

MR. FITZPATRICK'S ABLE SPEECH.

Minister of Justice Effectively Replied to Tory Leader

IN THE DEBATE ON THE RAILWAY POLICY.

And Criticized Blair.

When Hon. Chas. Fitzpatrick, minister of Justice rose in parliament to reply to the leader of the opposition, he was greeted with hearty government cheers. He said he had intended at first to explain the scheme by which the government proposed to furnish additional railway facilities to connect the west with the east, but he would deal instead with what he would venture to call the alternative proposition which the leader of the opposition had put forward during his speech. That alternative proposition implied, first, government ownership in the abstract, then the extension of the Intercolonial Railway to Pary Sound, the expropriation of the C. P. R. from Sudbury to Port Arthur, with the acquisition of running rights from that point to Winnipeg, and the extension by the government of the Intercolonial from Riviere du Loup to Edmundston, and thence to Moncton. What does all this imply in the way of expenditure, this extension of the Intercolonial from Riviere du Loup to Temisconati, thence to Edmundston and Moncton, and the acquisition of the Canada Atlantic Railway to Pary Sound? Some time ago, in connection with an application to the Railway Committee, Mr. F. H. Chrysler, K. C., solicitor for the railway, stated that the Canada Atlantic had cost Mr. Booth \$17,000,000. Mr. Fitzpatrick said he apprehended the leader of the opposition did not assume that the government could possibly acquire the line for less than the cost. To extend the Intercolonial system to Pary Sound the government would have to cover the intervening distance between St. Rosalie and Coteau, the eastern division of the Canada Atlantic. The leader of the opposition had informed the House that it cost \$15,000,000 to extend the Intercolonial from Point Lewis to St. Rosalie. What would it cost to extend that road from St. Rosalie to Coteau? In addition to these very large expenditures in order to carry out the alternative proposition of the leader of the Opposition the Government would have to buy the C. P. R. from Sudbury to Port Arthur a distance of 500 miles. Then the Government would have to acquire running rights from Port Arthur to Winnipeg, a distance of 426 miles, or a distance of 1,000 miles altogether. It appeared to him when listening to the hon. gentleman's speech this afternoon that new blood had been infused into the Opposition. He thought he realized how his hon. friend from St. Mary's, Montreal, Hon. Mr. Tarte, must have had some foresight of what Mr. Borden was going to say when a year or two ago he told the House to "wait until you see us next year." (Laughter and cheers.)

SOMETHING FORGOTTEN.

The leader of the opposition did not appear to quite realize what all this meant. At all events, he seemed to have entirely forgotten what the theory and belief of the Conservative party was with respect to government ownership, and had forgotten the utterances of Sir John A. Macdonald, who in 1880, when the C. P. R. was being extended to the west, declared that the government had every right to use all their exertions in order to relieve themselves and the country of the obligation of building this road, and the still greater obligation of running it, and that, with the experience of the Intercolonial before them, it was impossible for the government to run that railway satisfactorily.

"How are the mighty fallen," exclaimed Mr. Fitzpatrick. "What changes have come over the spirit of the dreams of hon. gentlemen opposite. Have they

gone back in their belief, and how do they explain the change of heart that has come over them?" To show that all the Conservative party do not follow the leader of the opposition, he read an article in The Montreal Gazette of August 13, in which it was stated: "This gives one an idea of the actual detriment of government ownership of transportation facilities, inasmuch as it destroys almost every inducement leading to the improvement of rates of travel, whereas under private ownership competition constantly renders improvement imperative."

WHAT THE RAILWAY WILL DO.

