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FINANCIAL SIDE OF THE QUESTION.

Laurier Refutes Opposition Arguments

AS TO COST OF GRAND TRUNK PACIFIC.

Company Solemnly Bound to Ship to Canadian Ports.

Discussing the financial features of the Grand Trunk Pacific contract at Hamilton, Sir Wilfrid Laurier said: "You will ask me what are the terms which we are paying the Grand Trunk Pacific for the contract. We are told by the Tory papers, by Tory orators, that the price we are paying is extravagant. Mr. Borden has been in this province, and he has told us again and again that in the contract which we have made with the G. T. P. we are to pay nine-tenths of the cost and the Grand Trunk are going to pay one-tenth, and he asks is that a fair agreement. Well, gentlemen, I have been juggling with figures before, but I never saw such juggling with figures as this. It is very simple. I will give you the particulars and leave it to you whether there is the slightest justification for the assertion often made and repeated by him that we are going to pay nine-tenths of the cost and the Grand Trunk pay only one-tenth. The road is to be divided into two sections, the eastern and the western section. The eastern section shall commence at Moncton and end at Winnipeg. It is to be built by the government of Canada, but it is to be leased to the company at 3 per cent. of the cost of the construction of the road. There is nothing very onerous for the government of Canada.

Nor the People of Canada

in this. Suppose it cost \$70,000,000 suppose that the government borrow \$70,000,000 at 3 per cent., the company give us in rental all that we pay in interest. Is that very good arithmetic? You have often been told that I am not a man of business. I do not pretend to be a man of business. I have good business men around me, Mr. Paterson, among others, and when we came to this question I left it to Mr. Paterson and others to solve this; but really, gentlemen, when I hear some men talking as men of business I am surprised, I may say, at my own modesty and moderation. (Laughter and cheers.)

Let us go further on this point. We construct the road. Suppose it costs 3 per cent. interest on the \$70,000,000 we borrow at 3 per cent. We have men in Canada who pay us 3 per cent. on the amount we borrow. How much shall we be out of pocket? According to my poor estimate, the estimate of a modest man, who does not pose as a man of business, it seems to me that we shall not be one cent out of pocket, because if you build a house and borrow \$10,000 to build it, and when you have built it, if you find a tenant who will take it for the interest you have paid on the amount borrowed, you will not be one cent out of pocket, and that is exactly the position in which we are, with a slight modification, to which I will come in a moment.

Finance of the Western Section.

Just let us take the other section from Winnipeg to the Pacific Ocean. It will be built by the company but out of their own money, borrowed by themselves, got by themselves. But it is true that of the amount of money that they will have to invest in the work we will guarantee three-quarters. In other words, we shall endorse their note for three-quarters of the amount they have to expend. Well, experience shows that sometimes an endorsed note has to be paid. (Laughter.) At all events, so far as our part is concerned, there is no fear at all. One thousand miles of that road is on the prairie, and it is admitted on all hands that on the prairie the road will pay from the very first. There will not be any difficulty, and we shall not be called upon to pay one dollar. For the mountain section, I admit, there is some risk. But we cannot take an enterprise without any risk. But even with the risk I ask by what process of imagination or false reasoning can Mr. Borden tell the people of Ontario that we are to pay nine-

tenths of the construction of that road? I have had some experience in politics for some time now; I am no longer a young man. I have been for 29 years in public life. I have followed it pretty closely, and I have always admired Conservatives' capacity for swallowing. (Laughter.) Whatever their leader told them they would swallow. But it seems to me that this time the error is too big. They cannot swallow it. At all events, if they swallow it this time—I have seen them swallow other errors—I must say that their throat is not made of human flesh, but is made of some kind of India rubber. (Loud laughter.)

The Cost to the Country.

