

The Daily Herald.

VOL. X.

FREDERICTON, N. B., WEDNESDAY, FEBRUARY 1, 1905

NO. 26

ROYAL WELCOME.

Extended to New Brunswick's Cabinet Minister.

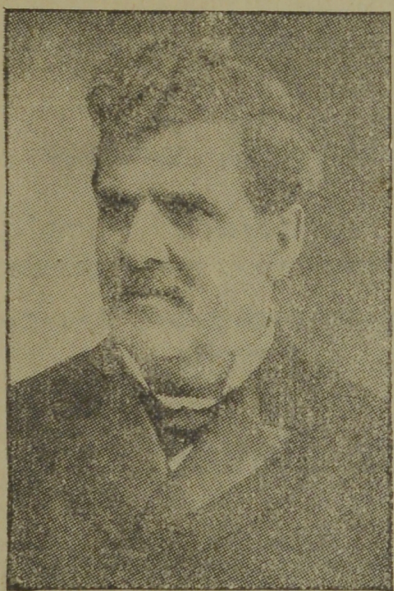
BY THE MONTREAL REFORM CLUB.

Hon. Mr. Emmerson's Effective Address.

The Transportation Question Eloquently Discussed.

Montreal Herald.—It was a royal welcome the Reform Club of Montreal tendered to Hon. H. R. Emmerson, the minister of railways and canals, at their dinner on Saturday night. The purpose of the Liberal leaders of the city was to do honor to Mr. Emmerson, and the distinguished guest responded to the efforts of his hosts by a masterly review of the present day transportation problem in Canada.

Perhaps the most significant chord touched by the minister of railways, in his address in response to the toast "Our Guest," was his defense of the Intercolonial Railway. The function of that line was not, in the opinion of the speaker, financial, but political. It was a link binding east and west, and had its "raison d'être" apart from the matter of surpluses and deficits. Perhaps a broader view of the matter would reveal that the actual work of the road far outweighed deficits in the past and present, and probable deficits in the future.



SOME RECENT HISTORY.

Mr. Henry Hamilton, president of the Reform Club, occupied the chair. "The King" was duly honored and then Hon. Mr. Emmerson rose to respond to "Our Guest." In introducing his remarks, the minister of railways alluded to the sentiments of the Canadian people towards the present administration and its policy, as evidenced in the recent elections. "This is," said Mr. Emmerson, "the first opportunity I have had of making any public utterance since Nov. 3. The Liberals then scored a great and significant victory. I will not delve into the history of the past nor review all that passed in the country. In New Brunswick we bore the brunt of the campaign waged against the Liberals by the Conservatives and their allies of the moment. That they attempted to overthrow the Liberal government was recognized, and it is part of the history of recent times. In that struggle two Montreal gentlemen figured prominently, and I might say, expensively. Their spectacular efforts, however, were successful only in spots, for the great body of the people remained true to Liberal principles. We carried the majority of the seats, although I marvel at the fact that we could have then secured even a majority in that province. I believe that if the campaign were to be repeated tomorrow we would sweep New Brunswick as we swept Nova Scotia.

"The victory in the Dominion demonstrates this one marked fact, that the Liberal government has not only the confidence of the people, but its conscience as well. Certainly the government of Sir Wilfrid Laurier occupies a proud place, enjoying the confidence, possessing the hearts and conscience of the people. This is in itself an inspiring thought, but we must not lose sight of the tremendous responsibility thus thrown on the party.

THE BURDEN OF THE TRUST.

"The people of Canada have committed a sacred trust to the Liberal party. The problems coming up for solution in the upbuilding of a young nation are both numerous and important, calling for sagacity and effort. A blunder at this stage might prove calamitous. We are speaking now of the new Canada, but only the few realize the immense strides the Dominion has taken since 1896. She has more than doubled her trade, and more than doubled her immigrants. Couple the two facts together and figure out what they mean to us as a people. No matter what we are now, we are but on the threshold of greater things, beyond anything we have approached in the past history of Canada.

"But we must lay our foundations well. There must be no simple boastfulness, but our foundations must be well and securely laid. Our lines must be broad and aggressive, looking to the needs of the greater Canada we soon shall see. We who bear the responsibility of the doing today are the pioneers of our sons who will take up the responsibility after us. Let us leave to them the heritage of a sound and sufficient foundation for the Canada of the future."

TRANSPORTATION PROBLEMS.