What, he asked, was the object, the legislation the Government had submitted to the House was designed to promote? Was the railway an immediate and urgent necessity, and had proper precaution been taken to carry out the object in view, with due regard to public interest? Was the object to procure at the lowest possible cost to the country a common railway highway from ocean to ocean, and wholly within Canadian territory? The result of the construction of the railway, as proposed by the Government would be to open up for settlement immense areas in New Brunswick, Quebec, Ontario, Manitoba, the Northwest Territories and British Columbia, and by so doing in this way to give an answer to those who have said that Canada is a mere fringe of habitable territory on the northern frontier of the United States of America. It was unnecessary to refer to the extent of the country that would be benefited by the construction of this railway or to the resources with which nature has endowed that portion of the Dominion. It would be idle for him to do so after the exhaustive speech by the Minister of the Interior, who had once more, by that speech, established his right to speak with authority on the resources of the Dominion. But a glance at the map would show that the proposed line would open up the northern districts of New Brunswick, Quebec, Ontario, and the Northwest Territories. In Quebec and New Brunswick it was badly needed to open up the country. Settlers had gone in as much as 60 miles from the I. C. R., and the advent of the line would impart a great impetus to the settlement of the fertile tracts of land there. So with Ontario. He spoke of the natural advantages which Quebec offered as a harbor for the largest ships, and urged the claims of that city to equal rights with Montreal, St. John and Halifax, and in connection with the alternative proposition by the leader of the opposition asked whether if it were adopted the proposed route would be able to compete with the rate of 3½ cents from Duluth to tidewater.

CRITICIZED MR. BLAIR.

He quoted Sir Charles Tupper in opposition to government ownership, and also quoted Hon. Mr. Blair, the "high prophet, from a railway standpoint, of the opposition, the only gentleman who had given a moment's consideration to or knew anything about the railway question, who declared in October, 1902, that he was ambitious to build another trans-continental line at once." The statement of Lord Strathcona at the Chamber of Commerce of the Empire was also quoted in corroboration of Mr. Blair as to the urgent need for the proposed railway. Mr. Fitzpatrick said it seemed to him the ex-Minister of Railways might have found some better explanation of the course adopted by the government than when he said they moved forward at the beck and call of Senator Cox. It seemed to him that the ex-minister when he used those words said either too much or too little. He said too much if he did not intend by the words he used to imply something improper on the part of the government; he said too little if he really meant that and did not go further. (Government cheers.) It seemed to him that the ex-Minister of Railways owed it to himself, he owed it to his country, he owed it to the respect that his colleagues bear for him, and to the respect that he is presumed to bear for them, to explain what he meant. Reports had gone forward to the country that this scheme was a scheme propounded by Senator Cox, and he (Mr. Blair) should stop such a vile contemptible insinuation that the government were acting from unworthy motives. "These charges are serious, and now," said Mr. Fitzpatrick, "is the time to make them

good. It is unfair that the impression should be allowed to prevail in this country to serve as a text for every Tory scribbler who wants to attack the Liberal party. I say now that I defy any charge to be made. I repeat that this is the time, this the place, to make good the charge, if it is intended to be made. On the same day, in another place under this roof, a similar expression was heard. One can understand that a gentleman speaking at the time, after dining under the influence of the generous hospitality of the leader of the opposition, should so far forget himself as to make a speech in much the same terms, but it was unpardonable for the hon. ex-Minister to come to the House, and in cold blood make any such insinuation as that."

Mr. Fitzpatrick recalled similar insinuations which were hurled by the opposition against Mr. Blair when he proposed the acquisition of the Drummond County Railway, and read the indignant protest which Mr. Blair made upon that occasion, and called upon that gentleman to act now as he then demanded the opposition should act.

OBJECTIONS ANALYZED.

Continuing, Mr. Fitzpatrick maintained that the dual system of inspection in connection with the construction would secure the highest efficiency at the lowest cost. At the same time the arrangement was such that there would be no water in the stock, no sacrifice of bonds, no sudden growth of wealth of individuals at the expense of the general public. It had been urged that the government was building the lean section and leaving the fat sections to the company; but he asked what became of this argument in the face of Mr. Borden's suggestion to acquire the C. P. R. from North Bay to Port Arthur. What profit was to be had from that lean section? He laid stress on the efficiency of the guarantees the government held for the operation of the railway. If the Grand Trunk failed to operate the road from Quebec to Winnipeg, the key to the western situation, Parliament would see that they did not operate a line from Winnipeg to North Bay. He also laid stress on the provision that the railway from Winnipeg west was to be of the standard of the Grand Trunk line from Montreal to Toronto.

The answer to the allegation that Mr. Hays and the officers of the Grand Trunk would not carry out this agreement was really that the Intercolonial was extended to Winnipeg. At the same time the Grand Trunk Pacific would extend to any point in the Maritime Provinces reached by the Intercolonial. As to the routing question, Mr. Fitzpatrick asked if Canadians in routing traffic would not naturally route the traffic by a Canadian route. If the Grand Trunk people in accepting this aid on the condition that they would send all unsorted freight through Canadian ports on as favorable terms as through American did not do so then they would be guilty of false pretences and there was no remedy that the Parliament of Canada could apply that they would not be justified in applying.

