exposition of the present and past condition of the Intercolonial Railway. A great deal of criticism has been indulged in by opposition members regarding the management of the road by Hon. Mr. Blair. It has been charged that the real deficit since 1896 has been away up in the millions and that the Minister has been guilty of gross mismanagement. It has also been claimed that the expenditure made under capital account head has been excessive, and comparisons have been made of the expenditure under this head with that previous to 1896. Mr. Blair met these criticisms by comparing the condition of the road at the time it came under his management with the greatly improved condition in which it now is. He showed that the traffic has nearly doubled under his management and that because of the increased traffic an increased expenditure was absolutely necessary. The gross earnings of the road for the year before he assumed the management were less than three millions of dollars. For six years before that time the earnings were practically stationary never except on an occasion, exceeding three millions of dollars. During the first year of his management under practically the same conditions, the gross earnings reached the vicinity of four millions of dollars and in the year 1900 they amounted to nearly five millions of dollars, an increase of sixty six per cent. From the end of the last fiscal year up to the present time the increase has continued, and the earnings of the road are to-day fully seventy-five per cent more than they were at any time under the management of his predecessor, Hon. Mr. Haggart. This improved condition of affairs is wholly due to the enterprise and administrative ability of Mr. Blair. When he took charge he found the road in anything but a first class condition. The locomotives were too light, the cars of insufficient capacity and the roadbed unequal to the demands of the traffic. The passenger service was also totally inadequate. Mr. Haggart no doubt shares the opinion, so often expressed in Ontario and the West, that the Intercolonial is operated for the sole benefit of the people of the Maritime Provinces, and that the expenditure incurred in operating the road is money wasted. He certainly

made no effort when he was in charge to improve the condition of the road or enlarge its traffic. When Mr. Blair assumed the management, he at once saw that if the railway was to keep up with the other great railways of Canada, extensive improvements would be required. He at once took steps to improve the roadbed. Heavier and more powerful locomotives have been purchased, cars of greater capacity built, and all the modern improvements provided. A greatly improved passenger service has been put on. As an instance of the improvement in this respect we have only to compare the miserable day accommodation between Campbellton and Moncton with which we were forced to be content for years with the rapid local express between these points which has lately been put on. The extension of the road to Montreal was another move in the direction of enlarging the field of operations of the railway and building up its traffic. As a result of this policy of improvement and expansion we have to-day one of the finest and best equipped railways in America with a freight and passenger service second to that of no other. To quote the Minister's words, "If we have not brought it to an absolute state of perfection at the present time, we hope to attain it in the future." Mr. Haggart, holding the opinion as he evidently did, that the Intercolonial was an expense saddled on the Dominion for the benefit of the provinces by the sea, was content to run the road in that "two-penny, half-penny" condition in which he left it. When his party went out of office, he handed over to the management of Mr. Blair a second-class road with a second-class equipment and a second-class freight and passenger service. Mr. Blair, being a Maritime Province man, thoroughly alive to the importance of the road as an interprovincial highway and to the possibility of making it a national railway, began the work of extension and improvement with the result that in five years its earnings have nearly doubled. If there is one thing more than another in public affairs in which the people of the Maritime Provinces take a deep interest, it is in the maintenance and improvement of the Intercolonial, and it is very generally admitted that the present Minister of Railways has done more to improve the road and develop its traffic than has been done by any former Minister.

IMMIGRATION INTO CAN-
ADA.

It is said that at least one hundred thousand Americans of the farming class from the Western States will this year cross the line and settle in Manitoba and the Canadian Northwest. As long as land was cheap and open to settlement in the United States, a steady stream of immigration poured into that country from Europe. The vacant land there has however been pretty nearly all taken up. Land is becoming dear and people wishing to settle in new districts are compelled to look elsewhere. The rich and fertile tracts of land in the Northwest, so long unnoticed, have begun to attract attention and we may expect henceforward a steady stream of immigration into these districts. So vast are these districts in extent that it will take years to fill them. The class of people who are coming make the most desirable citizens, steady, industrious and enterprising men who will help to build up the country.

