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TORIES WASTED VALUABLE TIME.

Minister of Railways Single Handed

TOO MANY FOR HIS CRI- TICS.

Long and Useless Discus- sion About Private Cars.

In the House of Commons at Ottawa on Monday the Tory opposition raised the annual howl about the I. C. R. private cars. The item in the estimates being discussed was as follows:—

Governor General's car, repairs and alterations, \$2,000.

Mr. Bennett.—I would like to ask the minister how many of these so-called government cars there are. I myself saw two government cars standing in the Union Station at Toronto, and there was not a minister in them. It was a party of ladies.

Mr. Sam Hughes.—A pleasure excursion up the line; and when an hon. member of the House dies, and his fellow members wish to attend his funeral, they have to pay for their own Pullmans. The government would not even provide a private car to take the body of the late Mr. McCreary to Winnipeg. I thought it was simply disgraceful. These cars can always be got by any of the ministers or their friends who want to make a junketting trip through the country, making exhibitions of themselves and laughing at the poor farmers in the fields. And yet when a member of the minister's own party dies, his body is sent in a baggage car to the Northwest.

A Deserved Rebuke.

Mr. Emmerson.—I think the hon. gentleman's language is not within proper bounds. The use of private cars is today just what it has been since there have been private cars.

Some hon. members.—No, no.

Mr. Emmerson.—I happen to know something about that. When a minister applies to the Department of Railways for a car, it is assigned to him and the department knows nothing about the purpose for which he wants it. The ministers do not own private cars. The Department of Railways and Canals has, I think, four official cars, of which two are at Ottawa, and if a minister wants one in connection with any business he may have in hand, and if it is in the yard here he gets it on his requisition. Beyond that the department has no knowledge. I am sure the statement made by my hon. friend about junketting is simply a figure of speech. With respect to the statement of my hon. friend I would say that this is the first time that there was a request made to the Department of Railways for a car to go to Winnipeg on the occasion of the much lamented death of Mr. McCreary. I never heard of it before. I am sure the Department of Railways would have been only too pleased to have met the wishes of Mr. McCreary's friends.

Mr. Bennett.—What is the rule as to the extent of relationship governing the sending of these cars across the country? Has the minister any policy on the subject?

Mr. Emmerson.—I thought I made myself quite clear, that any minister asking for the use of a car can get it if there is one available. This is the custom that has prevailed for a great many years, long before this government came into power, and it continues. The department does not have a record as to the use to which a car is to be put. That must be for the judgment of the minister getting the use of the car.

Small Potato Questions.

Mr. Bennett.—How many of these government cars are there?

Mr. Emmerson.—There are two here for that purpose.

Mr. Bennett.—How many at other points?

Mr. Emmerson.—At Moncton there are three official cars. Then there is the Governor General's car, with which the Railway Department has nothing whatever to do.

Mr. Fowler.—That makes five outside of the Governor General's car?

Mr. Emmerson.—Yes.

Mr. Fowler.—Is it true that some time last year one of these cars was sent from Moncton to California? If for, for what purpose was it sent?

Mr. Emmerson.—What time does my hon. friend refer to?

Mr. Fowler.—Say within the last two years. I think it was some time last year.

Mr. Emmerson.—Sir William Mullock had one of the cars to go to Mexico.

Mr. Bennett.—How much money is invested in these private cars?

Mr. Emmerson.—These are practically the same cars as have been owned by the government since the early days.

Mr. Bennett.—No, the hon. gentleman was quite wrong in the history of these government cars.

Mr. Emmerson.—I could not tell you the amount of money invested for that reason.

A Tory Misstatement.

Mr. Bennett.—There was only one government car in the old days and that was the "Jamaica."

Mr. Emmerson.—They began with one.

Mr. Bennett.—And these magnates have now five. I suppose that is because the ministers have always lived in private cars of their own. What do these cars cost on an average?

Mr. Emmerson.—I can tell my hon. friend that he is very much mistaken when he says the late government had only one private car. I remember that the time of the funeral of the late Sir John Thompson, down at Halifax, there were four different ministers who had private cars at the time, each one having a car of his own.

Mr. Bennett.—Is the hon. gentleman sure that those four carriages were owned by the government at the time?

Mr. Emmerson.—Quite certain.

Mr. Bennett.—What were the names?

Mr. Emmerson.—I could not tell you that. One of the cars now in use cost \$4,500. Another one cost \$9,500. The one bought for the Duke and Duchess cost \$20,000.

Mr. Fowler.—Are you building another private car?

Mr. Emmerson.—There is something for the Governor General and I was going to explain that when I got the opportunity.

Mr. Fowler.—Is there not an item of \$18,000 to build a new car?

Mr. Emmerson.—The Railway Commissioners will require a car if they have not already purchased one.

Mr. Fowler.—That is ordered now.

Mr. Emmerson.—Whether they have actually ordered it or secured it I do not know.

