

CHEST COLDS AND HOARS-
NESS QUICKLY RUBBED AWAY"Nerviline" Gives Speedy Relief and
Cures Over Night

Got a cold?
If so, you are the very person that Nerviline will cure in a jiffy.
Is your voice raspy—is your chest congested or sore.

Nerviline is strong and penetrating. It sinks right into the tissues, takes out inflammation and soreness, destroys colds in a truly wonderful way. Rub Nerviline over the chest—rub on lots of it, and watch that tightness disappear. Nerviline won't blister, it sinks in too fast—doesn't simply stay on the surface, like a thick oily liniment would. If the throat is raspy and sore, rub it well outside with Nerviline, and use Nerviline as a gargle diluted with warm water. Just one or two treatments like this and your voice and throat will be quick normal again.

Just think of it—for forty years the largest used family medicine in this country—Nerviline must be good, must quickly relieve and cure a hundred ills that befall every family. Try it for earache, toothache, coughs, colds, sore chest, hoarseness, and muscular pains in every part of the body. Large family size bottle, 50c; trial size, 25c at all dealers.

HOOF PRINTS

Combination Park will give an October meeting the week following Brockton.

The fastest two year old trotter at the Los Angeles track is a son of the Cochato horse Biene Holt. The youngster lately worked a half in 1.11.

Dgn Bigely is at Combination Park with Young Mack, 2.20 $\frac{1}{2}$ and three others owned by J. E. Doherty.

The Russian owned three year old Adabella Watts will be trained and raced by Mike McDewitt.

One of the winners at the opening of the Austrian racing season, was Amazonite, a three year old by Ess H. Kay, 2:00 $\frac{1}{2}$.

Soprano, 2:03 $\frac{1}{2}$ will be raced in Austria this Summer by Paul Finn.

Will Eaton has signed a two year contract with the Lezhnev Stable in Russia at a salary of \$20,000. His former employer the Telegin Stable, is trying to secure some high class American train?.

Joe Rea is to train at the Hohokus N. J. Track.

Billy Fleming, who raced The Big Train in his victorious career down the Grand Circuit two years ago will shortly ship a big stable to the Toronto track.

Ed Gillies will train at Charter Oak this Spring.

Jim Gatchcomb will race Guy Audubon 2:06 $\frac{1}{2}$ on the one-half mile tracks. He has named the son of Audubon Boy in 2:14 trots of the Michigan Short Ship Circuit.

DR. DEVAN'S FEMALE PILLS Reliable medicine for all Female Complaint. \$5 a box, or three for \$10, at drug stores. Mailed to any address on receipt of price. THE SCOBELL DRUG CO., St. Catharines, Ontario.

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Sold in Fredericton by A. J. Ryan.

COMMODORE STEWART ON
THE VALLEY RAILWAY BILLIndependent Member for Northumberland
Dissects the Measure--Says Government is Making the Company a Gift of Half a Million Dollars--Rosy Promises Made Two Years ago Have not Been Kept

Following is a correct report of the able speech delivered in the Legislature last week by Commodore Stewart of Northumberland:

Mr. Stewart (Northumberland) said that before the Committee took up the consideration of the bill, section by section he wished to say a few words in regard to the general principle of it. He approached the matter with considerable hesitation, because, being a life-long Conservative, he had always done what he could to promote the principles for which his party stood, and as the government in power at the present time was also Conservative, it was therefore with considerable reluctance that he took it upon himself to criticise one of their most important measures. The Valley Railway question has been before the people for a great many years. It had been looked for by the people as likely to provide transportation facilities which they were greatly in need of. Many schemes had been advanced from time to time and with each one had come renewed hopes on the part of the people that their needs would be attended to.

VARIOUS SCHEMES

There had been various suggestions made to provide this road, the last one having been one made by the late government which offered \$15,000 a mile guarantee of bonds. Then the next scheme was that advanced by the present government, which gave a guarantee of \$25,000 a mile. Every one felt that this was a big thing to undertake, and was placing a heavy responsibility on the province, and it was only the feeling that the people of the Valley had been so long without the railway accommodation to which they were entitled, that made this scheme carry at all. When those of us who do not belong to the Valley questioned the wisdom of placing this responsibility on the province, we were met with the statement that there was an absolute guarantee that the province would be saved harmless. The Premier said that the company which was to construct the road was commercially sound. When we asked for proof, we were met by the solemn assurance that it was a very substantial company. Mr. Stewart read a statement which Mr. Fleming made two years ago, claiming that the company was financially sound, that it had ample means, and that the province was absolutely safeguarded against the possibility of loss.

BROKEN PROMISES

The premier had stated that the company could furnish all the capital required, and had undertaken

to find \$2000 per mile over and above the engineer's estimates of the cost of the road. The Premier's opinion at that time was that that was a considerable higher margin than was usually provided, and this would be a perfect safeguard to the province—and not one of them had been fulfilled. Now the government was coming to the House again with a bill to provide further aid to the company which was said to be so affluent.

