

The Daily Herald.

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To vote against Gibson is to tell the Government that York does not want the Grand Trunk Pacific Railway through this City and County.

TUPPER'S APPEAL.

Against Government Ownership of Railways.

FORMER TORY LEADER VOICED THE THEN FEELING OF HIS PARTY.

Expressed Himself Strongly on the Subject.

(From Hansard, June 18, 1897.)

Sir Chas. Tupper: "I have learned with infinite pleasure that the government had abandoned the idea or intention of building this railway (the Crow's Nest Pass railway) as a government work. I am quite aware that a portion of the press giving a considerable support to the opposition has put forward this policy of the construction of the road through the Crow's Nest Pass as a government work. I confess that I was astounded to find that, with the evidence that we had before us on the result of the construction and operation of government railways in Canada, a single intelligent man could be found in the House, or out of it, who was prepared to advocate such a policy in this case. Why, Sir, all we have to do is to look at the facts that we have before us. We have already solved, we have set at rest forever, in the judgment, in the minds of any reasonable or intelligent man the question whether it is better for Canada to construct a railway and operate it as a government work, or by the aid of a private company. Sir, this country, from the necessity of the case—for it was made part of the compact of Confederation, and necessarily so—was obliged to undertake the construction of the Intercolonial railway as a government work. It was a matter of necessity. And what was the result? Any person who will take the trouble to look at pages 650 and 651 of the Statistical Year Book of Canada will find the whole story told. We constructed a railway from the city of Halifax, a large enterprising city with a great trade, offering the finest harbor on the continent of America as a means of communication for the ocean trade. We carried that railway to St. John, another fine harbor, another large town, and I may be permitted to say, at still greater energy and enterprise than Halifax, and there were reasons for that. But, Sir, we have then run this line of railway through an open, cultivated country, through all the towns bordering upon the St. Lawrence up to Quebec, and with what result? With the result that today we stand face to face with a debt of no less than fifty millions of capital expenditure, and year after year a large deficit to be taken out of the treasury of Canada for the purpose of paying the expenditure over and above all that we can make out of the road.

"Whether Liberals or Conservatives were in power I would deplore the strongest manner any attempt in this country by any government, I care not who they are, or who they are composed of, to construct another government railway. That is the position I take.

"I confess that when I learned that the Minister of Railways (Mr. Blair) had come back from British Columbia with his mind made up to take this great work up and construct it as a government work, I confess that I was startled, and I felt it would be the greatest calamity that could happen to Canada for her to undertake to construct that road from Lethbridge to Nelson, or to the Columbia River, as a government work. Because, as I said before, governments cannot construct railways in an economical manner, they are under pressure, they are under influence, they are under embarrassments that do not apply to companies. Suppose a government undertakes the construction of a railway, what is the position? They ask for tenders, tenders come in. Hon. gentlemen know the howl that is raised by the opposition, whoever they may be, if the lowest tender is not taken; and yet it is a tender that a company who have got to find the money out of their own pockets, would not look at in their own interest, and would set it aside, and they would be consulting their own financial position by taking a much higher tender.

"So I say that the government have not the latitude, they have not

the means of saving public money, as a private company can save theirs. Then, when it comes to the operation of the railway, where are you? Why, Sir, every gentleman sitting behind the Minister of Railways wants to get a friend, or a relative of a friend or some active supporter, put upon the road. He says: 'You have got a thousand employees, and one more cannot make much difference.' He puts the screws upon him, and succeeds in crowding some one upon the railway.

"But there is a worse thing than that with reference to a government railway, and nobody has experienced it more than I have myself. When you have built a road, and when you have over-manned the road, as you are almost compelled to do by the pressure that is put upon you, unless you are more than a man, there is a worse thing still, and that is that every man that has got a ton of freight to carry over the road, brings all the political influence he can upon the government and the department, to carry that for nothing. Therefore the government is not in a position to preserve the interests of the public, nor to manage a railway in the same manner that a private company can manage it. I am glad to say that I need not pursue the question, because my hon. friend who has just sat down, has relieved our minds, and my mind especially, from the fear that the government would jeopardize the best interests of Canada by an attempt to construct this as a government railway."