Mr. Emmerson dealt first with the great question of transportation. The history of growth on this continent showed that adequate transportation facilities must precede commerce. Trade and commerce followed in the wake. "It is no use to say 'Build the railway when there is traffic and freightage.' Build first and those will come. We have in Canada 20,000 miles of railway, and who will dare to predict the mileage in twenty-five years? We have one hundred millions invested in canals and waterways, one billion one hundred and eighty-seven millions in railways yet everywhere there is an outcry for railways, especially in the west. The country must awaken to these needs. The Dominion is our heritage, and the responsibility of administering it rests on us. I do not speak of governments, of those in authority, but of the business man, every man in Canada.

"Two years ago, when the project of the Grand Trunk Pacific was first broached, many said there was no need for a second transcontinental railway. Even the minister of railways at that time said so. Is there one man today who seriously contends that the project is premature? I do not think there is one.

"Now, although the scheme will be advanced with all possible speed, all indications point to the fact that the line will not reach the west in time to meet the crying needs of that part. These conditions call for a well-considered and enlightened railway policy.

THE INTERCOLONIAL.

"I will deal first with Eastern demands, and speak of the Intercolonial, the much abused Intercolonial Railway. I have thought for many years, and especially realized of late, that the mission of the Intercolonial was entirely misunderstood. It has been criticized from the standpoint of financial results. This is a mistake. The Intercolonial does not pay because its rates are low.

"The Intercolonial in the days of Confederation, was an important factor in uniting the seaboard provinces with what was then known as Western Canada. Had the public men of the day not agreed on the construction of this railway to bind together the distant provinces we never would have had Confederation. The road was built as a part of the pact of Confederation, not as a commercial railway. It was built for political and military reasons. Its location is the result of conditions prevailing at the time. I say boldly that the Intercolonial has done more for the upbuilding and uplifting of Canada than any other line. Had it not been for this line, the people of Toronto and Montreal would have remained strangers and aliens to the citizens of Halifax.

"In the days before the Intercolonial the young men of the Maritime Provinces looked to the universities and colleges of the United States. Today McGill attracts the men from the East. Let us not speak of the cash balance, but of that greater earning for Canada, the knitting of Quebec and Ontario to New Brunswick, Nova Scotia, Prince Edward Island. Empire-building because laying the foundations of our present Dominion, and looking forward to the idea of Empire as we understand it—the welding of our young nation to the Homeland with one name and one common spirit. Although the cash balance is against the Intercolonial, with better equipment and under conditions sure soon to come, it will show itself the greatest asset of Canada.

REASONS FOR DEFICIT.

"I know it is popular to revile the Intercolonial. On the floor of the House of Commons certain members of Parliament use words condemnatory of the railway, forgetting the things to which I have referred to. We have a canal system, designed in the interests of all Canada, costing the expenditure of millions, the management of which today means the cost of one million. Who complains? The Easterners do not, because it is a part of the nation-building of Canada, and spells cheap transportation. Because they are free, and we want to make them expeditious; because we want markets for our products. The Intercolonial opens up to the merchants of Montreal and Toronto the markets of the seaboard provinces. The people of Canada have had their dividends in the increased trade resultant upon cheap rates. Let them realize this and they will have kinder feelings towards the Intercolonial and its mission.

"The shortages on the Intercolonial in the last fiscal year, and the probable shortages in the current year are due almost entirely to an increase in the wages of the Government employees on that railway. I offer no apology for these deficits in view of their cause. The Government cannot afford to pay its employees less than private corporations or other railways.

"I will call your attention to a suggestion made by a Montreal newspaper, the Gazette, which said: 'Cut down the train service; reduce the wages of the employees, and discharge some of the men.' Is that a Canadian sentiment? Do we find our idea of a Canadian nationality in such puny ideas? No. And in so far as I have anything to do with the administration of the Intercolonial I will never subscribe to the doctrine voiced in the suggestion made by that newspaper.

"The growth of our railways and the improvement of our canal system suggests the ports. Our ports call for better equipment. Montreal stands foremost to be considered, the great commercial metropolis of Canada. Here are handled the products of the West, and imports from other lands. The terminal facilities and the equipment of the port should command the serious attention of the Government. Canada is interested in Montreal and should see to it that the facilities of its port are improved, and you need them and you must have them. The ports of Quebec, Halifax and St. John and Sydney must also be improved. There must be no sectionalism and Canada is big enough for a dozen ports, and all should be improved.

