

CHARLTON ANSWERED BLAIR.

Effective Reply from
an Independent
Liberal.

EX-MINISTERS'S WESTERN
SPEECHES FOR TRANS-
CONTINENTAL ROAD

Quoted Against Him in the
Debate.

Mr. John Charlton, an independent Liberal on rising in the House of Commons to reply to Mr. Blair on the government's railway policy, [was received with cheers. He said that the question was one of great importance and should be discussed with candor. It was a business proposition which deserved consideration. The ex-minister of railways had said that the question was approached with undue haste. We would think from Mr. Blair that the road was going to be built next year; that was not the case. But the necessity of the road was imminent. (Cheers) The road could not be built in less than five years. Immigration was now pouring into the Northwest. The government realized the necessity of this road and were now preparing for it, so that within five years such a line as was now contemplated could be built. In five years the population might be quadrupled and the government was losing no time to arrange transportation facilities. If the conditions did not exist today certainly they would five years hence, and now was the time to arrange for the conditions when they did arrive.

A GOOD BARGAIN.

Every bushel of wheat of the West would have to find its way to the tide-water from the Great Lakes by rail. When Mr. Blair said that the government was building the road to suit Senator Cox, he erred. It was an imputation unworthy of the ex-Minister of Railways. It was all the more so when applied to his late colleague. It was an easy matter to raise prejudices. After examining the bargain carefully Mr. Charlton was satisfied for his own part that it was a good thing for Canada to enter into if others might reach a different conclusion.

Mr. Blair made light of the possibility of the Americans withdrawing the bonding privileges, but the truth was that our neighbors have made the threat repeatedly. If any friction arises this is the first suggestion made in the States. We want to be in a position to defy this threat. We do not want to quarrel with our neighbors, but we want to be independent of them. (Cheers) If the bonding privilege was abrogated it would not be with our consent. But they call it a privilege and hold that we are beholden to them for it. They have threatened to withdraw it and this threat might be carried into effect. We want to be freed from the danger of being shut out from access to the sea. Sentiment is the development of Canada upon broad national lines, the building of a railway from ocean to ocean on Canadian soil, the carrying of our own products to our own seaports. At the back of this road is the loftiest noblest sentiment that could exist—patriotism and love of country—at the same time the question of profit and loss has received due consideration.

QUOTED BLAIR AGAINST BLAIR.

Mr. Blair has said that he would favor the building of a road under certain conditions, but he says this is not the proper time. Compare this, said Mr. Charlton, with the speech which Mr. Blair made in Vancouver on the 9th of last October where he is reported as saying: "We cannot long remain content with only one transcontinental line. I am ambitious to see another line myself right away. It cannot come fast enough to satisfy me, and I am doing all I can in my small way

without public pretence about it to insure its construction."

The different newspapers in Vancouver had reported his speech and they all bear out the accuracy of the report. Surely this was a long way from the principles he had been enunciating today. Mr. Blair said in his Vancouver address that "there are young men, perhaps middle age men, listening to me who will see three or four transcontinental lines. And they will not be more than enough."

WAS MR. BLAIR PIQUED.

Mr. Blair had complained in his letter to the Premier of not being consulted in the negotiations with the Grand Trunk. Mr. Charlton said people would draw their own inference from this fact. It was not impossible, he presumed, that Mr. Blair was induced to resign through pique, still it was unfortunate that he introduced the allusion into his letter.

Mr. Blair says in Vancouver that we want railways to open up unoccupied territory. In the house he says we want no railways at all, that there is no demand for this proposed system. The two propositions are diametrically opposed to one another. Naturally one is led to think that there must have been some reason other than the one designed for Mr. Blair's leaving the cabinet. Mr. Blair was astray in saying there was no need for a railway through an unpopulated region. The Liberal party had made the same statement to their sorrow in the debate on the C.P. R. bill. There was a strong feeling in Quebec in favor of a transcontinental line as was evidenced by the support that rallied to the Trans-Canada project. The Government was adopting a scheme which disposed of this trans-Canada proposition with its demand for large subsidies.