NOTHING LOOSENS UP COLDS

On the chest and relieves that tight feeling and hard cough like Nerviline, writes E. P. Renshall of Sutton. "I never use any other remedy but Nerviline and find it serves as a general household liniment best of all. Children's colds and inflammatory pains are quickly cured by Nerviline, and its action on colds, coughs, and sore throat is unequalled by anything I ever used. Nerviline is both powerful, pleasant and reliable. Every mother should use Nerviline. Price 25c."

A WILD APPEAL.

Sample Tory Screech from Quebec.

(From an Election Appeal by J. B. Fradette, Conservative Candidate for Bellechasse.)

"Lastly I address myself to the fathers and mothers of families to ask them whether they desire to support, by the votes, the law for which their ex-member, Mr. O. Tabor, voted last session, compelling all persons from the age of eighteen to sixty years to leave this country under England's orders in order to go and get slaughtered in all the wars that may arise, and further, obliging the children from twelve to eighteen years, to be enrolled how to shoot at sight and perhaps later to kill their own fathers and mothers. Fathers and mothers, your children will be torn from your arms and sent to the butchery, and, young wives, as soon as the war trumpet sounds, you will be forced to part, perhaps forever, from the husbands who should remain at your sides as your protectors.

"Yes, gentlemen, Mr. Talbot by his vote, sanctioned this infamous law; a man like him must be without heart, without parental love; he must have neither wife nor children, to vote to give 'fore goers' (strangers), the right to come here and order you preemptively to leave your own country and take a part in the horrors of war in barbarous regions far from your wives, far from your children. And when you will have fallen on the field of battle, pierced by the enemy's bullets, you will not sleep your last long sleep alongside the church where your relatives might go from time to time to shed a tear over your grave, but your body will be left as a prey to wild beasts."

WHY CATARRH POISONS THE SYSTEM.

The Catarrhal germ excites inflammation, offensive secretions are thrown off and pass into the circulation, contaminating the river of life and thus wreck the whole body. Every catarrh victim should use fragrant healing Catarrhzone, the surest cure for every type of catarrh yet discovered. Catarrhzone can't fail to cure because its vapor kills the germs and removes the cause of the trouble. Then it soothes and heals, stops the cough and relieves the stuffed up condition of the nose and throat. Tens of thousands have been cured by Catarrhzone which is guaranteed. Use only Catarrhzone. Complete outfit \$1.00; trial size 25c.

LIBERAL HUSTLER.

The Effective Epigrammatic Address

OF ONE OF THE GOVERNMENT'S TORONTO CANDIDATES.

Railway Issue Lost in "a Wilderness of Blather."

Speaking Friday evening at a students' political meeting in Toronto, Mr. A. T. Hunter, one of the Liberal candidates in that city said: "Having already addressed one meeting tonight with the characteristic fury of a candidate for office, I should not have thought of coming at this hour to address any other but a students' meeting."

Mr. Hunter now had the ear of every person, and as he proceeded his remarks were greeted with cheers and laughter at nearly every sentence. Other candidates were going about speaking in German, Gaelic, French and Italian, and there was little chance for a poor fellow who could only talk to the voters in plain broken English. (Laughter.) The Grand Trunk Pacific contract he referred to as a beautiful piece of legal conveyancing. It would not hurt them to read it. It was less hard than the Critique of Pure Reason by Mr. Kant or the second part of Faust. (Laughter.) There was room in the west for four parallel railroads, each separated by as far as from Toronto to Collingwood. (Cheers.) Here we are wrangling about the second railway when we ought to be building the fourth. (Loud cheers.) He asked the students, whether of economy or otherwise—(laughter)—to devise a scheme to make Canadians step livelier. Ontario, the greatest and richest province, was in a state of unbroken savagery. (Laughter.) Northern Ontario is hungering for a railway to bring it to civilization. Instead of construction gangs we have our eternal debates, until the energies of the Canadian people seem dissipated in the wilderness of blather. (Loud laughter.)

