# POOR DOCUMENT

TO THE TRANSPIL ST. HOHN N. B. THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., SATURDAY, APRIL 9, 1904.

# BATTLE OVER THE G.T.P. IS FIERCELY RE-OPENED

Sir Wilfrid Begins Debate and Mr. Borden Moves Strong Amendment Assailing the Railroad Bargain.

Weakness of the Country's Position and Generosity of New Concessions to the Grank Trunk Are Shown Up-Opposition Leader Proposes An Alternative Policy—Prime Minis er's Forceful Words on the Need for More Transportation facilities.

can be seduced from their present allegi

"Then when we reflect that the popu

tion of the west is largely composed

milated, we will no doubt agree that th

best instrument of assimilation is the rail

way, which annihilates distance, makes

neighbors of men who previous to its er

would have remained unknown to each

Moving Crops Disorganizes Other Business

"Strong as is the aspect of the question

iscontent in the east and not much con-

"But as soon as navigation closes the ommercial life of the west so far as the

ransportation of grain is concerned,

stopped. Nothing can take place. If there should be millions of bushels of wheat still

tored in the graneries of the west, if ther

should be a rise in price or a sudden demand, that demand could not be satisfied

from the west because, whatever may be said to the contrary, the single line of rail-

ommercial necessities. An infinite small

quantity of wheat has been carried by the

C. P. R. around Lake Superior, but the grades and curves of that line around the

north shore of Lake Superior will not per

vital nerves lacked power. weak nerves. Not the nerves

e nerves.

to cure one case in each ares for five years were e. Cancer is for surgery,

thought I, will they realize the of Dr. Shoop's Restorative? "I will offer it to the sick on

-that my prescription is unusual.

city and village in America. They any sick one, Dr. Shoop's Restorative

month I will let you use it entirely at

mit the successful commercial carriage wheat over it. Therefore these consider

wants of the country.

Get My Book For Him Now.

Send me no money.

Only tell me which book to send.

You certainly know of some one who is sick—some sufferer who will be grateful for the help my book offers.

And that book tells of a way to help. Tells of a way so extain that I, as a

And that Dook tells of a way to help. Tells of a way so ertain that I, as a physician, offer that help on trial. The book tells how for 30 years in hospitals and at bedsides I searched for a way to cure deep-second and difficult diseases. It tells how I perfected up prescription—Dr. St.op's Restorative. How by scientific experiment I traced out the causes that bring on chronic diseases.

restorative. It is kn

will tell you of a druggist near y who will permit the month's trial. Use the Restorative a month. Then decide. If you say to the druggist, "It did not help me," that will relieve you of aany expense whatever. He will bill the cost to me. This is my way of clearing your mind of all doubt as to what Dr. Shoop's Restorative can do.

No matter how prejudiced you constitute the cost to me.

No matter how prejudiced, you cannot despute this absolute security I offer. You cannot resist an offer like this if you are at all sick. If you have a weakness, write me. If you can't do things like you used to do them, tell me about it. Write in confidence. As a physician I will tell you a way to

Mild cases, not chronic, are often cured by one or two bottles. At drug-

help.
Get my book now-today. Address Dr. Shoop, Box 11, Racine, Wis.

Which
Book 1 on Dyspepsia.
Book 2 on the Heart.
Book 3 on the Kidneys.
Book 4 for Women.
Book 5 for Men (sealed).
Book 6 on Rheumatism.

way we possess today is not adequate

tent in the west either.

commons resumed business today after in doubt as to the allegiance of these peo Easter holidays, when the modificawiffrid Laurier, in presenting to the house the alterations in the contract, spoke in a tainly is the part of statesmanship, to pro strong, clear voice, and made a very effective speech of less than one hour.

In opening, Sir Wilfrid remarked that the proper facilities of communication at least equal to those which exist

he transportation question is still the const important problem engaging the attention of the Canadian parliament and to those which among our neighbors to the south.