Now, gentlemen, there is something more than that. You cannot expect that we shall have this railway in operation from ocean to ocean without it costing something to the Canadian treasury. What will it cost? I shall show you under our contract what it will cost. I have told you that we are going to build the eastern section ourselves, and that we are to rent it immediately to the Grand Trunk Pacific, which undertakes to pay 3 per cent. interest. We have agreed with the company that we shall not charge them any interest for seven years. And therefore for seven years we have to bear the cost of that; that is to say, we have to bear the cost, as a contribution direct from the Canadian treasury towards this enterprise, of seven years' interest upon the eastern section. Now, upon the western section, upon the prairie section there is no question of interest; it is paid by the company immediately. But upon the mountain section of 480 miles, or thereabouts, we have agreed to pay the interest upon three-quarters of the bonds for seven years. Therefore all we shall have to pay out of the Canadian treasury, if our bargain holds good, as I am very sure it will, as the condition of the country warrants us in believing, will be seven years of interest upon three-quarters of the cost of the mountain section in the western division. How much will that be? Well, gentlemen, there have been many calculations upon that. Mr. Borden has made calculations. Mr. Fielding has made calculations. Other individuals have made calculations. The first thing to determine is the quantity of mileage. Upon this there is no trouble. Between Quebec and Moncton it is 400 miles; between Quebec and Winnipeg it is 1,475 miles; what will be the cost? I shall not take the figures of Mr. Fielding nor of Mr. Borden. I shall take the figures of the Government engineer, Mr. Collingwood Schreiber. He estimates that the railway between Quebec and Moncton will cost \$25,000 per mile, and the railway between Quebec and Winnipeg \$28,000 per mile. To be on the safe side, let us add twenty-five per cent., as Mr. Fielding has done. Well, then, the cost of the railway from Moncton to Winnipeg, 400 miles, will be \$12,500,000, and the 1,475 miles from Winnipeg to Quebec will be \$51,625,000. Then the interest on construction is estimated to be \$7,031,975. So that the total capital of \$64,125,000 and the interest of \$7,031,975 makes a total cost of \$71,156,975.

Outlay Less Than Surplus.

Now the interest, the cash interest, upon that sum for seven years is estimated by the officers of the government to be worth \$10,655,562. Upon the other side, in the mountain section, I take the figure of a well-known Conservative in this audience, the evidence of Mr. Barker, the present member, but no longer the member, I suppose, for the city of Hamilton. (Applause.) Mr. Barker's figures were \$56,000 per mile. That would make the total cost of the mountain section \$26,888,000. We guaranteed the interest upon three-fourths of that amount, which is \$20,166,000. We pay the interest on that amount for seven years. The expert of the Finance Department calculated that the cash value of seven years' interest upon \$20,166,000 is \$3,177,794. Therefore, the total cash value of the interest, which you are going to pay for the two sections is \$13,833,356. Thus, according to the contract which we have made, if it turns out to be correct, as we hope, if the road is as well built as we are sure it will be, the total outlay of the Canadian people to secure this great enterprise from ocean to ocean will be a little more than thirteen millions, or a little less than the surplus of one year under the Fielding tariff. (Applause.) Well, is there very much in all that to scare the Canadian people? The surplus last year was \$14,345,000. If, therefore, the government should set aside out of this sum \$13,833,356 it would provide for the full payment of seven years' interest, which is all the obligation that the government are to bear with respect to the whole line from ocean to ocean. The surplus for 1904 is \$16,000,000. This will pro-

vide for the financial obligation of the government and leave a balance of about \$3,000,000. Is there anything in all this to scare Canadians? Are they not ready to face the issue and say from the east to the west, "Go forward and construct this Grand Trunk Pacific Railway, this great Transcontinental Road!"

Must Go to Canadian Ports.

Having been defeated also upon this objection, they have another, and what is the next objection? They say, "Why your policy is to have a railway which will take goods to Canadian ports, but you have not made any provision to force the company to carry the goods to Canadian ports." Well, our friends, as I said, are difficult to satisfy. Here are the terms of agreement. Let me call attention publicly to them, to the following stipulation in the agreement we have with the company which bears their signature, and which has been sealed:—"It is hereby declared and agreed between the parties to this agreement that the aid herein provided for is granted by the government of Canada for the express purpose of encouraging the development of Canadian trade and the transportation of goods through Canadian channels. The company accepts the aid on these conditions, and agrees that all freight originating on the line of the railway or its branches not specifically routed otherwise by the shipper, shall, when destined for points in Canada, be carried entirely on Canadian territory, or between Canadian inland ports, and that the through rate on export traffic from the point of origin to the point of destination shall at no time be greater via Canadian ports than via United States ports, and that all such traffic, not specifically routed otherwise by the shipper, shall be carried to Canadian ocean ports.