REPENT LATE BORDEN.

"Public ownership is a beautiful doctrine," said Mr. Hunter. "Not even the apostleship of Father W. F. Maclean, not even the eleventh hour patriotism of Repent Late Borden, not all that can permanently injure public ownership. (Renewed laughter.) Public ownership was not invented by W. F. Maclean. Every now and again it comes up again, it comes into fashion, and dies down for a very long time, just like physical culture—(laughter)—or like the exercise of common sense. (Cheers and laughter.) Some of you students fresh from your books, can tell whether it was 2,000 or 2,100 years ago when the Roman Senate got tired of listening to an advocate of public ownership named Gracchus, and made a party whip out of a bench and knocked the man on the head, but they could not kill the idea of public ownership. The idea is always there when you want it. But don't rush or crowd ideas too soon. It was cruel; it was unfair of Father Maclean to let his young acolyte Borden out too early. (Loud laughter.)

Mr. Hunter spoke of the necessity of watchfulness in public affairs, and, having regard to the Pacific scandal, he believed that had the Conservatives got the job of building the railway into the northwest it would have been not only national but immortal. (Cheers.) By the time it was completed the banks of the Trent Canal would be covered with the green slime of centuries, and the modest estimate of \$150,000,000 would only be its initial deposit. (Laughter and cheers.) "Don't discredit public ownership, but study it," concluded Mr. Hunter, "and remember that it's like your insurance policy, it is a great thing, but it is criminal to be in too big a hurry to realize on it." (Loud cheers.)

IMMIGRATION AND PROSPERITY.

Great Rush of Americans to Canada Under the Strenuous Liberal Policy.

The Pittsburg Dispatch published the other day a long and interesting inter-

view on the Canadian Northwest given by Mr. William Hutchinson, who represents Canada at the St. Louis Exhibition. The whole of his description of Manitoba and the Northwest Territory and his account of its development during the past thirty years, though characterized by moderation of statement, reads like a romance, and is well calculated to bring from the United States to Canada just the kind of settlers who are peculiarly desirable, namely those who are experienced farmers and who have sufficient working capital to give them a fair start in their new homes.

The part of Mr. Hutchinson's interview which is most likely to attract public attention in the United States, and which is certainly most worthy of the attention of the Canadians, is his estimate of the value of such immigrants from the purely financial standpoint. Anyone who gives careful consideration to this matter on either side of the international boundary will come to the conclusion that the transfer of people and capital from the one country to the other on an increasingly extensive scale is working quietly but effectively a great sociological revolution.

The number of American immigrants who settled in the Northwest last year is 50,000. These people bring with them a considerable amount of money obtained from the sale of valuable farms where they have been living. Many of them bring also, besides household effects, farm implements and live stock. On the average their capital amounts, on a moderate estimate, to \$1,000 for each immigrant. For last year alone this would be a total of \$50,000,000 brought into the country to be added to its wealth.

The total number of American immigrants of this class is now 150,000, and the total of their imported capital is \$150,000,000. This immense amount has been flowing across the border in rapidly increasing volume, and it may be expected to continue during the next few years in the same expanding ratio of progress.

For this valuable stream of immigration Canada is indebted to the vigorous and wisely directed policy of the Laurier Administration, and especially to the manner in which the department of the interior has been managed by Mr. Sifton. In point of simple and indisputable fact this movement has been a potent cause of the steady prosperity of the past few years, as marked by the increased output of factories of all sorts and the increase of the annual revenue of the Dominion.

Said "Good-bye" to His Family.

Dying of Weakness--Given up by Doctors as an Incurable and Hopeless Wreck.

FERROZONE

SAVED HIS LIFE!

After reading the following letter from Mr. H. A. Thurston, of 228 Vermont street, east, Indianapolis, Ind., no one will ever doubt the merit of Ferrozone.