"Then when we reflect that the problem of the west is largely composition of the west is largely composition." ple. It was a question at once involved and complex, since several works of a na-tional character are needed which, how-ever, cannot all be carried out at once. ention of the country is now conentrated upon the construction of a second trans-continental railway stretching from tidewater to tidewater. Another national necessity is the improvement of the waterways from the great lakes to the seaboard. There is, horeover, the improv great lakes to the Atlantic coast, either by

### Many Problems Facing the Governmeat.

There is the connection of the great There is the connection of the great western centres of population with the Yukon; all these projects are worthy of attention. The question is therefore where so much is to be done, where should we starve all the other sections of the domin commence? This was the problem facing the government last year, and after conaidering it fully the government believed it did not mistake public opinion nor fail in the proper appreciation of circumstances when it concluded that the new transcontinental highway is the most pressing necessity of all.
"There are," declared the premier,

"paramount reasons for this conclusion, reasons at once political and commercial. The population of Canada is today probably 6,000,000, and a little over, whilst not less than five-sixths of this number are centered east of Lake Superior. Though the west is inferior in numbers, it is a matter of public knowledge that it is increasing with far greater rapidity than the east, and we can almost see the dawn of the day when the west will have a population equal to and perhaps exceeding that of the east. Between these two section there lies a gap of several hundred miles of uninhabited and hardly habitable land. This gap constitutes an interruption of communication that has to be made up and supplemented by the hand of man. This has been done to some extent already by the construction of the C. P. R., but not

### Better Transportation Facilities Needed.

"If we remember that railway commun civilized life, no further argument is need-ed to show that a single line of railway be-that he region through which the latter tween these two groups of Canadian population is absolutely insufficient and inade quate. Then when we remember that the western group is geographically connected with another group of population largely akin in language and origin, but alien in to the character of the modifications. with which communication is Medifications Proposed. allegiance with which communication is established by several railways running north and south, the necessity is all the

I found invariably that where there

ts that would stren

escription I called op's Restorative.

unce it in the public primy discovery, the reme to me—like an its trey will know I am straighted druggist in carriable druggist in c

Where weak organ

I wrote a r

weak. Where there was a lack of vitality, Where weak organ are found, I always

company had set aside \$5,000,000 for

Dealing with the altercation in regard to the mountain section, the premier said that this was one of some importance. The charge was that the government would guarantee the bonds of the company to the extent of 75 per cent of the whole there being no limitation.

In the old contract there was a limit \$30,000 per mile as to cost of construct. The reason of this change was the altered condition of the money market.

It was a fact that bonds guaranteed by the government would not bring the same amount today as they would six months ago and therefore the government had to the corrections to implement this

do something to implement this.

Dealing with the modification in the event of the company defaulting, the premier pointed out that instead of foreclosing for the interest on the bonds the road would be placed in the hands of an agent or manager and provision would be made to lay 75 per cent of the profits aside for the government and 25 per cent for the Grand Trunk Company. The road would be placed in the hands of a receiver and by doing this the sale of the bonds would be facilitated. be facilitated. The change, Sir Wilfrid said, was one which even me opposition could not very well object to.

Coming to the question of common stock, Sir Wilfrid explained that the idea of getting the Grand Trunk Railway Com-pany to take \$25,000,000 common stock was to get the old Grand Trunk Company so closely identified with the enterprise that its success would be assured. In bent upon the company not only to acquire this stock but to hold it.

The alteration was that the Grand Trunk

Company could now dispose of part of this stock so long as it held sufficient to control the policy of the Grand Trunk Pacific. This was the last important stronger from the commercial point of view. The western population of Canada He submitted all the modifications in the are chiefly growers of cereals. As soon as the crop has been threshed during the months of September, October and November and shift the support of the house.

#### R. L. Borden. ber, and whilst navigation is still open, the

Mr. Borden had observed existing railways have to make a supreme less and joy in the premier's bearing when Sir Wilfrid was exploiting the G. T. P. railway last session. He could find very little that was satisfactory in the premier's explanation. The leader of the gov ernment had gone over the same ground as last session. He had even gone back 240 years to show that the belt of land 240 years to show that the belt of land to the north was fairer and more fruitful than that to the south. It was peculiar that this elysium was not yet settled.

The premier stated that the government had thought it best to interest the G. T. R. in the new transcontinental line. Everyone supposed, even the G. T. R. itself, that it, the G. T. R., was the first to prosest the construction of a line west from that it, the G. T. R., was the first to propose the construction of a line west from North Bay. The government on account of political exigencies was compelled to father the road from Winnipeg to Quebec and later from Quebec to Moncton.