Mr. MacLean.—How much is it to cost?

Mr. Emmerson.—\$20,000.

Mr. Fowler.—The hon. minister has not answered my question about that trip to California.

Mr. Emmerson.—There was no trip that I was aware of to California, except the one to Mexico.

Mr. Fowler.—This private car was sent to Moncton in connection with Mr. Tiffin.

Mr. Emmerson.—Mr. Tiffin is the general traffic manager and he has an official car in which he travels on business. Whether he went in it as far as California or not I am not in a position to say.

Mr. Fowler.—Mr. Tiffin was away on leave for six months, and it was during that time he had this car.

My information is that during those six months he had this car with a party of friends, and went to California in it at the expense of the people of Canada.

Mr. Emmerson.—It would not be at the expense of the people.

Mr. Fowler.—The government own the car.

Mr. Emmerson.—Yes, but if he took the car away on such a trip it would not be at the expense of the government.

Mr. Fowler.—Would he pay for haulage?

Mr. Emmerson.—That is a courtesy extended by railways.

Mr. Fowler.—What would he pay?

Mr. Emmerson.—He would pay his living in the car and all the expenses connected with it.

Mr. J. D. Reid.—Is it not a fact that when private cars are used by other ministers than the Minister of Railways the railway companies generally charge for the haulage?

Mr. Emmerson.—That is paid by the individual minister and not by the government. All the expenses are paid by the individual and he simply has the use of the car.

Mr. Sam Hughes.—I would not say a word about private cars. If the minister goes off on business, it is his duty to travel in a private car, but what irritated me was that at the very time when poor McCreary's body was sent away in a baggage car, I heard from Liberal members in this House—

Mr. Emmerson.—I am only sorry my hon. friend did not state the matter to me. All that would have been necessary would have been to mention the fact to me. I never heard a whisper of it. I regret that the suggestion did not occur to myself.

Car No. 109.

Mr. Monk.—What is the name of

the car built for the Duke and Duchess of York?

Mr. Emmerson.—No. 109.

Mr. Fowler.—Is that the one the minister uses for his own private use?

Mr. Emmerson.—Do not put it in that way. It is the car that has been used by the Minister of Railways, and I have had the temerity to use it now.

Mr. Sam Hughes.—Perfectly right.

Mr. Fowler.—I understand that the hon. minister went to Nova Scotia with a party of friends. I presume he had car No. 109.

Mr. Emmerson.—That is the car I had.

Mr. Ingram.—What private cars were there in connection with the government railways and used by the ministers in 1896?

Mr. Emmerson.—There is one additional car now over those that existed in 1896 in connection with the Department of Railways.

Mr. Fowler.—The government is going to provide an additional car for the governor general and also a car for the railway commission. Besides this they have one additional car since 1896. That makes three new cars since 1896.

Mr. Bennett.—In the four cars which he says were owned by the government prior to 1896 does the minister include the governor general's car?

Mr. Emmerson.—No.

Mr. Bennett.—What were the four cars?

Mr. Emmerson.—There was the Ottawa, the Cumberland, a car known as No. 34, and another whose name or number I do not know.

Mr. Bennett.—Where the four cars kept?

Mr. Emmerson.—Two here constantly—the Ottawa and the Cumberland.

Mr. Fowler.—And where were the four in commission?

Mr. Emmerson.—I gave the exact information to answer that question, but I have not the notes at hand, and I cannot remember.

Mr. Fowler.—I think we ought to be able to get the exact number of these cars, there are not so many of them. The minister says that in 1896 there were four cars: I want to know whether those four are still in commission and if so, where are they used.

Mr. Emmerson.—We have two cars at Moncton, one No. 75, used by the general manager and the general superintendent, the other, the number of which I do not know, is used by the traffic manager. Then we have one used by the deputy minister, which was also used by the deputy minister previous to 1896; that is known as the Ottawa. Then we have the car known as the Montreal; I do not know her number. In addition we have the car No. 109, the one that has been used by ministers. That makes five, and as I stated there were four previous to 1896; the fifth is the governor general's car.

The Car Ottawa.

Mr. Fowler.—The Ottawa, used by the deputy minister, is that also used by members of the government.

Mr. Emmerson.—It is still known as the deputy minister's car, and is used largely in the business of the department. When it is not engaged on that business it is used by members of the government.

Mr. MacLean.—Are the two new cars to be built in Canada?

Mr. Emmerson.—There is only one car to be constructed, the governor general's car, which is to be constructed in Canada.

Mr. MacLean.—I think he said the railway commissioners had ordered a car for themselves.

Mr. Emmerson.—They purchased a car, I think they got it for immediate use, from the Pullman Company.

Mr. Fowler.—Where are they going to have this car built?

Mr. Emmerson.—I do not think I should tell my hon. friend at this moment. I have an offer from people in Canada, but I am not prepared to accept it until the vote is passed.

Mr. Fowler.—How many officials do they carry with them?

