POOR DOCUMENT

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., JULY 18, 1903.

HON, MR. BLAIR STATES HIS POSITION AND WHY HE RESIGNED

CW.

(Continued from page 1.) to Winnipeg and the west until we know a about it, or until we have the st information about it.

The project is one of very great magnitude and should be dealt with only after the maturest deliberation. (Opposition rs.) Now, sir; without having this bill re us, without being able to do more simply indicate the order of events going to state now to the house red in connection with my re-Could Not Endorse His Colleagues' Action.

Could Not Endorse His Colleagues' Action. On Saturday, 4th of Ju'y, I became con-vinced that it was determined to build a line of government raliway from Moncton to Quebec and to proceed at once with the construction, without surveys, from Quebec to Winnipg, and sir, feeling con-vinced, knowing in fact that, that which my night honorable friend has stated to-day was then deceided upon, I caused it to be made known that, that policy, not to speak of other features that will be elaborated later, was not a policy to which I could commit myself as a member of the government, that, I could not take the responsibility of bringing before par-lament and pressing and urging upon the acceptance of this parliament and calling for the approval of this country, a pro-ject of the oharacter. This necessarily would convey and did convey to the minds of any body who heard me, and who know the position which I felt com-pelled to take, nothing short of a with-drawal from the government, and on

lered you against hasty and impetuous ac-Could Not Defend the Scheme Before Parliament.

made with sufficient impressiveness, and it is not my fault if it was not appreciated by you.
It further appears to me that if I had declared my intention of withdrawing from the cabinet while there was still a prospect of this policy not being adopted, you would have considered I was endeavoring to accomplish by threat what I had tailed to effect by argument.
I consider that my position with respect for this question differs in an important sense from that of any of my colleagues. As minister of railways the public would naturally regard me as having prompted and urged this scheme upon the government. I would necessarily have the carriage of the proposal through parliament, and in the nature of things would be by the public regarded as more responsible for the policy than any other minister in the cabinet, excepting yourself. The brunt of the opposition, which would be encountered in the house would have to be borne by me, and the duty of justifying and advancing the measure would fing myself to subordinate my personal judgment upon the question for the sake of the party, how could I discharge the duty of econducine to the public interests, nor one which could be as more to the guestion for the sake of the option which thave uniformly entertianed that it was not a policy which would be conducire to the public interests, nor one which could be safely adopted in the interest of the government itself.

who know the position which I felt complete the construction of alreading the message which is proved to the right hours of a write in the same of a positive to the public interest, not a positive and the rest, and a positive to the public interest, not a positive to a provide a positive to a positive to a positive to a public interest, not a positive and the rest, public interest, not a positive and the rest, public interest, not a positive and therefore in the interest of the public interest, not a positive and therefore interest and positive to a positive and therefore interest and positive to a positive and therefore interest and positive and therefore interes

ly informed, until I referred the matter a sub-committee, of which you were Moreover, far from admitting the charge

I claim that since you entered the govern-ment at its formation, I have always ex-tended to you the frank, loyal and cordial support which I consider is due by the prime minister to his colleagues. As to the reasons which you put for ward for your dissent from our policy, this is not the time or place to review them. I may observe, however, on the

them. I may observe, howerer, no meta-two main points of your objections: (1.) I am surprised at your statement that the projected line from Quebec east-ward to Moncton will parallel the Inter-colonial railway. The territory served by the new line is not the same as the terri-tor correct by the Intercolonial railway. the new line is not the same as the term tory served by the Intercolonial railway. Between the two lines there will be not only a distance, varying from forty to seventy-five miles, but a chain of moun-tains dividing the territory to be served by each of them. The plan which we have adopted for the construction of the line from Moncton to the Pacific coast has been

purposely selected, so as to keep in the hands of the government the key to the transportation problem from the prairies to the ocean, and to leave to the initiativ of a private company the section of country where energy and enterprise will be try where energy and enterprise will be constantly required to meet the exigencies of an ever ohanging situation. It was my duty this morning to call up-on his excellency the governor-general to inform him of your resignation, which it was his regret to accept, and in the after noon I acquainted the council of your final determination.