The contract with the G. T. P. Company was sanctioned by parliament on October 24 last and it was supposed that the agreement was entered into on a cothe agreement was entered into on -eb money market had become tight and con-stricted. Within the past six months stricted. Within the past six months there had been no such change in the market as would warrant. Sir Wilfrid's conions make it necessary that we should have another line of railway to connect the clusions. What did the minister of finance east with the west so as to supply the

#### Second Transcontinental Road Necessary. Fie'ding and Laurier Don't Agree About Eastern Section to Be Dropped. Money Market. Sir Wilfrid went on to show that is wa

necessary to have a second transcontinen-tal line. There was no dispute as to that part of the road from the wheat fields to Mr. Borden quoted Mr. Fielding as say ing in a speech during the present sessio of parliament that the money market was worse six months ago than it is now. This regard to the extension from the whea did not correspond with the premier's statement. Mr. Hays, of the G. T. R., that he region through which the latter had said that the debentures stock was deposited by the company last December ocrtion was to travel was barren and ir for the purpose of convenience, not be-cause the G. T. R. had any difficulty in acspitable, but this was a mistake. The premier went on to say that although it was almost impossible to satisfy the oppo

Mr. Borden quoted the premier's eulogy of Mr. Blair and then went on to quote sition they ought not to seriously object some of Mr. Blair's opinions regarding the G. T. P. It was strange that a man held in such high estimation by the premier as Mr. Blair should disagree with him WILL YOU HELP A SICK FRIEND? rangeontinental line.

## Borden Quotes Blair's Views.

Mr. Borden, after relating Mr. Blair's views and those expressed by himself lasees on, went on to describe the obliga-tion of the government and the G. T. R. in the matter of building the transcon-tinental railway. The obligation in brief was: If three per cent bonds are sold at par, the eastern division and Quebec bridge would cost \$117,750,000; prairie section, \$13,000,000; mountain section, \$25,000,000;

If three per cent bonds are sold at 90, the eastern division and Quebec division will cost \$130,000,000, the prairie section \$13,000,000, and the mountain section \$28, 000,000, or a total of \$171,000,000. This was a statement of the obligation o which the country has committed it e.f

by the project of last session as amended by the supplementary agreement which Mr. Fielding had brought down. Blair's Estimat Too Low.

### Mr. Blair's estimate last year was \$139,-

000,000 included for the prairie and mountain section the sum of \$23,250,000 as the nount which the government would b bliged to guarantee.

The president of the G. T. R. estimated

hat the prairie section will cost \$20,000 mile and the mountain section \$50,000 a mile, so that the government will be obliged to guarantee bonds to the amount of not merely \$23,250,000 but of \$34,000, 000, the difference between these amount being \$10,750,000; add this to Mr. Blair ery little less than \$150,000,000. Last session Mr. Charlton, who was re

arded as the mouthpiece of the govern-nent, stated repeatedly that it was absoitely futile to build this road as a grain earrier from west to east unless it were onstructed with grades not exceeding one half of one per cent. "I challenged the government last session," said Mr. Borden, "to state the additional cost within \$20,000,000 which that would impose on he country and not one gentleman on the other side was able to give any estimate ounded upon any data which would be

## What is the G. T. R's Obligation?

"Now after looking on the obligation prise, on the other hand, what do we find is the obligation which, as stated by the president and directors of the G. T. R to its sharcholders, rests upon the G. T.

"What is it that they are to do o their part, if we undertake liabilities ag-gregating \$150,000,000 or thereabouts, ac-cording to the statement of the presiden and directors of the G. T. R. at a recen

"It has been stated by the president of the G. T. R. in correspondence with the government that this is a partnership. He saying it has always seemed to me that the government of Canada and the G. T. R. being in point of fact, partners in the

#### Partnership One Sided.

Last year as its share of the enterpris the G. T. R. had to guarantee bonds not exceeding \$18,000,000, certainly not ex ceeding \$20,000,000. This year the G. T. R.'s obligations would be reduced to \$14, 500,000. On the one hand is the obliga tion of the country of \$150,000,000 and o the other is the other partner of the enter orise, agreeing to enter into the partner ship to the extent of less than \$15,000,00 was asked were, first, to protet the country from the abrogation of the bonding tory in the north and west, and thirdly to provide an all-Canadian route. sident of the G. T. R. estimated th liability of that company at \$14,500,000 yet the premier said the G. T. R. and the

