

CHIPMAN AROUSED

Rousing Liberal Meeting gave Government Candidates in Queens a Hearty Reception

Senator King in Effective Speech Punctured Tory Falsehoods about Central Railway

CHIPMAN, Feb. 14.—A splendid government meeting was held in the public hall Wednesday evening in support of the government candidates, by Col. McLean of St. John and Senator King. The meeting was undoubtedly the largest and most enthusiastic ever held in Chipman.

The large Chipman hall, which has a large seating capacity, would not contain the crowd even after 150 chairs were brought in from outside. The large platform was especially reserved for ladies and this was so completely crowded that only room for the speakers was left.

Despite that all this was done, standing room could not be obtained and nearly one hundred persons were turned away. The crowd was wildly enthusiastic and time and time again greeted the speakers with cheers. Besides this number over 100 Chipman voters are in the lumber camps and could not attend.

COLONEL McLEAN.

Colonel McLean, who was heard for the first time in Chipman, received a grand reception when he was introduced by the chairman.

His witty remarks caught the crowd. He said that he heard that Chipman was going opposition. This was greeted with laughter and cries, "We will show them whether it is or not." But this meeting did not look like it. He wished all who were in favor of the government candidates to stand up and give three cheers for them, with the result that only a few of the opposition leaders sitting near the door, in the large audience who did not stand up and join in giving three rousing cheers for Farris and Carpenter.

The colonel then struck right into the financial question and showed the absolute absurdity of the opposition charges in this respect.

COULD NOT AGREE.

He showed that Hazen and Fleming themselves could not agree as to the debt, going into their statements very minutely. He showed that the debt of New Brunswick was less per capita than any other province in the Dominion.

He then dealt with Morrissey's charges in reference to the lumber question.

In concluding his speech Col. McLean showed that the present government is a constructive government, while the opposition have only shown themselves unfair critics.

SENATOR KING'S SPEECH

Senator King upon being called upon was greeted with great applause showing that he has lost none of his old time strength in Chipman. He was in excellent form and delivered one of the ablest speeches ever given by him, and at frequent intervals caused his audience to break out into cheer after cheer.

In coming he said, "It is being reported around Chipman that I am receiving ten dollars per day for my services as a commissioner for the Central Railway. I want to give this lie a flat denial as it is absolutely false." (Cheers.) "I want any reporters who are present, to have that down and every word and every line that I may say and I am prepared at any future time to stand by every statement which I shall make here tonight." The Senator then went at length into the history of the Central Railway and showed that the first subsidy given to the Central Railway was by the Conservative Government and this subsidy was only 40 miles which would only bring it within a half mile of Chipman. "If," he said, "the Conservatives had done as they should have at that time the Central Railway would have been to Newcastle 20 years ago." He showed in a clear way how the Newcastle coal had formerly had such a poor reputation. This coal was handled nine times before it reached the consumer, and it was then so full of dirt and broken up that it was no good.

"I have," he said, "been accused of grafting of the Central Railway. Let me say right here that I have never handled one dollar of the money belonging to the Central Railway, nor have I signed a single check as a commissioner of that road. We have had the accounts of the road audited frequently by an expert auditor and we are prepared at any time to open up all the accounts and books of the Central Railway. I have received a single cent from that road I am prepared to pay it back." (Cheers.)

Senator King then dealt with the statement made by Mr. Maxwell in St. John on Monday night, in which speech Mr. Maxwell accused the Government of keeping the road open at large loss for the sake of helping out a few of the miners who were supporters of the government. Mr. King stated that this was false as one of the largest coal shippers, Harry Weir, who is a Conservative and probably always will be and who was present at the meet-

ing, was receiving the same rates as said that for the last two months 200 tons of coal per day was passing over the Central Railway.

The Senator said that Queens and Sunbury counties had been known for many years as a leading lumber producing centre, and he was prepared to say that all the lumber cut on the Newcastle stream, Salmon Creek, Salmon River and its tributaries, Coal Creek, the Washademoak, including the Cannon River and its tributaries, will not produce half the amount in value of the coal at the present rate of production which will go over the Central Railway this year.