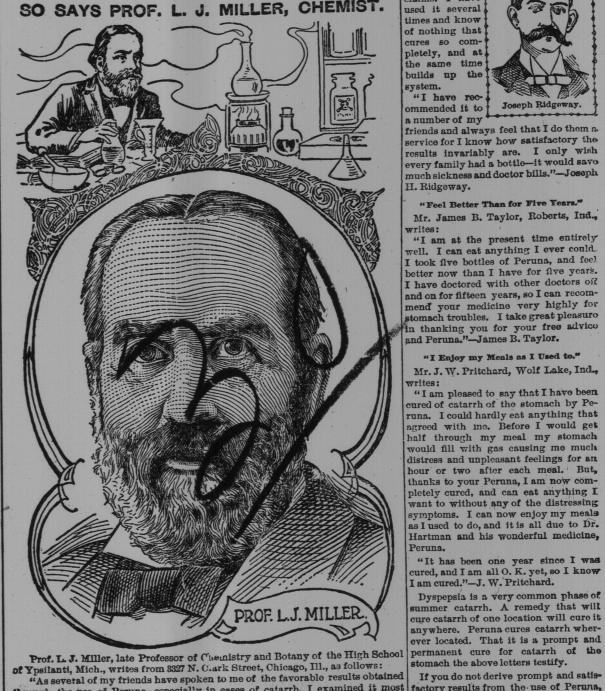
Allow me, in conclus you my extreme sorrow for an action, which I regard as a great mistake toward your-

elf, toward your friends, toward

CHEMICAL ANALYSIS

Reveals That "Pe-ru-na is Calculated to Tone up the System, Restore the Functions and Procure Health."

2000 AL 1/06 007 000



"Builds up the System." Hon. Joseph H. Ridgeway, Secretary of the American Anti-Treat Society, writes the following letter from the Grand Central Hotel, St. Paul, Minn .: "It is with great pleasure that I endorse Peruna as

an honest medi-

a realized and the second

ine, competent to do all it laims. I have 100 sed it several times and know of nothing that cures so completely, and at the same time builds up the system "I have rec Joseph Ridgeway. mmended it to a number of my friends and always feel that I do them a service for I know how satisfactory the results invariably are. I only wish every family had a bottle—it would save much sickness and doctor bills."-Joseph H. Ridgeway.

"Feel Better Than for Five Years." Mr. James B. Taylor, Roberts, Ind.,

"I am at the present time entirely well. I can eat anything I ever could ... I took five bottles of Peruna, and feel better now than I have for five years. I have doctored with other doctors off and on for fifteen years, so I can recommend your medicine very highly for stomach troubles. I take great pleasuro in thanking you for your free advice and Peruna."-James B. Taylor.

"I Enjoy my Meals as I Used to." Mr. J. W. Pritchard, Wolf Lake, Ind.,

writes: "I am pleased to say that I have been cured of catarrh of the stomach by Peruna. I could hardly eat anything that agreed with me. Before I would get half through my meal my stomach would fill with gas causing me much distress and unpleasant feelings for an hour or two after each meal. But, thanks to your Peruna, I am now completely cured, and can eat anything I want to without any of the distressing symptoms. I can now enjoy my meals as I used to do, and it is all due to Dr. Hartman and his wonderful medicine, Peruna.

"It has been one year since I was cured, and I am all O. K. yet, so I know I am cured."—J. W. Pritchard.

Dyspepsia is a very common phase of. summer catarrh. A remedy that will cure catarrh of one location will cure it ever located. That it is a prompt and

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Primier Asked Him to Deter Action. Upon Friday, I had the letter re-written and leaving out what had been said with reference to the railway committee bill enclosed my resignation with the accom-panying letter and was on the eve of hand-ing it to the premier when he did me the honor of calling upon me and suggested that I might not act for a day or two, as he desired to think matters over. I was going away on Saturday, I acceded to his suggestion. I did not return till Monday. I expected to have seen him earlier on Monday than I did, and I sent that letter, with another, with my resignation to him wi h another, with my resignation to hin on Monday, the 13th day of July. It re in ined as I say in albeyance during those in or seven days under the circumstance

There mentioned. Now, it is proper and due to this house and due to myself that I should put the house in possession of the contents of the communication which on the 10th of July I loowarded to the night honorable the

This letter, as I have said, was one with exception to the reference to the rail y commission bill, which I wrote and handed to the right honorable gentleman the first minister, on Monday, the 6th of Ju'y, it was held over under the circum-stances I have detailed to you.