"The responsibility rests on the Liberal Government to grapple with the difficulty and we are nation builders, and Canada is budding into a nation. It is not independence and looks for, but she is going to be a nation just the same.

THE DUTY OF THE LIBERAL.

"The duty of making Canada is not to be left to the Government. The responsibility rests upon every individual Liberal of preserving the good name of the party. Every Liberal who attempts to tamper with the ballot box, or to use discreditable tactics in a campaign, is striking a deadly blow at his party. The Liberal party does not want such men, nor does the cause require to be supported by such methods. Let us give ourselves wholly to the task before us and work out the destiny of the nation on clean, sound lines." (Applause.)

The toast "The Parliament of Canada," proposed by Mr. J. M. M. Duff, was replied to by the members of parliament present. H. J. Logan, M. P. for Cumberland, N. S.; R. J. Macpherson, M. P. for Vancouver, B. C.; Wm. A. Galt, M. P. for Kootenay, B. C.; and L. A. Rivet, M. P. for Hochelaga, Hon. J. B. Casgrain responded on behalf of the Senate.

"Trade and Commerce," proposed by Mr. L. A. Geoffrion, was responded to by Mr. W. Albert Hickman.

Oberlin College.

Oberlin was the first college in the world to admit women. One woman was graduated there in 1838 and six in 1839.

Descendant of Mohammed.

A lineal descendant of Mohammed lives the life of a small shopkeeper in Cairo, Egypt. The famous ancestry of the tradesman is familiar throughout the city and insures good trade, especially among the tourists. The shop is a very modest affair and the stock in trade is not large.

YOUNG LADIES, READ THIS.

If you are bothered with pimples, rashes or ugly blotches on your face, if your complexion is sallow, it's an evidence that you require Ferrozone to tone up your blood. One Ferrozone Tablet taken at meals makes the complexion like peach bloom, cheeks soon become rosy, eyes bright and you'll be the picture of health. Thousands of ladies keep up their youthful appearance with Ferrozone, why not you? Price 50c. at druggists.

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

POLITICAL HISTORY.

Review of Conditions in Ontario Since Confederation.

LIBERALS CONTROLLED LOCAL GOVERNMENT FOR THIRTY-THREE YEARS.

But Were Finally Routed.

The political history of Ontario has been one long series of almost unbroken success for the Liberals. When the province was established under confederation the premiership was given by Sir John Macdonald to John Sandfield Macdonald, one of the old Liberals, who formed a coalition government, which was afterwards opposed by the Liberal party. Mr. Arch McKellar led the Liberal Opposition until 1869, when Hon. Edward Blake succeeded him. By his skill in leadership the Sandfield Macdonald government was overthrown, and Mr. Blake, became premier in December, 1871. The abolition of the dual representation in 1872 led to Mr. Blake's withdrawal to Ottawa.

Hon. Oliver Mowat then descended from the Bench and embarked on the premiership, Oct. 21, 1872 a position which he was to hold with such dignity and success for almost a quarter century. Three years followed before Mr. Mowat appealed to the people, but his triumph at six successive general elections is a fact which can never be gainsaid as evidence of his great hold on the people of the province.

Curiously enough his first campaign was characterized by charges of scandal in connection with the Central Prison and the colonization roads, but these cries, like all their successors, were found to be baseless. In the election of 1879 he carried Ontario by a good majority, although Sir John Macdonald had only a short time before secured a Conservative majority from the same territory in his National Policy sweep. Sir Matthew Crooks Cameron, who had been Conservative leader since 1871, was appointed to the Bench in 1878, and the post was taken by Mr. W. R. Meredith. The latter's leadership was marked by unfortunate choice of fighting ground, as evidenced by his opposition to Provincial rights and his sectarian appeals, first, to the Catholics by means of "Facts for Irish Electors" in 1883, and later to the Protestants by means of "The Eye-opener" and other cries. Mr. Mowat was victorious in 1883, 1886, 1890 and 1894, and Mr. Meredith abandoned the hopeless task and retired in October, 1895, to the more serene atmosphere of the Bench. He was followed by Mr. G. F. Maiter, who found one session sufficient and resigned the leadership on April 2, 1896, since which time the office has been filled by Mr. J. P. Whitney.