He said that during the past seven years he had gone across the continent in the last year, and he was satisfied that there was not a place in Canada or the United States where better wages are being paid than in New Brunswick, especially in Minto and Chipman. He further went on to speak of the increase of the production at the mines to 300 tons per day which could be easily accomplished, as labor was more abundant than formerly. Two hundred miners in addition to those now working would produce daily the additional 300 tons required, would give an output of 500 tons per day. This could be easily transported by two additional trains costing \$45 per day. The freight on the 300 tons at 55 cents would amount to \$165 per day which, after deducting cost of three trains, would mean a net profit of \$112 per day. This added to the net profit since 1st December, at which time the repairs of the road were completed and bridges fully strengthened so as to enable the handling the heavier loads with safety, the net earnings or profit from that time showing \$1,200 per month. And this to \$3,120, which would be additional profit if the extra 300 tons was being sent over the road would make net earnings or profits \$4,300 per month. This multiplied by 12 gives a net profit of \$51,840 for the year. No additional expense would be required for office staff at Norton or for section men or station agents.

It would be noticed that no credit is taken in this calculation for increased passenger traffic and general freight, which the additional number of miners employed would give to the railway.

In addition to the above government would receive by way of royalty on coal mines, say 500 tons at 10 cents per ton, amounts to \$50 per day, or \$15,650 per annum. This added to the net earnings as above stated, would make a total of \$67,490 per year. From this it would be fair to deduct for maintenance of way and other incidental expenses \$7,490 which would leave net profit for the year of \$600,000. But in this we have not figured on increased business which must necessarily be derived from the building of the G. T. Pacific, and which will doubtless amount to a very large amount.

The net profit would provide for the interest on \$800,000 bonds at 4 per cent, amounting to \$32,000 and \$28,000 to go to the credit of the road after paying interest on the bonds. Mr. King referred briefly to the statements which were made in reference to the thinness of the coal seams in the Queens and Sunbury mines. He showed that the quantity was there and that if the quantity was there and the quality and price were right, it did not make any difference whether the seams were thick or thin. "It has been clearly demonstrated," he said, "that there is a cash market now available for more than 500 tons per day. The Intercolonial Railway would have taken that amount right along if it could have been produced, and are now and have been using it for some time on their trains between St. John and Moncton and their only complaint is that they don't get enough of it."

"I have it on good authority that Mr. Hays of the G. T. P. Railway, has stated that when the road is completed its requirements for the Minto mines will exceed 200,000 tons per annum. For instance it is known that they intend to erect a coaling plant at Chipman for their locomotives. Messrs. Corbett and Flocet contractors are about placing an order for 700 tons for early spring for use in construction. The coal from the Minto mines is already finding its way into Quebec. The Atlantic and Lake Superior Railway is using it and the manager of that road informed me a few days ago that he preferred to any other coal he had used on his road."

"Practically all the beach roads in New Brunswick have tested the coal and are absolutely satisfied with its quality. If the road should be taken over by the Grand Trunk Pacific or any other organization the amount of royalty referred to will still be paid into the provincial treasury."

"I have very strong doubts whether Mr. Maxwell, who has been doing so much talking about the Central Railway has ever seen that road and who still persists in characterizing it as



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a right of way and two streaks of rust.

"I want to say that since the time the road has been taken over by the government that it has given a daily service without interruption and has been absolutely free from an accident of serious character." Mr. King went on to say that in the history of the Central Railway given by Mr. Hazen in the Telegraph he stated that the Central Railway between Norton and Chipman, distance 15 miles, received a subsidy amounting to \$190,000 while the report of the Minister of Railways and Canals gives the amount at \$112,000 or a difference of nearly \$80,000 in this item alone. "This blunder of Mr. Hazen should have been corrected before this statement was reproduced in the Telegraph a few weeks ago."