Office of the Minister of Railways and

Office of the Minister of Railways and Canals: Ottawa, Ont., July 10, 1903. A y Dear Sir Wilfrid: Since the statement of my position re-specting the trans-continental project was made in council on Saturday last, I have been considering the subject from all points of view in the hope of finding some proper means by which I could avoid the necessity of withdrawing from the cabinet. I fully realize that in your present indif-ferent, state of health such action on my part would cause much anxiety and embar-rasiment, and this I would gladly spare you if it were as all possible. I deeply re-gre, however, that the more I reflect upon the situation, the more I find myself con-strained to take this step. It is the only course consistent with my view of public duty, and what is required of me by my-self respect.

detty, and what is required of the cycle and respect. The suggestion which was made to me when I stated to the council my inability to become responsible for the policy which the government was apparently determined to adopt with reference to the trans-contin-ential railway project, that I might delegate to rome other minister, or that you yourself might take charge of the carriage of the resolutions and measure in parliament, appears to be more impracticable, the more I consider it.

peet's to be more impracticable, the more consider it. It does not seem to me possible that, while declaring myself in council as disapproving strongly of the government policy on this question and therefore unable to support the same in parliament I could maintain my position in the cabinet and avoid the public advocacy of a proposition which it would be supposially my duty as minister of rail-ways to present to parliament and defend be-fore the country.

Would Not Place Himself in a False Position

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believe, if my memory serves me, this is the first occasion I have mentioned to you I reconciliated myself to the very obvious slight which had been cast upon me on the ground that probably your knowledge of my views on the general question did not encourage you to expect I would look with much favor upon, or render much assistance toward carrying out, the object you had in view

inder taylo taylor, out, the object you had in view. With the most extreme regret, Sir Wilfrid, I feel compelled to tender you my resigna-tion, which I have to beg you will hand to his excellency without delay. This resigna-tion you must treat as final. The action which has been taken since Saturday last, in submitting to a caucus of supporters of the government in parliament the trans-con-tinental railway proposition identically in the form in which they were adopted by council, assures me that the government has fully resolved to take the responsibility of asking parliament to approve them. In case you may think the action which has been taken is not irrerocable and devoid any possible misunderstanding on the question, I feel I ought to repeat to you the condi-tions upon which I would be disposed, it you so desired to further consider my ac-tion in this matter.

Conditions of Staying in the Cabinet.

Would Save the Intercolonial from De struction.

tion in this matter.
Conditions of Staying in the Cabinet.
I would require that the government should abandon its present intention:

1. Of building or authorizing the building of a line of railway to Moncton, which would be paralleling and destroying the intercolonial, or building or authorizing the building of any other line of railway more remote from the Intercolonial until the need of such latter railway becomes apparent, and proper surveys and an estimate of its cost are first made and thoroughly considered.
2. The idea of immediately proceeding with a railway trom Quebec to Winnipes. The government line from Quebec to the prairies and across the prairies to the Pacific coast, as the need shall arise, and in the meantite to enable a thorough exploration of the possible to judge whether or not a suitable through this district, and its cost and the character and conditions of the country to be made, so that it might be possible to judge whether or not a suitable through this district, and its cost and the character and conditions of the country through this district, and its cost and the character and conditions of the government should so decide, a commission, rather than a contract for such construction should be intervented by the government itself directly, and that a contract for such construction should be iter only after open and gublic competition.
4. That the sovernment itself, through a company under lease, but that the same should be operated either by the government itself, through a company under lease, but that the same should be operated either by the government itself, through a company on existing railway company under lease, but that the same should be decided later any one existing railway company under lease, but that the same should be decided later intervention of the government isself, through a company to the solute of the different railways by the might intend to use it under direct government is upervision and control, and that s I am sure that this will guarantee both good treatment to the G. T. Pacific under any management and will thereby secure an advantage not only without the enormous expense to the country which would be in-volved in the building of a line to Moncton but would save the Intercolonial from de-struction and depreciation and keep the people who live along the line from having the in-tercolonial reduced to a mere local road and at the same time would increase the buisness tercolonial reduced to a mere tocal road and at the same time would increase the business carried over the railway to the extent to which such business would have been done by the G. T. Pacific over the proposed Monc-I mention these as a few of the stipulation