Mr. Charlton said that he had been as fully convinced at the outset of the wisdom of the government building and operating the proposed line, but his view had changed upon further consideration and as the government scheme was unfolded. Government operation was a very difficult task for Canada to assume. We have the management of the I. C. R. before our eyes and the doubts which assailed the government upon the wisdom of operating the road itself were no doubt well founded.

SIR SANFORD FLEMING'S REPORT.

It was a mistake to say that no information is available regarding the country the new line will open up. Sir Sanford Fleming had reported on the stretch from Lake Nipigon to Winnipeg and said it is highly favorable with nothing more than a one per cent. grade and no bridges longer than 300 feet, and only very few of them at that. The country north of the height of land on the way across to Quebec would afford, according to accurate report, few impediments to railway construction. Enough is known to warrant the government in definitely entering on the scheme for this road from Winnipeg to the east. The same could be said of the stretches from Winnipeg to Port Simpson via Peace River Pass.

It is folly to talk about the line through Northern Ontario passing through a howling wilderness, for the survey parties of the Ontario government reported last year the existence of sixteen million acres of good agricultural land all lying south of the latitude of Winnipeg.

I. C. R. GRADES TOO HEAVY.

Mr. Blair felt sore over the effect the new road would have on the I. C. R., but the house knew the latter was his pet, but the truth was that the grades on the I. C. R. are too heavy to permit of its carrying trade to the best advantage. We have been pottering along with the I. C. R. long enough paying deficiencies and now the country wants an efficient road. The trouble with Mr. Blair was his view was too much circumscribed. He had not yet got out of the provincial range of vision; had not become continental in his grasp of affairs. Every one regretted that the I. C. R. would suffer and that money must be spent to correct the mistake made in the location of that system, but we are dealing now with a matter of national importance, to secure the Canadian business for Canadian ports. Perhaps Mr. Blair would have looked with greater favor on the eastern section if it had gone to St. John, and perhaps it would have served the public interest just as well if that route had been chosen. The government was bound to choose though the route that was fair and impartial.

The government could not discriminate between St. John and Halifax. If St. John wants to improve its position, let it promote the construction of a short line up to the Grand Trunk Pacific.

Col. Tucker—There is a road to Chipman now.

Mr. Charlton—Let it be improved and made first class and it will get business at the point. The government though acted wisely in choosing Moncton for the terminus of the eastern line. St. John would still be the nearest port by that route.

Mr. Charlton said that Mr. Blair had dwelt upon the damage the Grand Trunk Pacific would do to the Intercolonial. But there were some things he had failed to tell the House. He failed to say that the Intercolonial had a contract with the old Grand Trunk for all eastern traffic east of Quebec which would always provide it with an increasing amount of through freight. He failed to state that the construction of the new line to Moncton would throw a large amount of business to the Intercolonial sections, to Halifax and to St. John.

The government had not thought it wise to undertake the construction of management and operation of the road because there were not the men of the ability in public life to undertake this as a departmental work. He said he had no doubt Hon. Mr. Blair regretted that the letting of the contracts for the construction of the road had not been entrusted to him. He would have no doubt appreciated that opportunity.

The road would have to be built and equipped in the best possible manner. With a hundred and twenty ton locomotives, fifty ton cars and ninety pound rails, the road could carry grain to Quebec in competition with water carriage.

In undertaking the construction of the road the government had two courses open. It could throw open the Northwest to the "Jim Hill" roads and let the products of Canada's granary pour down to Duluth and Minneapolis. The other course, the one chosen, was to build the road through Canada and send the products of the country out by Canadian ports.

PEOPLE WANT THE NEW ROAD.

"It would do for the northern section of Canada what the Canadian Pacific had done for the southern. The Canadian Pacific project was criticised when it was proposed. The people wanted it, the people approved of it, the people got it. Men who criticised it did so to their sorrow. The people want this road, they approve of it, they are going to get it. If it is not accepted by the opposition these men will find they have at the head of their party poor politicians instead of statesmen."

Mr. Charlton went into detail in describing the developing possibilities of the road. He brought out some new points. One of these was the exploration of the resources of farms and Hudson's Bays by a branch. Another was the opening of a grain traffic route from the western prairies to Port Simpson and by way of the Panama Canal to Liverpool.