#### All Changes Favor G. T. R.

pents offered last year by the oppositio were rejected. All the changes which wer R. and none for the country. Not a single one was for the improvement of the pos ion of the do Last year, said Mr. Borden, Mr. Sifton

ompared the contract with the C. P. R. and spoke of its being superior to the

speeches at the G. T. R. annual meeting as indicating that the G. T. R. was cessary adjunct to the old G. T. R. sys em. This, in his opinion, looked to the ise of an American port by the G. T. R While he was helping the G. T. R. treach the northwest, he would not counted nance the expenditure of Canadian mone for the benefit of a route to Ameirca

opposition of the Conservatives to the en ement of the contract last year. He said that Sir Charles had no warrant for naking such unfounded insinuation gainst members of parliament, who we endeavoring to do their duty to the coun

The measure passed the house with only two small changes suggested by the opposition, and Sir Charles did not object to either of these

### Portland Will Be the Port.

He (Borden) did not blame the G. T. R officials for making the best bargain they could. The G. T. P. would be used for the carriage of grain to the ports of Lake Superior and from the lakes would be again carried by the G. T. R. to Portland was increasing its responsibility for the use for an American port. Favors I. C. R Extension to Georgian Bay.

The extension of the Intercolonial to Georgian Bay would do a more profitab business and would carry the grain to Halifax and St. John. Mr. Borden then took up the amendments, one by one, and

In his opinion it looked as though the eastern section was to be dropped at last. He said that the removal of the limitation from the amount of cost, as far a of the mountain section, was a dangerous one. The Canadian Northern would likely follow this example. There was nothing said Mr. Borden, to prevent the compan defaulting its interest for four years and half and making the government bear this interest lost. G. T. R. a Partner in Receiving Only.

Mr. Borden said that the G. T. R. and overnment had been called partners That was as far as giving was concerne but when it came to getting the Grand Trunk came in for \$25,060,000 common

having the common stock of the G. T. P held by the government? The regulation of rates, the economic construction and build-ing would be in safe hands then. But what had the G. T. R. ever done that fears of its shareholders should be allayed by the donation of \$25,000,000 of stock? Mr. Borden objected to the arrangemen o acquire G. T. branch lines at the e piration of the fifty years' contract if the overnment should desire it. The com cany in this way could dispose of ur

He believed in the extension of the Ir



### ment that there was for the extension the G. T. P. applied to the Intercolonia The Intercolonial needed such a conn

He stuck to his arrangement of last year by which several railways could use the P. R. north of Lake Superior. The uggestion did not come from the C. P. R. The idea, such as it was, belonged to him self. In conclusion, he moved the follow

That all the words after the word "that ollowing substituted therefore This house regerts that the gover

This house regerts that the government has committed itself to the granting of further concessions to the promoters of the Grand Trunk Pacific Railway, and that such concessions remove many of the supposed safeguards upon which the government placed reliance in submitting to parliament the measure originally proposed.

This house regrets that in attempting to determine the all important problems of the transportation, the government did not first seek the aid and adivce of competent and independent experts, whose opinion might have been procured and laid before parliament, at the present session, if the government had acted with reasonable vigor and with due regard to the magnitude of the interests involved and to the urgency alleged by the prime minister.

This house is of critical that in consider

sts involved and to the urgency alleged the prime minister. his house is of opinion that in consider-these problems and in initiating and deoping any great national system of trans-tation, it should be our aim to provide best and cheapest carriage for our procts and importations to secure their trans-tation through Canadian channels and inadian seaports and for that purpose to ake the Canadian routes the most economial and serviceable, to open up valuable ter tory for colonization and development, timulate inter-provincial trades and to bin

of rates and traffic facilities in retur reasonable public aid to railway con uction or improvement.
c) To improve and extend our canal system, to develop our lake and river routes, equip thoroughly our national ports on e great lakes, the St. Lawrence and the

seaboards.

(d) To perfect a system of elevator warehousing and terminal facilities.

(e) To secure under government control and direction, or where expedient under government ownership, common haulage or running facilities where one railway can usefully accommodate several systems and thus to ensure to the public more economical carriage and efficient service.

That the proposed contract does not subserve these objects but, on the contrary seriously endanger their realization. That under

usly endanger their realization. That us he proposed contract the government last effect committed the country to a pership with two railway corporations, using the capital and assume the risk, while to corporations receive enormous bemedic concessions without commence that

and concessions without compensating advantages to the country.