I mention these as a few of the stipulations which appear to me to be reasonable and proper, and which, if I had been permitted to conduct the negotiations on this ques-tion, I would have sought to bring about. They do not by any means exhaust all that might be suggested, but I mention these so that you, Sir Wilfrid, and the council may have them before you before you finally determine that you will perpetrate what I cannot help regarding as one of the most in-defensible railway transactions which has ever taken place in this country. The more I think upon the subject and look forward to the consequences which are soing to flow from an adherance to the pres-ent scheme, the less capable I am of recon-cilling myself to it, and the more determined I feel that the whole responsibility of the undertaking will have to rest upon other shoulders than mine.

after a fuller knowledge of the facts and mature deliberation. 5. That the policy of giving a present guarantee or other ald to the company to build a railway in continuation of the Que-bee Winnipeg line through the fertile prairie district, the most valuable and promising section of the whole system, should not now be entertained, and that the final decision of the matter be deferred until it became rea-sonably clear that settlement along the prob-able route of such railway would justify its construction.

undertaking will have to rest upon other shoulders than mine. I feel it my duty to add, that I shall be compelled, on further reflection to oppose the project in its passage through parliament. yours faithfully, (Sgd.) ANDREW G. BLAIR. To that letter the right honorable prime

able route of such railway would justify its construction. I desire to express my extreme regret at parting from my colleagues, and under the conditions which have made this step neces-sary. With many of my associates at the council board, it has been a great pleasure to me to act during the past seven years. If it is to be a final separation I assure you I withdraw with personal deelings of the friend-liest character. Will you, Sir Wilfrid, accept my grateful appreciation of the compliment and honor conferred upon me when you invited me to take a seat in the cabinet and government in 1996. Yours faithfully, ninister returned the following reply: My Dear Blair,—I received yesterday afternoon your letter dated the 10th, plac-ing in my hands your resignation as mem-

Yours faithfully, ANDREW G. BLAIR, Office of the Minister of Railways and

When I gave him my explanation

Janals.

ame time another letter, in which yo the letter I accompanied it with a further letter dated 13th July which I will des set forth the reasons which have led vo to the course which you have adopted row, with your permission read to the This last communication opens with a re view of the deliberations which have taken ouse. Ottawa, 13 July, 1903.

Ottawa, 13 July, 1903. My Dear Sir Wilfrid: As I had not delivered to you my letter of the 10th inst. on that day, owing to your re-quest that I should defer action for a day or two to enable you to think matters over still further. I have thought that I might supple-ment that communication and suggest means whereby a common understanding on the railway question, could yet be arrived at be-tween my colleagues and myself. place in council on the railway question In this review, matters are stated which n my estimation, come within the rul

Advocates Government Transcontinental Road.

Let me state

question. My decided preference for a government owned and government operated rallway across the continent, and chief reason for