"The company further agrees that it shall not in any matter within its power directly or indirectly advise or encourage the transportation of such freight by routes other than those above provided, but shall in all respects in good faith use its utmost endeavors to fulfill the conditions upon which public aid is granted, namely the development of trade through Canadian channels and Canadian ocean ports."

Nothing can be stronger than this enactment. The company is bound as closely as the English language can bind it to take its freight to Canadian harbors. But what guarantee have we? We have not only the guarantee which we have with every company, but we have in addition abundance of remedies against the company.

The Company Bound.

What are they? First of all, should the company not live up to their undertakings, and not take the freight to St. John and Quebec, but to Portland, we can bring them before the Railway Commission and enforce the specific performance of the conditions of the contract. That is strong enough of itself, and it would be quite sufficient, but I would not be satisfied for my part if we have to have a law suit with the company to enforce this contract. We have better than that. What is it? We have this. We have the interest of the company themselves. They are bound to do what they have agreed to do for this reason, that the route via Quebec is far shorter to the ocean than the route via Portland. But that is not all. The company have agreed to pay three per cent. upon the cost of the road, and therefore in order to carry on their undertaking, in order to pay the rent which the company have agreed to pay, the company will be enforced to bring the traffic over that road, otherwise they cannot have the money to pay it, and will be a defaulter, subject to all the penalties of insolvent debtors. (Hear, hear.) This shows you the value of objections which have been raised against this company. (Applause.)

"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 examination, 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, 1008 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.

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The best medicine for restoring vigor and strength is Ferrozone. The time to take Ferrozone is when you first feel tired, and when appetite fails, when nerves get irritated.

Its record is marvellous—it makes you feel strong and sturdy, brings health that outlasts old age. Mrs. Mary Melong, of Harbor Bouche, Nova Scotia, writes:

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Get Ferrozone. It will make an unexpected improvement in your looks, your feeling, your health. 50c. per box, or six for \$2.50. By mail from N. C. Polson & Co., Hartford, Conn. U. S. A., and Kingston, Ont.

FIGHT FOR THEIR BRAINS.

The Deadly Peril of Workmen in a Manhole.

New York, Oct. 12.—A number of workmen employed in a manhole on Broadway, near Thirty-ninth street had a narrow escape from having their brains kicked out by a dray-horse which had partly fallen in the hole. Coming down Broadway at good speed was an American Express wagon, in charge of Joseph Jordan, of No. 330 East Fifty-second street. An automobile, which was being driven by Paul Milliz, of No. 252 West Thirty-eighth street, darted across, back of a northbound street car, straight in front of the express wagon.

Jordan threw all his weight on the reins and brought his horses to their haunches, barely missing poleing the automobile. The machine, however, struck the pole and toppled the horses over until the big bay, crashing into the little guard at the manhole, knocked it over and the next moment one of his hind legs shot down into the opening.

As the animal, frenzied and bleeding from cuts, struggled to extricate itself, the driver feared to touch it, believing that its hoofs had touched a live wire in the manhole. Several workmen in the cavern grasped the animal's leg and it was their efforts to restrain the animal from beating their brains out with its hoof that terrified the brute and caused the belief that it was being killed by electricity.

It was not until a line of cars extending from Fiftyth street on the southbound side had been blocked, and the horse had exhausted itself, that anyone dared to touch him. After an hour's work, by means of the wagon-pole, the animal was raised to the street.

Neuralgic Headache is Usually

Attended with blinding pains, but relief comes quickly when Nerviline is applied, for it is the strongest pain-reliever in the world. "I consider Nerviline a most magical remedy for neuralgia. I am subject to violent attacks," writes Mrs. E. G. Harriss, of Baltimore, "but never worry if Nerviline is in the house. The very prompt relief that Nerviline brings makes it priceless to me. A few applications never yet failed to kill the pain. I can also recommend Nerviline for stiffness in the joints and rheumatism." Try Nerviline yourself. Price 25c.

Crew Went to Sleep.

Warrensburg, Mo., Oct. 12.—The evidence before the Coroner's jury which is investigating the Missouri Pacific collision near here yesterday, when twenty-nine lives were lost and more than fifty persons injured, tends to fix the responsibility upon the freight crew, three of whom went to sleep and failed to know that the ill-fated passenger train had not gone by before they started out from Montserrat.

