

MONEY SQUANDERED ON THE VALLEY ROAD

Mr. Carvell's Plain Talk on the Valley Railway Deal--Says Bridges Should be Built But Urges Government to Keep Its Hand on the Purse Strings

Mr. Carvell: The Tobique and Campbellton, I am just giving my hon. friend warning. Do not let us quarrel over this, because we are going to agree on another matter. I come now to the question of bridges. I told my hon. friend that in 1912 this parliament voted a million dollars as a loan to the St. John & Quebec railway for the purpose of building three bridges, one was to cross the Kennebecasis river near Ferry's Point, another was to cross the St. John river at a place called the Mistake, and the third was to cross the St. John river above Andover in order to tap the Transcontinental. It was believed at the time that there would be a sufficient sum saved out of the construction of the railway proper to apply \$1,000,000 to the building of these three bridges, and I have not the faintest doubt in the world that if the money received in the way of subsidies and bond guarantees up to the present time had been honestly applied, that \$1,000,000 could have been spent on those three bridges. But then Sir, there would not have been any election fund, no rakeoffs. To build those three bridges would have taken the million dollars, and possibly some of these shrewd Yankees might have been compelled to put up a dollar of their own money. I do not know that it is any hardship to ask them to put up a dollar, because remember they own the road when it is completed, every spike, every sleeper and every acre of land on the right of way. Under the contract the Intercolonial gets sixty cents out of every dollar of gross earnings for running the road—no matter what it costs to operate. They have to pay the other forty cents to the government of New Brunswick to pay the interest on the bonds; after interest has been paid, whatever is left goes to this company of Yankees.

So they own the road absolutely and why should they not be asked to put up a dollar of their own money when we treat them so magnificently as we are doing. They come back here and ask this parliament to grant \$3,000,000 instead of \$1,000,000 and while it is true that the hon. minister of trade and commerce stated in reply to the hon. member for Westmorland (Mr. Emmerson) that the matter has been decided, yet it is stated by the members of the legislature of New Brunswick that the government have agreed to give three million dollars to build these bridges. He is a son of the grand old man of New Brunswick Sir S. L. Tilley and this deal was jammed through legislature of New Brunswick on the pledge that this government had agreed to grant three million dollars. Those bridges should be built. This road will be a curse, not a blessing to the people of New Brunswick, unless they are built. The road will be a financial millstone around their necks, which will drag them into eternal ruin unless it goes to Grand Falls and St. John and gets business from the Grand Trunk Pacific. Let not the Conservative newspapers tomorrow say that I have tried to prevent the building of these bridges. I say they must be built, not only the bridge across the St. John river but the bridge at Andover, because I look upon it as more important than the bridges down below. You could eliminate the bridges across the St. John Pacific tracks at Westfield, you might make some arrangements for running rights that would not be very satisfactory and get traffic into St. John, but you would not get it there at the right place; it would be at the west side instead of the east. But unless you cross at Andover and tap the Transcontinental you are out of it, and cannot do business of any kind. Therefore, this question of bridges goes to the very life of the province of New Brunswick. A bridge must be built at or near Andover in order to tap the Transcontinental.

I want to ask the acting minister of railways and to appeal to the minister of trade and commerce, as a fair juryman as to whether they are willing in view of what I have said about the manipulation of this company and in view of the facts I have given as to what they are doing with this money—are they willing to hand over three million dollars to a gang of shrewd Yankees to take off to New York to build any kind of railroad and any kind of bridges they want? Is there any man in this house, Liberal or Conservative, even the minister of marine and fisheries—who would vote for such a proposition? I only want to say to the acting minister of railway: give this assistance but do it yourself; keep your hand on the purse strings; do not hand over a dollar to the government of New

Brunswick, or to the Yankee concern; build the bridges under the department of railways and canals. If the Hon. Frank Cochrane has the handling of it I believe it will be honestly done. It may be said that this breaks up the whole scheme. It does to some extent, but it is necessary to break up schemes sometimes in order to protect the public weal. Let the department of railways build these bridges and own them. Let the department allow the railway company to use them. It is true that they will be available for the Intercolonial railway later on, but charge up to the company something more than sixty per cent. of the gross earnings. Take a certain other percentage of the gross earnings to pay the interest upon these bridges but do not, I pray you, hand over that one million dollars to this gang of Yankees to boodle with, and probably use one-third of it when the next elections come on in the province of New Brunswick.

MONEY SQUANDERED, HE SAYS.

On this 117 miles built there has been \$3,200,000 or \$3,300,000 expended and I have not the faintest doubt that a million dollars was absolutely squandered for the benefit of the Yankee manipulators as well I have not any doubt in the world that at least one or two million dollars out of this vote will be absolutely squandered, and I have not that if you vote three million dollars more for these bridges another another million will be squandered by these people. While I never boil over with patriotism to any great extent if there is any red blood in the veins of any Canadian it will boil over at the thought of handing over one or two million dollars of the money of Canada to these Yankees to boodle with and to put in their own purposes. I am almost ashamed to be a New Brunswicker when I consider the iniquitous story that is told and is being written in our papers everywhere, with regard to the transactions of the Conservative government of New Brunswick to the St. John & Quebec Railway Company.

Perhaps I have been a little plain in my language, but no plainer than the necessities of the case demanded. I have tried to point out to the minister of railways and canals the condition of affairs. I have warned him as well as it was in my power and, if this scheme goes through and if this three million dollars is handed over to this company, he cannot say that I did not warn him and the people of New Brunswick, who will pay interest upon this money.

FRECKLE-FACE

SUN AND WIND BRING OUT UGLY SPOTS. HOW TO REMOVE THEM.