http://ite Grand Trunk Facility is boing allowed to a most generous extent. It cannot build its road without very liberal assistance. In giving aid the government might very properly impose terms tooking to some dinancial advantage to the country in the future, and therefore I would not say half, but I would not this it ought to be less than a third of the net earnings or that portion of the net earnings which would not be required for the improvement or betterment of the road, and which remained for distribution among stockholders, should go to the government. The this connection, the government might very properly claim the right to appoint one of the directors, and also have the books of the off and which remained to the improvement or the timpection of a railway accountant at any time. "Ind-As a means to achieve the sime purpose which the Nova Scotia people appear to consider very essential-that is to say the obtaining of a share during the whiter of the Grand Trunk Pacific through traffic for Hallfax and St. John over the Intercolonial, and the Intercolonial should in the division of rates, be entitled to such division of a rates, be entitled to such division on a mileage basis, mile per mile with the Grand Trunk Pacific. The Pacific for the foreignating in the west for the contract between the government and the contract, that the contract between the government and the contract, that the contract between the government and the contract, that the frand Trunk Pacific have not compiled with their agreement and have not used all awful and proper means to the thereupon of the contract, that the Grand Trunk Pacific have not compiled with their agreement and have not used all awful and proper means to secure the routing of traffic over the Intercolonial, and such general the same should be thereupon of the contract, that be governor-in-council should have power by order in countil to d best lights I possess. I do feel that when my night honorable friend said I made a at mistake toward myself, toward m nds, toward my colleagues and toward v country, that he is speaking the hone nvictions of his mind. But, sir, if I un capable of exercising any judgment on a matter of this kind I am bound to say that I do not agree with my right honor able friend. I am bound to say that if

able friend. I am bound to say that if I had come to this parliament and with what little knowledge and experience I have had of the railway question, and de-liberately and calmly advised this parlia-ment and this country that this question was a scheme which merited their accert-ance, I do not agree that I should have been doing my duty to myself and, in not doing my duty to myself and, in not have been doing my duty to the party with which I am allied. It was my plain with which I am allied. It was my plai and simple course to let them know a the earliest possible moment, and let the public know also how strongly I felt a a responsible minister of the crown with respect to this question. My strong con-victions are that this country cannot adopt and carry into operation the policy which my right honorable friend and the gov-

ernment have decided upon. Mr. Blair took his seat amid applaus from both sides of the house. R. L. Borden spoke of the good feeling which existed between himself and Mr. Blair who he recognized as a man of ability. He wanted to know something

bout cabinet reconstruction. Mr. Tarte interjected a few remark

Mr. Farte interfected a few remains into the discussion and said that Sir Wilfrid had offered to recommend ium for very high honors, meaning knighthood, be he declined because he was not rich enough to stand the same. Sir Wilfrid Laurier admitted that he had offered to do this for Mr. Tarte. He

said that the vacancy in the cabinet e filled ait no distaint date

Hon. Mr. Blair's Course Praised. The Evening Journal (Independent)

avs tonight: Beyond doubt the resignation of Mr Blair of the portfolio of railways and can als is due to that clause of the Grand Trunk Pacific agreement by the dominion government undertaking to build for the Grand Trunk a second line of railway from Moncton to Quebec. Already a goverament railway, the Intercolonial, spans that distance. The government is agree-ing to build another line to be leased to the Grand Trunk Pacific Company fo fifty years. In other words the govern-ment is agreeing to build for private cap italists a railway which will compete with and kill the business of a government

"When the terms of the Grand Trunk Pacific agreement were first hinted the Journal expressed doubt whether any such agreement was creditable. It seemed too

'What can this mean? Surely it is not proposed to parallel the Intercolonial and surely it is not proposed to hand the In-tercolonial over to the Grand Trunk. It

the Grand Trunk wants access to Monc ton let it have running rights over the Intercolonial at a fair price. What else is necessary? This looks like a rank and Ottawa, July 14, 1903. isgraceful grab by maritime province

"Subsequent to this no comment wa ber of the cabinet, and minister of rail ways and canals. I have received at the nade by the Journal, although the report continued, that the government would agree to build to Moncton because the ournal did not believe that the repor could be true. Nor is any official an-nouncement yet made. But the resignation of Mr. Blair unquestionably is be-cause a Liberal caucus last week had de-cided to ask the government to carry out

this extravagant idea "the deliberations of the council upo "And why did the caucus consent to

all matters which engage their attentio are strictly private and confidential." this insanity? "Moncton is neither fish, flesh, good red I therefore refrain from discussing them With regard to the charge that negotia erring, as far as a national railway for Canada is concerned. It is merely a rail tions with Mr. Hays made progress, an way invention. It is not a place which vere well advanced before I con can be made an efficient shipping port all the year round. Why, then, build to

"As several of my friends have specially in cases of catarrh, I examined it most through the use of Peruna, especially in cases of catarrh, I examined it most thoronghly to learn its contents." thoroughly to learn its contents. "I found it composed of extracts of herbs and barks of most valuable medicinal qualities combined with other ingredients, delicately balanced, calculated to tone be pleased to give you his valuable adup the system, restore the functions and procure health.