IT MEANS PROSPERITY.

Striking Testimony to the Liberal Policy.

Montreal, Oct. 13.—The Simplex Railway Appliance Company, which,

on coming into Canada a few years ago, employed 50 men and supplied one railway, have decided to spend two and a half million dollars in the erection near Montreal of a gigantic plant that will comprise fifteen different kinds of shops and mills, and will give employment to fifteen hundred men.

"What more striking proof can we give to our entire satisfaction with the conditions afforded us by the Liberal government?" said Mr. Wilson H. Butler, of New York, Vice-President of the Company, today, "than that we consider the outlook so promising that we are willing to spend so much money? Besides giving employment to men at our plant here, our orders are large factors in keeping the Pratt & Letchworth Casting Co. at Brantford and the Smith's Falls Malleable Iron Co. running to their full capacity. Our motto everywhere is Canadian men and Canadian supplies. The plant that we will erect will include the following:—A bolster and brake beam shop, which will be 410 feet long, and alone will cost \$80,000; a steel car shop that will be over 700 feet in length; a machine and blacksmith shop, a truck shop, a paint shop, an erecting shop, a saw and planing mill, an engine and power house, a foundry and a stores department.

"The policy of the Laurier government means prosperity, and the longer we have the present government the better for the country."

Fools Use Washes and Sniffs

Thinking perhaps they will cure Catarrh, but no one ever heard of a genuine cure following such senseless treatment. There is just one prompt and thorough cure for Catarrh and it is fragrant healing Catarrhozone, which goes right to the root of the trouble. It destroys the germs, heals the inflamed membranes and cures the case, no matter how obstinate or long standing. "I experimented for years with Catarrh remedies but found Catarrhozone the most rational and satisfactory," writes W. J. MacEachern, of Waterville. "It cured me for all time." For a sure cure use only Catarrhozone. Complete outfit, \$1.00; trial size 25c.

VETERAN LIBERAL NOMINATED.

Mr. Louis Alphonse Boyer Will Oppose Mr. F. D. Monk.

Mr. Louis Alphonse Boyer, the Liberal candidate in Jacques Cartier, is a veteran in the political life of the country. Despite that fact, he retains all his keen interest in public affairs, as well as sporting matters, and is well known throughout Jacques Cartier county, where he resided for many years. He is regarded as the strongest candidate that could possibly have been secured, and his consent to accept the nomination has aroused great enthusiasm amongst the Liberals of the county, who are working with redoubled energy to secure his election over Mr. F. D. Monk.

Mr. Boyer was born in Montreal in 1839, and is a son of the late Mr. Louis Boyer, who was for many years a provision merchant on a very large scale there. He was educated at St. Mary's College, and then joined his father in business, in which he continued for many years, amassing considerable fortune. For several years he was mayor of St. Lambert and Reeve of Chamby county. He later resided at Lachine, in Jacques Cartier county, for some years, and took a prominent part in local municipal affairs. He sat several times as councillor of Lachine, and was one of the principal promoters of the water-works and electric system for that town.

Mr. Boyer first entered Dominion politics in 1872, when he redeemed the ancient Conservative district of Maskinonge, winning by a majority of 239, and was re-elected in 1874. In 1878 he retired, being appointed by Hon. Alex. McKenzie, as flour inspector, which office he held for ten years, finally retiring from active business.

Pneumonia is Filling the Hospitals.

Every day we hear of someone being taken with pneumonia. The only preventive is to get strong and keep your body healthy. Take Ferrozone, which makes the rich red kind of blood that nourishes and stimulates the entire system. "I was all run down and an apt subject for pneumonia," writes A. B. Charters of Burlington, "when I tried Ferrozone. I didn't believe it was possible for Ferrozone to build me up so quickly. In a few days my appetite improved, color came into my cheeks and I felt stronger. I gained eight pounds and regained my old time vigor through Ferrozone." Try Ferrozone, it assures health. Price 50c.

The longest telephone wire span in the world is 3,200 feet from pole to pole spanning the Susquehanna near Lancaster, Pa.

In Boston there are one and a half electric lights for each person.