Mr. Emmerson.—They have at least one engineer and they have a number of secretaries.

Mr. Fowler.—Does each one have a secretary?

Mr. Emmerson.—Not each one. They have one secretary and they require a stenographer, and I think they will require a legal assistant.

Mr. Fowler.—Have they any yet?

Mr. Emmerson.—I think they have one.

Mr. R. L. Borden.—Will they take a chaplain with them?

Mr. Emmerson.—Is my hon. friend open for such a position?

After further discussion the item passed.

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Monkey Brand Soap removes all stains, rust, dirt or tarnish—but won't wash clothes.

COMMAND FOR DUNDONALD.

Premier Balfour's Statement in the British House.

Whether He Gets It Depends on Finding of Army Council.

London, July 29.—In the debate on the finance bill in the House of Commons last night Sir J. Colomb anticipated an increased expenditure on the navy, and he urged that the question of colonial contributions be brought to the notice of the colonies. Mr. Austen Chamberlain, the Chancellor of the Exchequer, replied that he never concealed his hope that in the years to come those great nations of our own flesh and blood would take a larger share in the welfare of the empire as a whole, but after the sacrifices made by the colonies in recent years and during the South African war it was a difficult matter to make their present contributions the subject of criticism or reproach in debates in the House. They were less likely to secure the good-will and assistance of the colonies that way than by making a direct appeal when they met to discuss common interests. Any contributions which they might make now or hereafter must be their free gift to the service of the empire. "We value their present contribution," he said, "chiefly for the sentiment they show in the common ties. If in the future these ties be strengthened in any way the least of the many advantages we shall reap is that the empire will be more united, the whole feeling more keenly its common interest and common duties to the flag sheltering us all."

Irritating to Colonies.

Mr. Broderick regretted these calculations regarding the share of the colonies in the navy upkeep. They were irritating to the colonies. We had control of the fleet, and a good many colonies might not need a fleet. Those who did—he would not say all—had subscribed something to the fleet. Other colonies subscribed very largely to their own defence. Those who paid the piper called the tune. They could not expect that the colonies, whose foreign affairs were administered for them by the House of Commons, would contribute equal shares with those controlling the administration.

Mr. Robertson.—Why did you ask them to?

Mr. Broderick said a great deal had passed between the ministers of the colonies and Mr. Joseph Chamberlain. There had never been any indisposition on the part of the colonies to bear a fair share of the expenditure, but this was not the occasion to press the matter.

Premier Balfour, replying to Sir E. Vincent, said the problem of the calculation of the number of land forces necessary to have available at home for strengthening the forces in India and Canada, where the empire was not capable of defence, depended largely on the character of the troops.

A Command for Dundonald.

Before the incident ending in the recall of Lord Dundonald, said the premier, it had been intended that he should be given a command under the new army scheme and would shortly have been recalled for the purpose. His appointment would now be subject to the finding of the Army Council upon the merits of the Canadian affair.

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complexion that money can buy.

Miss Minnie E. Stirling of Lancaster, writes, "I can recommend Ferrozone to everyone who needs something to clear up the complexion. Before using Ferrozone my skin was sallow and had a very unhealthy color. After the first box of Ferrozone there was a great improvement and when I had used three boxes I felt much better and had a satisfactory color in my cheeks."

Mrs. C. T. Warwick of Bradford, says: "My daughter was greatly benefited by using Ferrozone. She used to have a sickly color and never looked as if she was very strong. After using two boxes of Ferrozone she felt better and her color was wonderfully improved. This encouraged her to continue Ferrozone and in a few weeks she looked like a different person and had a clear rosy complexion. Ferrozone accomplished wonders for my daughter."

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The Little Things.

When you go out in the morning, To begin the work of the day, Don't neglect the little chances, You will find along the way; For in lifting another's burden, And speaking a word of cheer, You will find your own cares lighter, And easier far to bear.

What if you are in a hurry, And your business a pressing load, Would you pass by a suffering brother

Fainting beside the road, For the help that you might give him,

By only crossing the way, To carry a bit of sunshine To brighten a cloudy day?

We find 'tis the little things, The little crosses and cares, The little golden chances Which make up the sum of the years,

If we take them with heart of courage,

And do them the best we may, They will be like a host of angels, Flitting about our way.

And our lives will be the richer

And sweeter, and better, dear, For the helping one another,

And speaking the words of cheer. Then let us be true to duty,

Though sometimes hard the way, For we find that the crown of life comes,

Through serving every day.

Mrs. F. S. Lovejoy.

Putting food into a diseased stomach is like putting money into a pocket with holes. The money is lost. All its value goes for nothing. When the stomach is diseased, with the allied organs of digestion and nutrition, the food which is put into it is largely lost. The nutriment is not extracted from it. The body is weak and the blood impoverished.

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It wasn't the apple that tempted Adam. Eve's smile would have led him to eat even breakfast food had she asked it.

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