"I consider Peruna one of the most skillfully and scientifically prepared medicines, which the public can use with safety and success."---PROF. L. J. The Hartman Sanitarium, Columbus, MILLER.

patriotism, and the strength to step out of the cabinet in protest against this exof the cabinet in protest against this ex-traordinary project which, as he suggested in the House of Commons some days ago, would be a death blow in Canada to the hope of national ownership of a trans ntinental line.

Worcester, Mass., July 15-Harry Brod "Surely it is not too late for the govr, nine years old, was taken to the city ment to draw back and not force the Liberal party to go into the general elec-tion this fall with the incubus around its spital yesterday suffering from lockjaw the result of an injury from a pistol July neck of such a transaction." 4th. Harold Babcock, aged 14 died there

Another Paper Upholds Mr. Blair

A despatch from Athol says: The Free Press (Liberal) says tonight John Daniel O'Connell, aged 11 years "In consequence of a difference of ominwho was stricken with lockjaw Sunday

on between himself and his colleagues on night as the result of shooting a blank the subject of the governmental railway policy, the Hon. A. G. Blair has resigned cartridge wad into his left hand July 4, died yesterday. Detroit, Mich., July 15-The names of he portfolio of railways and canals. This cement will be regretted as much five to eighteen have been added to the list of those who have died in Michigan by the public as it is by his late associates in the cabinet, for it will be generally con-ceded that Mr. Blair has been an enerfrom lockjaw caused by the explosion of toy pictols on Independence Day. Malden, Mass., July 15.—Through an ap getic and efficient administrator in his department and did much to advance the

welfare of the country so far as railways ed that ten year old Joseph E. Burden, ir., who died last Monday, was a victim of and canals can effect that purpose. "Mr. Blair, as is well known, has always been devoted to the interests of the In-tercolonial railway.

tetanus; which reulted from a blank car-tridge wound. The lad was injured July "He has done much during the few years that line has been under his con-trol to advance the interests and promote Cleveland, Ohio, July 15-Charles Hines, its efficiency. He has in consequence main tained that in any scheme of transatlantic nine years old, died today as a result of tetanus. He hurt himself with a toy pistol railroad it should have been taken as the eastern link, and that the whole system should be a national undertaking. In this his colleagues have dissented from him and as accordington of R Blair has felt July 4. This makes the eighth death in this city resulting from tetanus since the and as a consequence Mr. Blair has felt it his duty to withdraw from the government, as it would be manifestly impossi cartridge for him to advocate a plan to which he was utterly opposed, and as a minister take the principal part in promoting.

"The public will see that Mr. Blair ha acted as a conscientious statesman and the public generally while regretting the necessity will laud his consistency." Fourth.

reposterous; too insane. "As the Journal remarked on July 1: STEEL MAGNATES IN CONFERENCE,

> Head Officials of Dominion and Nova Scotia Steel Companies

> > Meet at Sydney.

Sydney, N. S., July 14-(Special)-Sen ator Cox and other directors of the Do minion Iron & Steel Company paid a visit works of the Nova Scotia Steel & Coal Company at Sydney Mines yesterday Last night John F. Stairs, Harvey Gra-ham and G. E. MacDonald, directors of the Nova Scotia Steel & Coal Company, arrived in town. The directors of both

of both companies who were seen by your correspondent refused to state what was discussed at the meeting.

vice gratis.

LIST GROWS,

from tetanus soon after Broder's arrival

R. Hetherington, R. M. Dunlop, Blanche Proctor. Juvenile Templary-Mrs. Hetherington,

Mrs. Jackson, Mrs. Baxter, Rev. T. Marshall, H. Burns. Finance J. V. Jackson, H. Burns, J.