In concluding the Senator said that as a paying proposition he put the Central Railway against all the branch lines reported upon by Messrs. Burns and Brown, this being due to the fact that it has traffic in coal which no other branch line in New Brunswick has.

The meeting came to a close with ringing cheers for the King, Premier Robinson, the candidates, Col. McLean and Senator King.

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MAN TRAMPLED BY A JEALOUS HORSE.

When Fay Fed Other Animals First the Brute Tried to Crush Him to Death.

NEWARK, N. J., Feb. 14.—William Fay, stable foreman of the Mooney Express company would have been killed yesterday by a furious horse but for timely aid.

One of the company's horses has long been known to the stablemen as a sulky brute, which frequently displayed jealousy of its stable companions when more attention was given to them than to it. This horse was in one of its moods yesterday, when Fay gave the animals their breakfast. It pranced and pawed at its stall, and when he finally entered its stall, the ugly horse tried to crush him by squeezing his body against the side of the stall.

In trying to escape Fay fell. The horse tried to bite him, and, failing, kicked and stamped upon his body.

The foreman's left leg was broken, and his body was cut in several places before other stable hands dragged him from the stall.

Fay was taken to St. James hospital.

THE FARMER'S WIFE.

is very careful about her churn. She scalds it thoroughly after using and gives it a sunbath to sweeten it. She knows that if her churn is sour it will taint the butter that is made in it. The stomach is a churn. In the stomach and digestive and nutritive tracts are performed processes which are exactly akin to the churning of butter. It is not apparent then that if this stomach churn is "sour" it sours all which is put into it. The evil of a foul stomach is not the bad taste in the mouth and the foul breath caused by it, but the corruption of the pure current of the blood and the dissemination of disease throughout the body. Dr. Pierce's Golden Medical Discovery makes the sour stomach sweet. It for the stomach what the washing and sun bath do for the churn—absolutely removes every tainting or corrupting element. "Golden Medical Discovery" contains no alcohol. Its ingredients are plainly printed on each bottle wrapper.

Dr. Pierce's Pleasant Pellets—the best laxative and regulator of the bowels. They invigorate stomach, liver and bowels. One a laxative; two or three a cathartic.

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Perhaps it is in the neck or shoulder. First thing is a good rub with Eerviline. No more speedy remedy can be adopted. When applied to the muscles Nerviline gives them flexibility and vigor; inflammation, soreness and stiffness disappear. "Whether in the chest or throat nothing can surpass Nerviline," writes O. B. Denison, Lumber Merchant at Oak Bay, N. B. "Rubbed on at night, trouble is gone by morning. I have proved Nerviline a great medicine." Every one says the same, and Nerviline always makes good, 25 cent bottle sold everywhere.

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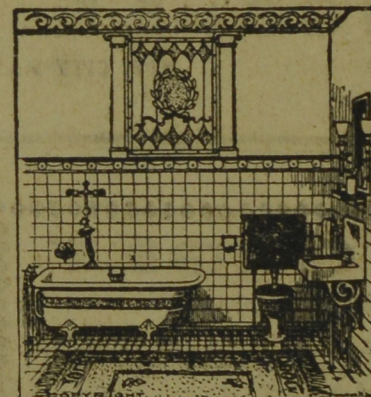
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D. J. Shea, FREDERICTON.

When Rheumatism doubles a Man up physician and sufferer alike lose heart and often despair of a cure, but here's the exception. Wm. Pegg, of Norwood, Ont., says: "I was nearly doubled up with rheumatism. I got three bottles of South American Rheumatic Cure and they cured me. It's the quickest acting medicine I ever saw."—18.

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COLD SETTLED ON THE LUNGS

Mrs. Irwin Bennett, Parrsboro, N. S., writes: "I feel it my duty to write a few words in praise of Dr. Wood's Norway Pine Syrup. I took a bad cold, which settled on my lungs, and made it almost impossible to breathe at times. I coughed constantly and could not sleep at nights. A friend told me how Dr. Wood's Norway Pine Syrup had helped her, so I procured some, and before I had taken one bottle my cough was gone and I could lie down and sleep at night."