Here's a chance, Miss Freckle-face, to try a remedy for freckles with the guarantee of a reliable dealer, that it will not cost you a penny, unless it removes the freckles; while the expense is trifling. Simply get an ounce of othine—double strength from any druggist and a few applications should show you how easy it is to rid yourself of the homely freckles and get a beautiful complexion. Rarely is more than an ounce needed for the worst case. Be sure to ask the druggist for the double strength othine as this is the prescription sold under guarantee of money back if it fails to remove freckles.

BIRTHDAY CONGRATULATIONS

Prince Frederick William of Prussia has turned the German throne, thirty-two years old today. Philander C. Knox, former United States senator and secretary of state sixty-one years old today. Earl of Dartmouth, sixty-three years old today. Oscar W. Underwood, leader of the Democratic party in the house of representatives and next United States senator from Alabama, fifty-two years old today. Charles Hall, former major league player and now pitcher for the St. Paul American Association baseball team, thirty-one years old today.

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Lumbago is a peculiar sort of rheumatism and spasm that grips about the loins and back. At times its agony is intense. Severe spasms of pain shoot in all directions, and become more severe on stooping. In treating lumbago or stitch in the back, it is necessary to keep warmly covered to prevent a sudden chill. Attend to this, and then apply Nerviline freely. Almost instantly you feel its warm soothing action. Right through the cords and muscles the healing power of Nerviline penetrates. Quick as a wink you feel the stiffness lessening. You realize that a

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THE MEN WE NEED

The Farmers Advocate says: "From experience we believe that it is not profitable for the man from the country to try and persuade an immigrant, to whom the very mention of the country is distasteful, to go with him to the farm. Such men are usually failures as farm helpers, and after a short period of from a few days to a few weeks or months shake the country clay from off their hob-nailed boots and hurry back to city rooming houses. If the man loves the city and despises the country leave him there. But this is not the main question. Are we getting the right class of immigrants? We know that some of them are what this country most needs, but are the majority of that class? There is room and to spare in Canada, but at the present stage of her development she needs men willing and ready to get out and till her broad acres. Our great industrial enterprises have taken all the available men, and many a community has been stripped of its native born as well. Canada needs farmers and farm laborers far more than she requires city loafers."

CAPE TOWN TO CAIRO

This Road When Completed Will be 7,774 Miles Long

The announcement that the Belgian Government has ceded Great Britain a strip of land in the Congo marks an important step towards the completion of the Cape-to-Cairo Railway. This strip will make it possible for the railway to traverse British territory over the whole of its length of 6,944 miles, that being the distance from Cape Town to Cairo, or 7,074 miles, if we include the journey to the sea at Alexandria. The astonishing progress which is being made with this scheme for opening up "darkest Africa" to civilization and commerce may be gauged from the fact that rails have already been laid to Bukama, right in the heart of the Congo, though at present passengers can only travel as far as Elizabethville, some 2,325 miles north of Cape Town.

She Owns a House Earned by Acting



"BABY" EVA ESMOND

Eva Esmond claims the distinction of being the youngest girl actress to own a house bought with her own earnings. Little Miss Esmond is only eight years old, but she possesses a cottage with a room for every year she has lived. She is one of the highest salaried child actresses in the country, and her mother has made it a rule to invest her little girl's earnings that she may receive the greatest benefit from them.

STREETS THE SCHOOL CHAIR THE RESULT

Mr. Winthrop D. Lane made a careful investigation of the careers of four famous gunmen of New York who were electrocuted for murder. He wished to find out if they came of degenerate stock, or if there was anything abnormal in their childhood that foreshadowed their terrible crime and its penalty. As far as the parents of the four are concerned, there is no record of law-breaking. Nor in their early youth was there any indication of abnormality. While none of them was a typical Sunday school lad, none of them appeared to be worse than the average boy. What was common to them all was an education upon the streets of New York, and in the poolrooms when they became old enough. There was a distaste for steady toil, a desire for luxuries, for fine clothing, and for spending money and consequently a necessity to get this money somehow. Common to all was the absolute failure of their parents, their teachers and everyone else who had any authority over them to really civilize these men. It is said that the average boy is a savage at heart. These boys savages were never civilized, though living in the very heart of what is called civilization.

Return to Steam

French naval authorities have decided to return to steam instead of oil for motive power in their largest submarines.

Human hair grows at the rate of 1095 of an inch per day.

Aeroplane Without Tail

A new type of tailless aeroplane which is meeting with success in France was invented by a British army officer and rejected by the government officials as impractical.

Gravity Clock

A gravity clock which winds itself as it moves by its own weight down standards is a novelty, all the attention which it requires being to lift it to the top every eight days.

Farming in France

To promote agriculture in France the government stations a professor of agriculture in each department and awards prizes frequently to the most progressive farmers.

Confined To His Bed For Four Months With Rheumatism.

Mr. W. H. Riley, Ruddell, Sask., writes:—"It is with the greatest of pleasure that I can recommend Doan's Kidney Pills to all suffering with rheumatism. I was so bad with this terrible disease, I was unable to get up from my bed for four months, and nothing seemed to relieve me until a friend recommended Doan's Pills. I had my doubts about them, but was so desperate I would try anything suggested to me. After taking half a box I was able to get up, and after taking two boxes could get around quite well. After taking six boxes I was completely cured, and able to work for the first time in five months, and have not had a touch of rheumatism since. Anyone who saw me then would not know me now, as I am strong and active since taking your valuable medicine."

Doan's Kidney Pills help the kidneys to flush off the acid and poisonous impurities which have collected, and thus clean out the kidneys, and dispel the rheumatism from the system.

Doan's Kidney Pills are 50 cents per box, or 3 boxes for \$1.25, at all dealers, or mailed direct on receipt of price by The T. Milburn Co., Limited, Toronto, Ont.

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