Distribution-J. Jonah, L. R. Hether-

ington, H. A. Stiles. Obituary-Rev. L. Mar-hall, Mrs. Heth-Obituary-Rev. L. Mar-hall, Mes. Heth-erington, A. C. M. Lawson, H. H. Stuart. Political Action-Messrs. Hetherington, Jackson, Peck. The Templar-Messrs. Lawson and Dun-lop and Misses Eastman and Gallagher. Bye-laws-Misses Mathewit and East-man, Mrs. Wetmore, S. T. Vallis. Appeals-Messrs. Hetherington, Jackson end Stillwall

and Stillwell.

The grand chief Templar's report showed the order in a prosperous condition. The grand secretary showed a good fin-

mcial standing, but reported a loss of 92 nembers during the year. There are now ,280 members in good standing. In Nova

Scotia the membership has increased from 2,000 in 1900 to 4,400 now. The electoral superintendent reported \$163.02 collected and \$159.65 spent for political purposes during the year, entire-y or chiefly in Albert county.

A public meeting will be held tonight it the Methodist church and will be address-ed by Rev. Thomas Marshall, Rev. Dr. McLeod and prominent' workers in the order. The sessions will be continued tomorrow, the election of officers for the ensuing year to take take place tomorrow

afternoon. Cancer is especially prevalent in distric

in which beer is the staple drink, and t' Watertown, N. Y., July 15.-Mrs. Archi Sweitzer, of Carthage, is dead of tetanus resulting from the explosion of a blank is believed to be one reason why it is prone to attack the Teutonic race.

Fall River, Mass., July 15-Nathan Kansas is harvesting the biggest Pecker, the ten year old boy taken to a hospital yesterday suffering from tetanus, died tonight. The boy's injury followed of wheat any state ever raised-more 100,000,000 bushels.

LOSING WEIGHT. a blank cartridge wound sustained July

Indicates a Diseased System

Perhaps you don't understand why you hould continually grow thinner and weak er. Your appetite may be all right, but The 33rd Annual Session of the Grand still strength doesn't seem to come from what is eaten.

> ined. You and besides doesn't nour-

tarted at once, dual falling off is weeked. wing conic and ie, which will ize all the

searched out onverted into sist in forming of rich, red d into every noois and corner of th dy supplying the nerves and muscles with new life and vitality. Miss Blanche Proetor, Moncoln, A. Burns and Judson Jonah, Hillsboro; A. C. M. Lawson, Grand Secretary, Chip-yeur physical condition is up to the proper

> If you wish to have the glow of robust health on your cheeks, and feel busy-ant, and always really for work, use Ferozone. It has a record in restoring weak, pale people, and will bring you the sort of health you need. Price 50 cents per box, or six boxes for \$2.50, at all druggists, or by mail from The Ferrozone Company,

Kingston, Ont. FERROZONE ASSURES HEALTH

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standard. Lodge. H. A. Stiles, Scott Act inspector of Al-

bert county, attended as an honorary member. Rev. W. R. Robinson, a past proper or necessary to acquaint you with the facts, I have only to remind you that I thought advisable at first to retain in my hands the negotiations of this impor-tant subject, keeping the council constant-

Fredericton, July 15-The 33rd session of N. B. Grand Lodge, I. O. G. T., open-ed here this morning, Grand Chief Templar W. M. Burns presiding. Among the officers and delegates are: Mrs. Robert J. Baxter and R. W. Gregory, Fredericton; Mr. and Mrs. J. R. Hetherington and Edson E. Peck, Hope-

THE GOOD TEMPLARS.

Lodge at Fredericton.

well Cape; Henry Harvey Stuart, Hope well Cape; Henry Harvey Stuart, Hope well Hill; Harry Burns and Annie M. Eastman, Petitcodiac; A. L. Stillwell, Briggs' Corner; S. T. Vallis, New Jeru-salem; R. M. Danlop and Miss Matthews, Bloomfield, Kings county; Rev. Thomas Marshal, Mr. and Mrs. J. V. Jackson and Miss Blanche Proctor, Moncton; W. M.

arrived in town. The directors of both companies were in conference today. This again has given rise to the rumor that the Dominion Iron & Steel Company is trying to absorb the properties of the Nova Scotia Steel & Coal Company. Directors