In conclusion Mr. Fitzpatrick said: "What we desire to do is to open up our hinterland, and give breadth as well as length to Canada; to connect the various portions of this country together, not merely by bonds of iron and steel, which are always liable to the corroding effects of time, but to draw them together by a tie that time does not affect except to strengthen, and the force of which increases as years roll by, and as generation succeeds to generation we can each contribute to the bonds which are woven out of flesh and blood. The hand stretched out to us from western Canada, we grasp in all amity and friendship, because we desire that their trade, that their affections, that their political sympathy should turn toward the east rather than toward the south."

Out of the Shadow.

The discouragement, the despair of ill-health, out into the neon-tide glory of health, vigor and strength. Are you seeking this way? Are you wishing to replace weakness by strength, despondency by hope and expectation, pale cheeks and lusterless eyes, by the roses bloom and sparkling eyes. If you but use Ferrozone, you will make rich, red blood, your nerves will grow strong. (Old time vigor will return and with it endurance that will enable you to live an active, energetic and successful life. Remember the name, Ferrozone. Sold by all druggists.

Lever's Y-Z (Wise Head) Disinfectant Soap Powder is better than other soap powders. It is also acts as a disinfectant.

AN AMUSING PARODY.

Montreal Herald's Funny Man Has a Word on the Yacht Race.

The following is from the Montreal Herald's sieve column:
New York, Aug. 18.—(By Speechless 'Phone) Sir Thomas Lipton III. left the Waldorf-Astoria at 8 this morning because he couldn't take it with him. At 9.77 the yachts were measured, and after Sir Thomas had made a few predictions that he would win if he didn't lose, the official measurer gave out his statement. It will be seen by the figures, which are plain to all people who wouldn't know the difference between a yacht and a stove lid, that the Reliance allows the Sham about \$8.90 with 5 per cent. off if paid in 15 days.

The measurements are:

	Shamrock	Reliance
Chest.....	3.11	4.06
Waist.....	14.16	18.21
Starboard leg.....	21.63	43.11
Lee scuppers.....	91.41	32.18
Aft the binnacle.....	21.16	32.11
Balloon jib.....	00.04	00.09
Port tack.....	111.06	121.00
Length of vest.....	04.06	90.00
Pants.....	81.02	61.03
	Opening.	Close.
C. P. R. stock.....	126	126½
Dom. Steel.....	001	000½
Total.....	194.41	106.43

Side and hip pockets.
Wanted by Thursday.

Thus everything is ready for the race. At 4.05 Sir Thomas Lipton predicted victory and at 4.07 also predicted victory. Up to the time of going to press Sir Thomas in fact had predicted 7,481 victories, but how he is going to work them all in when there are only 3 races is too large a problem for S. Teddy Lyre.

How One Million is Spent.

Not less than one million dollars is annually spent by people seeking an absolute cure for Catarrh, Bronchitis and Consumption. Numerous are the remedies, but the one standing pre-eminently above all others is Catarrhzone. It cures these diseases because it is sure to reach them. Catarrhzone is inhaled into the lungs, throat and nasal passages, and bathes every part of the diseased membrane with its germ-killing, healing vapour. You simply breathe Catarrhzone and it cures. Price 25c. and \$1 at druggists, or Polsoa & Co., Kingston, Ont.

DRIFTING TOWARD ANARCHY.

King of Servia in Hands of Military Camarilla.

London, Aug. 19.—The Times' Belgrade correspondent says that the outlook in Servia is dark, and the country seems drifting into anarchy. The result of the Ministerial crisis shows that King Peter is completely in the hands of the military camarilla which placed him in power. The conspirators had their own way in the reconstitution of the Cabinet. The removal of the advanced Radicals, Shirovitch and Etoyanovitch, from the ministry were further triumphs for reactionaries, in view of the long-standing feud between the army and the Radical party. The Radical chiefs, however, are not reluctant to part company from the present Ministry as they now obtain a free hand for the approaching elections. The elections, which were fixed for August 28, will undoubtedly result in an overwhelming victory for the Radicals. The conflict between them and the army will then become acute, rendering King Peter's position still more unenviable. His recent threat to leave the country may then be translated into a reality.