The proposed contract does not ensure transportation over Canadian rutes and through Canadiam seaports, but entrusts control thereof to a corporation whose policy and interests must favor diversion to the United States ports. It involves the country in a liability practically sufficient to construct the whole of the proposed railway while the more profitable portion of that railway is to become the property of the corporations. It enables one of the corporations to exquire from the other without payment \$20,000,000 of stock entitled to dividends which must be paid by the public. While permitting dividends to be declared on the stock thus acquired, it has not safe-guarded the public against the higher rates which such dividends shall involve.

It not only fails to provide for the extension of the Intercolonial Railway, but it commits the country to a project which is calculated to postpone for fifty years and probably for a century any attempt to establish and develop in Canada a national system of railways owned and controlled by the people.

Sackville, N. B., April calculated to postpone for fifty years and probably for a century any attempt to establish and develop in Canada a national system of railways owned and controlled by the people.

It overlooks the economic advantages of

of railways owned and controlled by the peorie.

It overlooks the economic advantages of
transportation by water and ignores Canada's
possession of the most magnificent inland
navigation in the world, the splendid possibilities of which if neglected by us will be
fully utilized by our neighbors to divert our
products to their ports and our trade to
their commercial centres.

It absolutely commits the country to the
construction of many hundreds of miles of
railway through a practically unexplored territory although the results of exploration
and survey may demonstrate the improvidence of the undertaking. It imposes on the
country a rashly undertaken project involving obligations so enormous as to seriously
imperil the possibility of improving and developing other lines of transportation more
suited to the requirements of the whole dominion.

It hands over to the promoters of the un-

veloping ofher lines of transportation more suited to the requirements of the whole dominion.

It hands over to the promoters of the undertaking without check or safeguard of any kind whatsoever, power to manipulate, dispose of and deal in enormous issues \$\frac{\psi}{2}\$ boads and stocks, although the extent of the country's obligations will depend upon such dealings and the public interest in regard to traffic charges, will be prejudiced by any resulting increase of capital.

The house is of the opinion that instead of ratifying the proposed amended contract, it would be more in the public interest to initiate forthwith and develop with all speed a system of national transportation, which should include:

(1) The immediate construction and control by the dominion of such lines of railway in west to the Pacific as the enormous importance and increasing development of the great western ocuntry requires.

(2) The extension of the Intercolonial Railway to the Georgian Eay and thence to Winnipeg, and the extension and improvement in the province of Quebec and in the maritime province of the government system of railways.

(3) The development and improvement of our canals and inland waterways and the thorough and efficient equipment of our national ports and terminals on the Atlantic and Pacific as well as on the St. Lawrence and on the great lakes.

(4) The thorough examination, exploration and survey of the country between Quebec and Winnipeg, with a view to the future construction of such lines of railway as may be found in the public interest. That for the purpose of accomplishing these results the government in accordance with the policy laid down in the order in council of 19th May, 1903, should immediately avail itself of the best expert advice and assistance.

Mr. Borden epoke for three hours and forty-five minutes

Mr. Borden spoke for three hours an

# WILL CONTRIBUTE \$500

castle, N. B., April 5-(Special)-Highland Society of Miramichi thi

The inland revenue receipts here for March were \$22,207.24, an increase of \$664.51 over those of March last year.

# STATES SENATOR FROM SOUTH CAROL

Recommends Pe-ru-na---Other Prominent



are using Peruna as my frience have any are using Peruna as icial results, I feel that I can safely recom-"As quite a number a catarrh cure with ben mend it to those suffering rom that disord "....J. J. Patterson. ally satisfied that your Peruna icacious remedy for catarrh, as I nany of my friends have been

Commodore Somerville Nichol the United States Navy in a letter from 1837 R Street, Northwest, Washington D. C., says: Well known men of dignity and prominence in the United States endorse and

"Your Peruna has been and is used by so many of my friends acquaintances as a sure cure for c that I am convinced of its qualities and I unhesitating ng from write at once to Dr. Hartman, giving a end it to all persons suffe

U. S. Minister to Guatemala. Dr. W. Godfrey Hunter, U.S. Minister to Guatemala, and ex-member of Con- . Address Dr. Hartman, President of

be pleased to give you his valuable ad-

mend Peruna for catarrh.

If you do not derive prompt and satis-

factory results from the use of Peruna,

gress from Kentucky, in a letter from The Hartman Sanitarium, Columbus, Washington, D. C., writes:

been secured in other cities.