The financial aspect of the bargain pleased Mr. Charlton. The road from Moncton to Winnipeg would cost \$54,690,000. The interest on this for seven years amounted to \$14,300,000. That was his estimate of the cost of the road to Winnipeg. West of there Government guarantees amounted to \$30,179,000. Against this the investment of the old Grand Trunk and a mortgage on the rolling stock which amounted to \$55,238,000, and will furnish a reasonable offset for the government's guarantee.

BEST TERMS NEVER SECURED.

At the end of fifty years the road riverted from the Grand Trunk Pacific to the Government. By that time the value will have greatly increased. There would be no leasing of the road again for three per cent. Taking it altogether, Mr. Charlton declared he believed the government got the best possible concession from Mr. Hays. He believed that gentleman had been willing to throw up the project if another concession were granted. The government was to be congratulated upon the fact that it had refused the demand of Mr. Hays for a land grant.

The policy of the land for the settler and the settler for the land was one that contrasted favorably with the policy of the past, and the contract would be appreciated by the country.

A Rise in Corn

Always follows the use of Putnam's Corn Extractor, which cures all kinds of Corns in 24 hours, without pain. Putnam's gives the best results. Use it.

LATE JOHN B. SUTHERLAND.

Appreciative Sketch of Deceased Kingsclear Man.

(St. Stephen Courier.)

J. Brooke Sutherland was born at Kingsclear, York county, N. B., forty years ago, of Scotch parents from Sutherlandshire. His father, the late James Sutherland, was an honored justice of the peace in York County for many years. He was the eldest of six sons, only one of whom is now living, J. H. Sutherland, road master of the C. N. railway at Norwood, Manitoba.

He was educated at the Fredericton high school and the New Brunswick University, where he was a distinguished scholar and captured many medals.

On leaving Normal School in 1889 he went to St. Andrews, holding the principalship of the schools there until 1892 when he came to Milltown and assumed the principalship in succession to Mr. Kerr, which position he held at the time of his death.

The high school was then greatly reduced and had only eighteen pupils in attendance. The trustees had about decided to close the school.

With earnest endeavor Principal Sutherland went to work and his conscientious labors soon saw it grow until the Milltown schools became known as among the most efficient in the province, the Charlotte county scholarship at the university being won by its graduates for several years past.

The attendance at the high school increased steadily until recently it has numbered sixty and an assistant teacher has been employed.

He was devoted to his work, and his interest in his pupils did not cease with their departure from school. Many a young man and young woman has received private instructions at his hands, for which no pecuniary reward would be accepted. He was largely instrumental in having the high school grounds graded and planted with shade trees.

W. W. Graham, the veteran chairman of the school trustees, says of his work: "We will never get his equal."

Eight years ago he was united in marriage with Miss Minnie Dewar, eldest daughter of Mr. and Mrs. Peter Dewar, who was then and has remained an efficient teacher in the primary department in the Milltown schools, and to whom the sincere sympathy of the community is extended.

Mr. Sutherland was the treasurer of St. James Presbyterian church and was also the Worshipful Master of Victoria lodge, No. 26, F. and A. M., at the time of his death.

A Scientific Voice Improver.

Because of its strengthening influence upon the vocal chords, Catarrhzone cannot be too highly recommended as a wonderful voice improver. It almost instantly removes huskiness or hoarseness, thus insuring clearness and brilliancy of tone. Catarrhzone keeps the mucous surfaces in perfect condition, and its regular use absolutely prevents colds and throat irritation, thereby removing the singer's greatest source of anxiety, unfitness of voice. The most eminent speakers and Prima Donas would not be without Catarrhzone and credit in no small degree their uniform strength and brilliancy of tone to its influence. The hard rubber inhaler fits conveniently into a purse or vest pocket, and may be used in the church, theatre, any place or time. Complete outfit \$1. Small sizes 25c. Druggists or Polson & Co., Kingston, Ont.

He alone is truly a king who has subdued his rebellious passions.