A REGIMENT'S STRONG PROTEST.

Remarkable Scene at a Military Parade at Dover, England.

London, Aug. 19.—The Buffs regiment are in a state of great excitement over a sentence of one year's imprisonment with hard labor pronounced upon Corporals Beerling and Bowen; and a remarkable scene was witnessed a few days ago when the regiment was paraded on the Western Heights of Dover to hear the sentence promulgated.

The two men had hitherto borne good characters, Beerling having been promoted for gallantry in South Africa. They were found guilty by court martial of "enticing Sergeant Major Neil, Royal

Artillery, from his quarters at Lydd, and maliciously assaulting him, with intent to do grievous bodily harm."

The evidence of the court martial was to the effect that someone went to Neil's quarters at night and asked for a glass of water for a soldier who had been taken ill on the plains. This appears to have been a ruse, and when Neil got outside he was violently beaten.

The case was a peculiar one, and resolved itself into a question of identity.

The verdict has caused intense feeling in the regiment, and the matter is to be reopened before the judge-advocate by Mr. Bradley, the solicitor for the defence, who objected to certain evidence.

When sentence was pronounced on the parade Bowen stood erect, and in a loud voice said: "I am perfectly innocent; I know nothing of the charge." Then, overcome by his feelings, he fainted.

The non-commissioned officers and men followed the prisoners in a body to the cells, and gave them a hearty hand-grip.

A regimental impromptu meeting was held, and funds to the extent of £80 were raised to intercede in the prisoners' behalf.

"It is the little rift within the lute which ever widening, makes the music mute." It is just a little rift in the health of a woman often, which gradually takes the spring from her step, the light from her eyes, the rose from her cheek and the music from her voice. Perhaps the bug-bear which has frightened the woman from the timely help needed at the beginning has been the dreaded questions, the obnoxious examinations, the local treatments of the home physician. There is no need for these. Nor is there need for continued suffering. Dr. Pierce's Favorite Prescription can be relied on by every woman, suffering from what are called "female troubles," to renew the health and cure the disease. Women are astonished at the results of the use of this medicine. It not only makes weak women "robust and rosy cheeked," but it gives them back the vigor and vitality of youth.

Free. Dr. Pierce's People's Common Sense Medical Adviser, 1,008 pages, is sent free on receipt of 31 one-cent stamps to pay expense of mailing and customs. Address Dr. R. V. Pierce, Buffalo, N. Y.

Hon. Mr. Costigan's Address.

Hon. John Costigan in speaking in the railway debate at Ottawa, said it was surprising to hear the Opposition speakers declare that the Government had rushed into a scheme without having the necessary information, and yet the gentleman who made this declaration exhibited a most complete and accurate knowledge of the nature of the country through which the road was run, being able to tell the House the mountains, the ravines and other natural difficulties to be overcome. Touching the position taken in reference to the government's proposition by Mr. Blair, whom he had supported for many years, Mr. Costigan said he had no desire to say anything offensive to that gentleman, but no reason yet given for his retirement from the government and the condemnation of its policy had satisfied him that it was the real reason that induced him to resign. Mr. Costigan reviewed the geographical conditions of the country through which the railway was to run and pointed out that Mr. Blair's description, of the passes in the Rocky Mountains through which the road will be built was altogether at variance with the facts. He cordially endorsed the resolution. Mr. Costigan expressed sympathy with Hon. Mr. Tarte, who had been displaced from his place of honor, according to the opposition, the best Minister that the government had had, having been supplanted by the Hon. Mr. Blair. In conclusion, he declared that the people of New Brunswick were to a man behind the government's proposal.

Dreadful Spinal Pains.

Weak back, pains in the side, number their victims in thousands. Only very powerful and penetrating remedies will reach these distressing complaints. Nerviline is as sure to cure them as anything in the world can be sure. One drop equal in pain-subduing power to five drops of any other. Patent, penetrating, persistent in action, these express the qualities of Nerviline. Druggists everywhere sell it.

Do not rush out into a freezing atmosphere, either for a long walk or ride, very soon after eating.