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LETTER FROM MR. ALEXANDER MARTIN, M.P.

To the Editor of the Patriot.

Sir,—I beg leave to call your attention to a statement in the last paragraph of your article on "The Hillsborough Bridge" in your issue of the 2nd inst. The paragraph is as follows: "We might also refer to the fact that in 1896 in speaking in 1896 on the railway to Belfast stated that a Bridge—railway and traffic—would require to be provided. The Examiner, Mr. Martin and other prominent conservatives threw cold water on the project therefore their change of base now is too late."

I must tell you, and the readers of the Patriot, that so far as the reference to me as opposing the construction of the Hillsborough Bridge, or throwing "cold water on the project" is concerned, the statement is incorrect. I would like therefore to know the grounds on which you make it. Until you do so I must infer that your object was to misrepresent me before your readers; but I give your statement a most emphatic denial, and as the Editor of a paper which should furnish your readers with accurate information, it is not too much to ask you for your proof.

I may tell you, and it is true, Sir, that when a few years ago I plainly saw that if the people south of the Hillsborough ever expected railway communication, they would have to fight out the question for themselves. At the meetings which were then held, and in which I took some part, as a matter of prudence I did not consider it necessary to magnify the cost of the undertaking of building a railway, by blazing and publishing abroad about the large expense of building a bridge across the Hillsborough River. I knew very well, as every one knows, that in projects and works of this kind, very often the greatest difficulty is to make or get a commencement made. To begin to magnify the cost of the bridge before any initial steps were taken about the building of the railway would be a sure bid to defeat the project. That precaution would not mean that I was opposed to the bridge. I reasoned this way: When the Government builds this railway to Southport they have one of two things to do—either provide some means of getting into Ch'town or make the terminus at Southport. If the latter, a central depot equal in expense to the one in Ch'town will have to be built, a full staff of officials will be required, also a much larger expense for rolling stock. If the terminus were made in Ch'town the central depot there would serve, the same officials would serve, and less rolling stock would be required. Putting those things together any one can see that if the Local Government would unite with the Dominion in building a railway and traffic bridge there could only be one final result, and that would be to build it.

Now I thus frankly tell you, what I said, and what my proposition was during the agitation for the Railway, a few years ago. I have had the satisfaction of seeing the late Government take a firm hold of the question, the great leader, Sir Charles Tupper, unmistakably committed himself to it, and the late Minister of Railways giving notice of a resolution to expend \$253,000 on Belfast and Elmira Branches during the year of 1896. But sir, I do not think anything in the course I pursued would justify you in saying that I threw cold water on the project of building a bridge over the Hillsborough. I can point out further to you, that, when during the first session of this Parliament, I took up this question, as I was bound to do, and a discussion ensued in which Sir L. H. Davies took part, I said in reply to him in referring to the Hillsborough Bridge, that instead of being opposed to the Bridge, that I was always in favor of it. Now surely you could not by any mode of fair reasoning construe that as "throwing cold water on the project."

Now in regard to that Minute of Council which you say was passed on Feb. 17th, 1898, about which you so very gentlemanly said I showed such "astounding ignorance." You know Orders in Council are passed in the secrecy of the Council Chamber, and are not very often bandied about. Members of the Government and their friends alone are supposed to know about them till they become public property. Now, as you are in the confidence of the Government, I would ask you why if this order or Minute of Council was passed on the 17th of Feb. 1898, a bill was not introduced into the Legislature to give it effect. A session of the Legislature was held since and nothing was ever heard or said about it. It appears Sir L. H. Davies, when he paid a visit here last summer, did not appear to know anything about it either. In an interview with a reporter of THE PATRIOT, as therein published, he said in reference to the Belfast Railway and the Hillsborough Bridge, as follows: "A lengthy correspondence passed between the Hon. Mr. Peters (when he was Premier) and myself in which I intimated that I could not ask my colleagues to vote a grant for the Belfast Railway unless the Provincial Government would assume its fair share of the Bridge." There is not one word about this Order-in-Council. It he knew of it he kept it in the background, preferring evidently to rely on Mr. Peters' correspondence. Perhaps Sir Louis also exhibited "astounding ignorance."

Now, further, to show you that I was not so negligent as you assumed I was about this Minute of Council, I may tell you that during the last session of Parliament I tried to get all the information I could on this very question. On the 29th of March I gave notice of motion for an "Address to His Excel-

lency the Governor General for copies of orders in Council, correspondence, claims, memoranda, statements, memorials etc., in connection with the Govt. of P. E. I., and a delegation consisting of Mr. Warburton, Premier of the Province; Mr. H. C. McDonald, Attorney-General of the Province, and others in regard to questions at issue between the Government of P. E. I. and the Dominion of Canada." It is strange that no copy of this celebrated minute of council ever came down. The question is did the delegation submit it to the Government? At least under the circumstances I think I should be excused if I should exhibit "astounding ignorance" in regard to it as you so very amiably put it.