Men of culture are the true apostles of equality.

The World Needs Nerve.

Needs it in business, in the study, in the household. Irritability, weakness, lack of strength—the blue feeling—why they just tell you that you lack nerve. You'll use Ferrozone? My! What an appetite you'll get, how quickly the color will return to your cheeks, how buoyant you will feel! Work! of course you'll work, for you will enjoy it. That is, if you will use Ferrozone. It gives nerve strength, muscular endurance, and invigorates the brain splendidly. Sold by all druggists and medicine dealers.

Actions have an inevitable eloquence of their own. Deeds, not words, prove a lover.

Lever's Y-Z (Wise Head) Disinfectant Soap Powder is a boon to any home. It disinfects and cleans at the same time.

The Four D's.

Charles Spurgeon once said that there were three great enemies to man—"dirt, debt and the devil." He might have added one more and included dyspepsia. The evil results of this disease could hardly be exaggerated. Its effects are felt in head and body, and are as far reaching as the effects of the curse that was laid on the Jews of Rheims which was cursed in "eating and drinking and sleeping, in sitting, in standing, and lying." The good effects of Dr. J. C. Golden Medical Discovery are markedly in aggravated and chronic cases of dyspepsia. It enables the stomach glands to secrete the necessary quantity of digestive fluids, and this in turn removes that craving and gnawing sensation so common to certain forms of indigestion. It tones and regulates the bowels, invigorates the torpid system, gives the blood making power, and assimilative power. "Golden Medical Discovery" cures ninety-eight per cent of those who use it. Pierce's Pleasant Pellets are superior to all other laxative medicines when the bowels are obstructed.

Golden Wedding at Benton.

One of those very rare celebrations, a golden wedding, took place at Benton on August 4th, the bride and groom being Mr. and Mrs. A. F. Brittany. Friends to the number of over fifty were gathered to do honor to the occasion. The weather was propitious and dinner was served on the lawn adjoining their residence. The menu was simply perfect. After grace being said by the Rev. Mr. Flemington the guests partook heartily of the most bountiful spread placed before them. At the conclusion of the feast the health of the bride and groom was proposed by Rev. Mr. Flemington.

They received many valuable presents among which was a purse of \$100.00 in gold coin from the family and friends. The evening was a very enjoyable one being spent in singing and other amusements. After wishing Mr. and Mrs. Brittany all enjoyment possible in the future the guests departed for their respective homes.

ROBBED OF \$10.

Successful Assault on a Former Fredericton Man.

The Port Elgin correspondent of the Moncton Transcript says:

About 1 o'clock Sunday morning, Mr. H. F. Alward went out to see the doctor, and when he arrived at the house he found the doctor away, and again walked out on the street. When he arrived on the street he heard a team, and waited, thinking it might be the doctor returning home. When the team arrived along side of him they stopped, and said, "This is Mr. Alward, is it not?" and Mr. Alward thinking someone wanted to speak to him stepped a little closer to the wagon, when the largest fellow jumped out and caught him by the collar, threw him to the ground and pulled his hat over his face, while the other fellow went through his pockets and relieved Mr. Alward of \$10; they then got into their wagon and drove off towards Baie Verte. Although it was almost as light as day, Mr. Alward does not know who the parties were.

[Mr. Alward is a lawyer practising at Port Elgin, son of Mr. Abram Alward legislative librarian of this city, and brother-in-law of Mr. F. W. Porter.]

Pain in the Back

makes life miserable for many. Can it be cured? Yes, in a night. Nerviline gives a complete knockout to pain in the back, because it is stronger, more penetrating, more highly pain-subduing than any other remedy extant. One drop of Nerviline has more power over pain than five drops of any other remedy, and it is true strength you want when you've got a pain. Your money back if it is not so. Druggists sell Nerviline.

A custard pudding is more delicate if steamed rather than baked. Fifteen minutes is sufficient to steam a cup of custard.

Who can stand in the midst of flames and not burn? So with the human soul in sinful occasions.

In the royal galley of Divine Love there are no galley slaves; all the rowers are volunteers.

Don't dispute with a man whose purpose is wrong.