They are of English, Irish, Scotch, German and Scandinavian descent and come with a thorough knowledge of agriculture and an experience in agricultural work gained by them in the Western States, where the conditions are similar to those of Western Canada. They speak our language and are familiar with American laws founded on the common law of England. They are thus a much more desirable class of immigrants than those coming from the continent of Europe, who in most cases are ignorant of our laws, language and customs and know very little about the work they are called upon to engage in. Canadians will heartily welcome these new comers and we trust they will find prosperity in their new homes.

BABY'S OWN TABLETS.

Mothers' Best Help When Her Little
Ones Are Ailing.

Every mother needs at some time a medicine for her little ones, and Baby's Own Tablets are the best medicine in the world for constipation, sour stomach, indigestion, diarrhoea, colic, simple fevers and the troubles of teething children. The Tablets have been in use for years and thousands of mothers say that nothing else acts so quickly and relieves and cures little ones so surely. Mrs. R. H. LaRue, Mountain, Ont., simply voices the experience of other mothers when she says:—"I can recommend Baby's Own Tablets to all mothers who have cross or delicate children. I do not know how I could get along without them." Children take these Tablets as readily as candy, and if crushed to a powder they can be given with absolute safety to the tiniest, weakest babies. There is a cure in every Tablet and they are guaranteed to contain no opiate or other harmful drug. You can get the Tablets from any dealers in medicine or they will be sent post paid at 25 cents a box by addressing the Dr. Williams' Medicine Co., Brockville, Ont.

After the sad death of Walter Crocker, of Millerton, who perished in the woods last winter, it was found that he had made a will leaving \$3,500 of life insurance to Miss Susie Gillespie, of Chatham, to whom he was engaged. His aged mother and young sisters, who were largely depending upon him for support, were left only \$1,000, this being an insurance policy taken out in his mother's name. The will came up for probate before Judge Thomson, Newcastle, on Tuesday, and Mr. Lawlor, on behalf of the Crocker family, opposed it as irregular and void. The evidence showed that the will had not been properly executed. The two witnesses swore that they had signed it in the presence of the testator but not in each other's presence, and the court decided against it. The will was so good. Mr. Geo. G. Gilbert, of Bathurst, brother-in-law of Miss Gillespie, who had been consulted in regard to the will when it was executed, appeared on behalf of the legatee. The public take a deep interest in the matter, considerable feeling having been aroused when the terms of the will were whispered abroad. The legatee was offered \$1,000, though not on Mr. Lawlor's advice, before the case got into court, to relinquish her claim to the estate, but refused to accept it.—World.

TO CURE A COLIC IN ONE DAY.

Take Laxative Bromo Quinine Tablets. All Druggists refund the money if it fails to cure. 25c. E. W. Grove's signature is on each box.

The St. John Telegraph says: "Some weeks ago Collector of Customs Lockhart received a letter with \$1,000 and a slip of paper bearing the words 'Amount due the province of New Brunswick.' There was no signature. In course, it went into the regular customs receipts. Now however, there is likely to be trouble over it as the province of New Brunswick claims the money. The contention is that the money was in some way appropriated from the provincial funds and that it was the intention of the sender to have it returned to these funds. Consequently it should have been paid to the provincial receiver general. While in Ottawa the premier called attention of the minister of customs to the claim and that gentlemen promised to lay it before his colleagues."

BENTLEY'S Liniment is a strong White Liniment. Penetrating, powerful, yet clean to use. It is a reliable remedy for Sprains or Strains. Pains in the back or chest. For bruises cuts and burns it will be found the best thing to use. Put up in two sizes, 10 and 25c.

Special Committee's Report and Other
Matters.