Meantime, in June, 1896, Sir Oliver Mowat joined Sir Wilfrid Laurier in the appeal which landed the Liberals in office at Ottawa, and the "Little Premier" bade good-bye to the activities of the Provincial field. He was succeeded by Hon. A. S. Hardy, so long his faithful colleague and a member of the House at that time for twenty-three years. Mr. Hardy's name will ever be venerated for the painstaking, honest work he performed during his long public service. The one campaign which he conducted in 1898 left him with a narrow majority. The latest period of the Liberal regime began October 21, 1899, when, Mr. Hardy retiring owing to failing health, the premiership was assumed by Hon. Geo. W. Ross. A spirited programme of development of New Ontario and a policy of ameliorating the ills of old Ontario has marked Mr. Ross' entire administration. In appealing to the people in May, 1899, he also secured a small majority, and since then moves and counter-moves lent uncertainty to the situation and a general election was called to secure a decisive majority. The campaign just concluded was probably the most abusive in Ontario's political history and the end will be received with a certain amount of satisfaction by the leaders of both sides and by the whole province at large.

Details of the results of the various general elections may be added as follows:

1867—The Globe reported 39 con-

stituencies for the coalition government and 42 for the Liberals. The defection of certain Liberals, afterwards known as "the nine martyrs" who claimed that they had been elected to support the coalition, changed the face of the result.

1871—Liberals 41, Conservatives 22 and Independents 7. Subsequently the government were beaten on division and resigned.

1875—Liberals 50, Conservatives 33, Independents 4.

1879—Liberals 58, Conservatives 30.

1883—Liberals 46, Conservatives, 36, Independents 2.

1886—Liberals 54, Conservatives 34.

1889—Liberals 54, Conservatives 36.

1894—Liberals 50, Conservatives 25, Independents 5, Patrons of Industry 11, P. P. A. 2.

1898—Liberals, 47, Conservatives 44, Patrons 1, Independent 1, vacant 1.

1902—Liberals 51, Conservatives 47.

1905—Conservatives, 69, Liberals 29.

HEART PALPITATION AT NIGHT.

Rattles even the strongest man, but to the average woman it is a taste of general purgatory. Take a little Nerviline in sweetened water and away goes the palpitation. You'll be saved lots of worry by keeping Nerviline on hand, which is a treasure for all sorts of pains and aches. Nerviline cures headache, stomach and bowel troubles quickly. Costs 25c. for a large bottle.

DELAYED FOR A TIME.

Merchants' and Royal Bank Amalgamation.

Montreal, Jan. 31.—It is understood by well-informed financial men here that the negotiations for the amalgamation of the Merchants' Bank with the Royal Bank will be allowed to remain in their present advanced stage until about next June, the time that the General Manager of the Merchants', Thomas Fyche, retires. It is known that Mr. Fyche has strenuously opposed the scheme of amalgamation, and it is believed the directors feel that he would officially oppose, or at least embarrass, the formal proceedings to bring the two institutions together. Under such circumstances it is believed delay would facilitate the negotiations. Mr. Fyche will leave the bank with a pretty good pension. When he went over from the Bank of Nova Scotia the directors of the Merchants' Bank assumed the obligations of the former as regards remuneration upon retirement after long service. The impression here is that the directors have increased the amount, and that Mr. Fyche will receive even more than the Bank would be obliged to pay.

NOT THE SLIGHTEST DANGER.

In using Dr. Hamilton's Pills of Mandrake and Butternut for constipation or piles. Highly recommended because they cause no griping pains. For prompt and certain cure use only Dr. Hamilton's Pills. Price 25c.

THIN-BLOODED, TIRED NERVOUS, UNHAPPY

I Was Sick, Broken Down, No Appetite, Couldn't Sleep, No Strength.

FERROZONE

Gave Me Energy, Force, Vim, Comfort. Made Me Well.

Because Ferrozone gives instant effect and steadily builds up new flesh it is used by thousands in poor health.

No other tonic in the world is like Ferrozone. No other medicine accomplishes such marvellous results.

Its wonderful merit in building up and strengthening is acknowledged by every physician.

It makes you feel better at once like Mrs. Charles Benny, of Cloyne, Ont.

HER STATEMENT.

"I was sick. I was broken down, had no strength, couldn't eat. I was sleepless.

"My nerves were irritable. I was thin-blooded and continually unhappy.

"I tried Ferrozone. It gave me new energy, force, vim. It brought me comfort strength—it made me well."

To get vital energy, renewed youth, use Ferrozone. It makes the blood rich and red, fortifies the system with reserve strength, puts new life into all that use it. Greatest tonic and re-builder known. 50c. per box or six for \$2.50, at all medicine dealers, or Polson & Co., Hartford, Conn., U. S. A., and Kingston, Ont.