"A year ago I took the grippe. 'I was as weak as a child. 'I was no longer able to eat. 'My blood was thin. My cheeks were white and hollow. 'Doctors gave me all kinds of medicine, but none of them brought me strength. 'My friends said I was wasting away with some slow disease, and I bid them good-bye. 'Then I heard of the wonderful Ferrozone.

"After three days it gave me an appetite. I gained strength and became cheerful. Under Ferrozone I improved steadily. I am well today. I weigh fifteen pounds heavier than ever before, and feel like a new man."

(Signed) "H. A. Thurston."

The secret of growing strong is solved by Ferrozone. It supplies actual nourishment. It braces you up quick, supplies new energy, brings back the snap and fire of youth. Try Ferrozone, 50c. per box, or six for \$2.50, at all dealers in medicine, or Polson & Co., Hartford, Conn., U. S. A., and Kingston, Ont.

Lever's V-Z (Wise Head) Disinfectant Soap Powder dusted in the bath softens the water at the same time that it disinfects.

LAURIER AND FIELDING

And What They Did to Consolidate the Empire.

Sir Howard Vincent, the eminent English M. P., speaking at the Manufacturers' Association banquet at Montreal a few weeks ago said:

"You, Sir Wilfrid Laurier and your government, the very moment your hands were free, gave a generous concession to British trade within the Dominion of Canada. I regret my honorable friend, the Minister of Finance, Hon. Mr. Fielding, is not present this evening. I hope, as the Spaniards say, he may live for a thousand years. No better monument could be raised or no better epitaph could ever be written of the present Minister of Finance than the memorable words he pronounced in the House of Commons at Ottawa in July, 1898: "From to-morrow morning British goods will pass the Custom House of Canada on more favorable terms than foreign goods." (Applause.) You gave a preference then of one-fourth. It was increased two years later to one-third. You made no huxtering bargain with the British people; you presented no pistol at their head, but of your own free will, supported by all parties and by all classes of people within the Dominion, you gave this preference to British trade. It was a generous act, and after this I do not think it is possible for anyone to say that Canada has made no offer. You are a man, Sir Wilfrid, of silver speech, but you have given deeds, not words, and performed acts, not made offers. (Applause.) And from my own knowledge, and I speak, I believe, with the authority of the whole of my constituents, I can truly say that the great mass of the people at home are deeply grateful to the people of Canada, and will spare no effort, to the obstacles what they may, to overcome the difficulties which beset their path."

SUNBURY---QUEENS.

Official Returns of the Election of Nov. 7th 1900.

Following are the official returns of the last election in Sunbury and Queens when Mr. R. D. Wilmot and Hon. A. S. White were candidates:

Sunbury.		
	Wilmot.	White.
Borton No. 1.....	104	80
Borton No. 2.....	63	52
Maugerville.....	66	52
Lincoln.....	128	64
Sheffield.....	81	74
Northfield.....	69	65
Blissville.....	111	67
Gladstone.....	141	85
Non-residents.....	27	17
Totals.....	790	556

Queens.		
	Wilmot.	White.
Gagetown.....	123	85
Peterville, No. 2.....	44	86
Peterville, No. 3.....	98	52
Peterville, No. 3 A.....	77	50
Hampstead.....	165	97
Wickham.....	120	73
Johnston, No. 6.....	101	68
Johnston, No. 6 A.....	87	88
Bunswick.....	45	29
Waterboro.....	61	79
Waterboro, A.....	47	82
Chipman, No. 9.....	61	151
Canning.....	34	79
Cambridge, No. 11.....	83	93
Cambridge, No. 11 A.....	72	73
Non-residents.....	60	88
	70	39
	1351	1312

Majority for Wilmot in Queens..... 39
Majority for Wilmot in Sunbury..... 234

To a..... 273
It will be observed that of the majority of 273 secured by Mr. Wilmot, 41 was given him by non-resident votes, which will not be a factor in the present contest.

ONE CAUSE OF ARÆMIA

Is well known to be constipation which can be avoided if Dr. Hamilton's Pills of Mandrake and Butter-nut are used occasionally. Unequally for the stomach, liver and bowels. Use only Dr. Hamilton's Pills; price 25c.