An adjourned public meeting was held in the Court House, Thursday, 24th inst., to hear report of Committee appointed at the meeting of 14th, to make further inquiry into Road Commissioner's report for District No. 1. Said Committee reported having met with Commissioner, County Auditor, County Secretary, parish Councillors and Mr. J. P. Bell on the 21st inst., at the office of the County Secretary, and that after careful examination of said accounts so far as was possible with the information available, there not being vouchers, they were unable to give a satisfactory statement as to the true state of affairs and that the accounts are in the same condition as when presented to the meeting on the 14th inst., with the exception of an item of \$3.00 for removal of G. N. Clark's fence, which work being outside the District, the Commissioner admitted to be an error and agreed to deduct the same from his said account. That Mr. J. P. Bell explained satisfactorily the item of \$4.50 for work done on wharf, which was done on O'Leary's wharf and not on the public wharf as was supposed. That he also explained why his bill dates from Feb., 1898, as follows: that in 1900 he rendered an account to the late Commissioner, Mr. John Irving, but that said account had not been paid or settled for and that at the request of the present Commissioner he had made out a new bill dating from said time, which is the bill now on file. They further report that due caution had not been exercised in the passing of said accounts, there not being vouchers nor evidence of having been audited by the County Auditor and they suggest more care be taken in these matters hereafter. That they were not able to ascertain what portion of the work was done in the district and what portion outside the district, and for want of such knowledge were obliged to accept the bill as read to the meeting of the 14th inst., with the exceptions above named. That there has been unnecessary delay in the collection of the taxes and they impressed upon the Commissioner the necessity of having the delinquent tax lists collected without further delay which he assured them would be done. They suggest that the accounts of Commissioner be kept separate from the accounts of the Supervisor when these offices are held by the same person and to avoid delay and confusion would recommend and suggest that in future the said offices be not held by the same person. It was resolved at said meeting that the Commissioner be requested to prevent contractors and others from taking gravel from the gravel pit owned by the district, as said gravel is needed for use upon streets in said district. It was suggested by the Sheriff that the citizens of the town take steps to celebrate and commemorate the coronation of our most gracious King, which suggestion was heartily applauded, and it was suggested that a public meeting be held in the Court House at a later date to arrange matters, due notice of which will be given. This is a most commendable idea and no doubt will have the endorsement and assistance of every loyal citizen.

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Death of Miss Agnes McDermott.

On Friday April 19th, Miss Agnes McDermott died at her mother's residence, Dorchester St., after an illness of several months. Miss McDermott was a very popular young lady, bright, cheerful, of a happy disposition, and was held in the very highest esteem in Sydney ever since she came as a pupil to attend the class of the convent of the Holy Angels ten years ago. Her demise at an early age, only twenty-three years, will be heard with sincere regret. For the bereaved mother and sisters there is the most heartfelt sympathy in this city and elsewhere. The funeral took place this morning at nine o'clock, and was largely attended. The remains were first brought to the church of the Sacred Heart where a Requiem high mass was celebrated, and then taken for interment to the Holy Cross cemetery. On the casket were some beautiful offerings, among which were a cross from her sisters, an anchor from a friend and a wreath from the Society of Children of Mary of which Miss McDermott was a devout member, cut flowers from friends.—Sydney Record. (The late Miss McDermott was born in Richibucto and is a niece of Donolly McDermott. Ed. Review.)

BIRTHS.

MORTON.—On April 29th, born to the wife of J. F. Morton, Kent Junction, a son.

CHURCH SERVICES.

ST. ANDREW'S PRESBYTERIAN CHURCH.—Rev. D. Fraser, B. A., Pastor. Rexton, Sunday, 11 o'clock a. m.; Richibucto, Sunday, 7 o'clock p. m. Christian Endeavor Society meets at Rexton every Monday at 7.30 p. m., and at Richibucto every Thursday at 7.30 p. m.

METHODIST SERVICES.—Rev. H. R. Baker, M. A., Pastor. Preaching Sabbath—Richibucto, 7 p. m. Rexton, 3 p. m. West Branch, 10.30 a. m. Preaching at Pine Ridge Saturday evening at 7 o'clock. Prayer meeting every Tuesday evening in Richibucto at 7.30 o'clock.

ST. MARY'S (ANGELICAN).—Rev. H. A. Meek, Rector. May 4th, (Rogation Sunday). Divine Service—Richibucto, 11. Rexton, 7. (Sermon on seed sowing.) Also every Thursday at Rexton, 7.30, every Friday at Richibucto, 7.30.

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