HALF A MILLION GIFT

In his speech the other evening in introducing the bill, the Premier said that the House would expect to get some substantial reason for granting this additional aid. The estimated cost of the road was \$37,000 per mile, while the actual cost was \$36,400, according to the Premier. If the road had cost less than the estimate, what was the necessity for finding further funds? The Premier says the company's reason is that they had failed to carry out their anticipated financing because of the remarkable financial depression. Mr. Gould had assured the Government that the financing of the unguaranteed bonds had been arranged for on terms that would provide seventy-five cents on the dollar. Had that been carried out it would have produced \$1,500,000, which, with the Dominion subsidy and the provincial bond guarantee, would have provided more than enough to build the road. The Government felt justified in accepting this assurance, but the serious part of the business is that the money did not come, the brokers having failed to buy the bonds, and Mr. Gould had now asked the Government to take the place of the company that had failed to help them out.

He was extremely sorry that the Government had not cancelled this contract altogether, and parted company with people who had not kept faith with the province. The Government, on the contrary, had decided to give further aid to the extent of \$10,000 per mile. He might assume that that \$10,000 was to take the place of the \$10,000 which Mr. Gould failed to get financed in New York, but if that were the case the bill still left power in the hands of Mr. Gould to float his second mortgage bonds to the extent of \$10,000 per mile. This bill would authorize the company to issue bonds to the amount of \$45,000.

Hon. Mr. Clarke—The new guarantee issue is to take place of the unguaranteed issue authorized by the former Act.

NOT IN THE BILL

Mr. Stewart—This may have been in the Attorney General's mind, but it is not in this bill. This bill provides, in addition to the guarantee of bonds authorized by the Act of 10 Edward as amended by 2 George V. the Lieutenant-Governor-in-Council may guarantee bonds to the amount of \$10,000 a mile for this road. The power to issue \$10,000 a mile in unguaranteed bonds is not taken from the company. The new

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Parisian Sage frequently applied stops itching head, removes dandruff and all excessive oil. It goes right to the hair roots and furnishes the nourishment needed—the hair becomes soft, fluffy, abundant and radiant with life.

Parisian Sage not only saves hair, but stimulates it to grow long and heavy. Get a 50cent bottle from A.J. Ryan at once. There is no other just as good.

issue is in addition to former issues. It is another ten thousand.

And not only this, Mr. Stewart continued, but this bill gives this alleged company \$500,000 more than it asks for, \$500,000 more than the engineer's estimates call for, \$500,000 more than the Premier had declared in moving this bill, to be ample. The failure to finance the road had been attributed by the Premier solely to the failure to sell the unguaranteed bonds for \$1,500,000. But here we have a proposal to give the company, in lieu of that, \$2,000,000 of 1 per cent guaranteed bonds worth their face in gold. A half a million more than the Premier says is needed! Why? Was there any possible justification for such lavishness? If \$1,500,000 was enough for all legitimate expenditures why give this concern \$2,000,000? How could honorable members go back to their constituents and justify a vote like that?

AN INFERIOR ROAD

It has been charged that the company was building a road of inferior quality, and the figures given by the Premier, to show how much less it had cost than the Transcontinental would be taken to justify the criticism.

The Premier had said that the report of a chartered accountant showed that every dollar had been honestly expended, but what faith had honourable members, as business men, in such a statement. It simply showed that the accountant had added up the bills, and found that the amount agreed with the amount of the cancelled cheques. How did he know whether the bills represented honest expenditure or not?

Besides the aid which the province was giving, they were to get \$3,000,000 from the Federal Government toward bridges, the interest on which for the first fifteen years would be a gift. It seemed to be a prudent thing for the company to have left the St. John end of the road to the last because that was to be the most expensive, and St John influence for Dominion aid would be ensured. After fifteen years this province would have to pay interest on this \$3,000,000. There seemed to be no guarantee that prophecies that had been made that this further guarantee of bonds would be sufficient to complete the road, and the province might see a repetition of the previous experience. It was said that of the \$10,000 a mile now about to be guaranteed, only \$8,000 a mile would allocate to the portion of the road between Centreville and Gagetown so as to leave more money for the more expensive section at each end. But he noticed that another section of the bill provided an extra \$2,000 per mile which would make \$10,000 per mile all over the road.

SAME OLD STORY

Then as to safeguards, they had the same old story again. They had been told that there was an interest fund of \$255,000, which with \$1,000 per mile taken from new guarantee, would make an interest fund of nearly \$500,000 to be drawn on to pay interest. How long would that last was it to be supposed? Less than two years. It was a curious sort of financing on much the same principle as a man who wished to borrow \$50, but in order to make sure he would be able to pay interest, borrowed \$100 and set one-half of it to one side to pay interest out of. That was the sort of financing the Government was doing in connection with this road, and it struck him as being a peculiar sort of a safeguard.

By way of additional security the company was to assign to the Government fifty-one per cent of its common stock. He would do the Premier justice of saying that he didn't refer so that as a safeguard. The company which had put none of its own money into the business was being allowed to keep one-half for its enterprise. The Government put up all the money and whether the road, when built, was worth anything or not, the company was given one-half of it. This was a fair sample of watered stock. It was all water. Surely the Government could get water enough from the St. John river!

(Continued on page seven.)

NEW VEILINGS

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