# METHODIST MINISTRY TO BE EXAMINED APRIL 12

Sackville, N. B., April 5—The theological examination of candidates for the ministry of the Methodist church, in connection with the conference of New Bruns ick and P. E. Island, and the literary and theological examination of probation ers will be held in Fredericton, Sackville nd Charlottetown on Tuesday, April 12. These examinations are conducted by the apers, supplemented, where necessary, by ral questions, and cover the Greek Tests ent, church history, history of missions theology, Christian didactics and church

The promotion of the probationer from ear to year is conditioned on his passin nese examinations, and at the end of the hird year he is sent to college, where h own in the discipline of the church, cov ring advanced study in the studies above torical theology, metaphysics, etc. At the end of five years he is entitled to

present himself for ordination, and on so resenting himself he is further examine in theology and scripture by the conference assembled in ministerial session, when, if his examination is satisfactory, l is ordained at a public session of the conerence and received into full connection

# MUCH BUSINESS BEFORE

Woodstock, April 4-The monthly mee ing of the council was held tonight, a allagher, Mayor Lindeay in the chair vas about to leave the town to make school board, was presented, accepted an George E. Balmain was elected to fill th unexpired term.

Complications arising out of the exemp

tion of the woolen mills from taxes for ten years, which expired two years ag aused a discussion and the matter v referred to the finance committee,

next meeting.

The report of the special auditors on the treasurer's report, T. C. L. Ketenum and John S. Leighton, jr., was read and ordered to be printed with the treasurer's report in paraphlet form. eport in pamphlet form.

W. Hay, of the Imperial Packing Co

the liquor was not sold in town but had

efited by its use."-W. G. Hunter,

# Does Tobacco Affect the Health?

In a Thousand Ways Its Excessive Use is Injurious to the System-Causes Heart and Nerve Troubles.

That tobacco exerts a very decided in fluence upon the body is unquestioned. Thoughtful physicians prohibit smoking in convalescence just as they do in the formative years of youth, when the system is so susceptible to the action of nar-

habit is often looked for as a cause, and many a smoker wakes up at night feeling all the terrors caused by a fluttering, pal-

pitating heart.

If there is something wrong with your heart that makes you wake up with a start, you ought to take Ferrozone regularly, because it is the best heart medicine cles and nerves about thened and given new the heart are str

t and nerves, and en work again. Nothing heart like Ferrozone No one ever used Ferrozone without asting benefits. It builds up weak people nourishes the starved nerves, and tones up the muscles of the heart. Ferrozone prepared in tablet form, and is simple and convenient to take; it is sure to help

Do not allow an unscrupulous dealer to recommend anything in place of Ferrozone. Get what you ask for. Insist on Ferrozone which will be mailed to any address, price 50c. per box, or six boxes for \$2.50, by N. C. Polson & Co., Kingston, Ont., and Hartford, Conn., U.S.A.

A dramatization of the First Book of Samuel and the First Book of Kings, with the incidental introduction of some Psalms and the encounter between David and Goliath has been staged in New York. The leading critic says of it that "pre tentious dullness has seldom concocted such a mass of sanctimonious and platitudinous twaddle." Samuel wotted not

however, that anything like all the men who should vote will do so. The people do not take any such interest in eivie matfor many months previous; other council-loss admitted the fact but claimed that

#### will be called upon for an explanation the charge that his firm, being a fire bonused by the town, is conflicting with the industries of the town in doing cut swick Burns memorial at Frederictor tom sawing of lumber, contrary to the ant required to complete the project A. Park, president; E. A. McCurd The mayor and Coun. Stevens reported tudinous twaddle." on the work done in Fredericton before of New York's taste. S. Monroe, of Newcastle; Wm. Wil-John McDonald, J. D. B. F. McKenhe legiciature, re town legislation. It was decided to have the town light ie, Chatham; Ernest Hutchison, Douglas wn; J. C. Miller, Millerton, and Rober E. Loggie, Loggieville. This action was taken at a special mee The tender of John Graham was a epted for the supply of provisions to the ing of the society, at which a delegation composed of President O. S. Crocket and oor for coming year. Some of the councillors complained that L. W. Johnston, of the Fredericton s since the appointment of Inspector Col-pitts as Scott Act inspector, more drunk-enness has been visible on the streets than