Now, Sir, in what have I sinned that you should in such fulsome language try to misrepresent me to your readers? Were you enraged because of the Conference? If only at the Conference why focus your oppressive epithets on me? The head and front of my offence seems to be that I dared to sketch out at a public meeting a way by which the construction of the Hillsborough Bridge would entail no additional expenditure on the Province, or even less than the present cost of running it. Was that a crime on my part? But you say the minute of council forestalled me when I made those remarks at the Conference. Well it happens that I forestalled the minute of council by first making the proposition at meetings during the railway agitation a few years ago. The reason I took the matter up at the Conference was that I expected if the Liberal party intended ever to fulfil their promises in regard to the railway and bridge they would certainly introduce at the next session of the Legislature a bill providing for a subsidy to the bridge. I know there was a difficulty about deciding on the amount the Province should pay as its share of construction. I therefore proposed as a solution, that an engineer's estimate should be made as to the cost of a railway bridge and a separate estimate of the additional cost of providing a track for foot passengers and vehicles. I thought the Local Government should pay interest on the additional cost—say \$9,000 a year. I knew, moreover, that different sections of the Province forgetful of the inconvenience the people south of the Hillsborough laboured under on account of the Southport Ferry; and the further fact, that that large section for the last 25 years has been proportionately paying its share of interest on the existing railway without any advantage from it, might not look favorably on the project. It was therefore necessary to show that the construction of the Bridge would not entail additional expense. Indeed, if the cost of the ferry is as represented, the charge will materially lessen it—as the proceeds of the sale of some of the present steamers—the sale or rent of the Southport piers and Prince Street wharf, (which the Dominion Government will need)—and the continuance of small toll, at least till the Province is on a better financial basis, would reduce the cost to the Province to something like \$5,000 or \$6,000 a year. That put very briefly is what in substance I said at the Conference, and I do not think you can say the Minute of Council forestalled me—or even it referred to it. Perhaps it would be well to get the Minute of Council revised.

Now I need not say that I am in perfect accord with the delegates you name: viz: Hon. A. B. Warburton (the Premier), Attorney-General McDonald and Hon. J. W. Richards, in pressing our claims for the Railway and the Bridge; but sincerely trust the result will be more than you seem to predict, viz: "A fair, practical and reasonable way of providing a Railway and Bridge by Minute of Council and Survey." It seems we have both a Survey and Minute of Council for some time; but they have not materialized into a Railway so far; but we should not despair.

Yours very truly,
ALEXANDER MARTIN.
Valleyfield, Feb. 4, 1899.

The full intensity of living is reached only by the perfectly healthy. Sickness discounts the capacity for enjoyment. If his body is all out of order and run-down, he will not be able to enjoy any, no matter how full of enjoyment it may be for other people. If he is just a little bit out of order, if he is not sick, but doesn't feel just right" he will only be able to enjoy things in a half-hearted sort of way. The nearer he is to being perfectly well, the nearer will his capacity for enjoyment be perfect. If this condition doesn't exist, something ought to be done. That means nine cases in ten the use of Dr. Pierce's Golden Medical Discovery. It works directly on the digestive organs, and on the blood and through these on every tissue of the body. It makes the appetite good, digestion and nutrition perfect and supplies rich, red blood to all the tissues, building up solid, healthful flesh. Send 31 cents in one-cent stamps to World's Dispensary Medical Association, Buffalo, N. Y., and receive Dr. Pierce's 1088 page "Common Sense Medical Adviser," profusely illustrated.

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Got Health and Happiness from Dodd's Kidney Pills.

LONDON, Feb. 6.—This city can claim one of the happiest, healthiest women in Canada.

Her name is Mrs. J. Osborne. She lives at 524 Grey Street, and she has this to say to her sisters throughout Canada.

"For eight years my life was made miserable by Female Weakness. I used many different medicines, but none did me any good till I started to take Dodd's Kidney Pills.

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Dodd's Kidney Pills are the only medicine on which women can confidently rely for a positive cure.

Keep Minard's Liniment in the House

The Pope has completely recovered from his recent attack of influenza.

Dr. Chase Cures Catarrh after Operations Fail.

Toronto, March 16th, 1897. My boy aged fourteen, has been a sufferer from Catarrh, and lately we submitted him to an operation at the Central Hospital. Since then we have resorted to Dr. Chase's Catarrh Cure, and one box of this medicine has made a prompt and complete cure.

H. G. FORD,
Foreman, Cowan Ave. Fire Hall.

Khartoum is to be occupied by British troops during the winter months. Two hundred and fifty men of the Royal Fusiliers have been ordered there from Alexandria.

Minard's Liniment is used by Physicians

It is reported that a special commission will be appointed in February to arrange the details for carrying out the project of a Pacific cable as outlined by Sir Sanford Fleming.

To all who find themselves with health gradually slipping away, Kidneys and Liver so disorganized that they are incapable of keeping the system free from poisonous waste material, stomach disordered, Bowels Constipated, Head Aching, Back Painful, take Dr. Chase's Kidney-Liver Pills. The quick way they help you back to health will surprise you.

A squad of British soldiers will visit America next month and give exhibitions.

Minard's Liniment Lumberman's Friend

Smallpox is ravaging the Abyssinian army.

Chronic Eczema Cured.

One of the most chronic cases of Eczema ever cured is the case of Miss Gracie Ella Alton, of Hartland, N. B. On a sworn statement Mr. Alton says: I hereby certify that my daughter Gracie Ella was cured of Eczema of long standing by using four boxes of Dr. Chase's Ointment. William Thistle,uggist, of Hartland also certifies that he sold four boxes of Dr. Chase's Ointment which cured Gracie Ella.

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Thanking the public for past favors and hoping for a continuance of the same. I remain, respectfully yours,

ISABEL LEWIS.

Twenty Dollars Reward

Any person giving information leading to the apprehension of the party or parties who broke into my house on North River between the dates of the 23rd and the 29th inst. will receive the above reward.

R. M. YOUNG.

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Boots and Shoes.

A lot of Ladies' Fine Dongola Boots worth from \$1.25 to \$1.85, all will go now for 75c a pair.

A lot of Women's Strong Boots for 50 cents a pair.

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