

the commissioners would be most im-portant, and competent men would have to be secured. Mr. Tarte considered the salaries were too small to get good and honest men. The chairman should receive as large a salary as the manager of a large railway company. Mr. Maclean advocated \$15,000 for the

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chairman and \$10,000 for his assist He also wanted the manager of the Intercolonial paid \$15,000, so that a good man could be had for that concern.

Laurier promised to consider that suggestion when the general rearrangement of the salaries of the judiwas also out for high salaries.

Mr. Blair stated that the commission would cost for the first year \$100,000. The resolution passed and will be incorporated in the railway commission

The railway commission bill handled by Fitzpatrick under Mr. Blair's coaching was then taken up. A clause was adopted by which railway contractors will be compelled to pay current wages to men employed on subsidized roads. Further provision was

Mr. Hackett gives notice amendment to the Grand Trunk Pacific bill calling for a branch from Sackville to Cape Tormentine and for branch in P. E. I. from Carlton

Laurier gives notice of a bill to amend the mounted police act, and Mulock will introduce a bill to amend the civil service act.

Hon. Mr. Fielding gives notice of a motion that it is expedient to enact to the minister of railways and canals newal, maintenance and operation of

The railway commission bill was re-ported and stands for its final reading. Hon. Mr. Fielding's proposals for lead duties were reached at a late

Mr. Borden pointed out that the duties should be revised so as to encour age the production of lead products in Carada. If lead had to be exported we would simply be paying a bounty on the export product.

The amendment to the Grand Trunk Pacific bill standing in Mr. Ganong's name provides for a branch from a point at or near Grand Falls, thence crossing the St. John river and extending along the west side of the St. John river through Woodstock to the headwaters of the Magaguadavic river, south along said river through the town of St. George to LeTang, at the mouth of the Bay of Fundy.

NOTES.

The secret is out of Laurier's outline of the Quebec-Moncton section of the Grand Trunk Pacific. The premier took his data from a map operated by Mr. Hoare, engineer, who surveyed the section of country just west of St. Enletere to Edmundston for the old Quebec and Oriental line, now the Quebec and New Brunswick. The pro-

file shows the route of a line to run from Levis east to the north side of Lake Poheneganoot, where the mountains force the line to skirt this body of water to the border, Francis river is followed to Long Lake.

Laurier consented to insert a clause roviding that the majority of the The line then 'runs to Edmunds Grand Trunk Pacific directors shall be and at that point ends. The map was Mr. Fowler having moved one ambrought down in the house tonight

endment to the third reading, was shut off from moving his amendment the number of I. C. R. freight cars in use on March 1st, 1903, to be 1,012, and the number of days in use 13,100. At o provide for a line to St. John, and

ghes (Victoria)—I take the submitte ing some figures nave obtained from the mos reports available. First L figures given by the prime the other day from Moncton on, which he said was on hority of some survey have been unable to trace of, but I presume member for Westmorland nerson) furnished these fig e prime minister stated that ce from Moneton to Edis 209 miles. The shortest o Levis is 196 miles, and addes to reach the bridge that you at least 415 miles from the Chaudiere bridge. say that you would have least 10 per cent to that for iles from Moncton to Edwhich would give you 20 making the total distance Every one who has been tral part of New Brunswich at it is a sea of hills which to get over than mountains. de .-- How do you get your m Moncton to Edmundston? nghes (Victoria)-The prime ated in his speech that it illes. It is much more as of fact, but I take his figures. nt Intercolonial railway is om Levis to St. John. Via he route will be 196 miles to on from Levis, or 206 miles haudiere bridge to Edmund. 209 from Edmundston to a above Chipman. Then you hat it is 15 miles farther from St. John than it is from Moncton, and the road 29 miles north of Chipman. retends that the main line into Chipman. Therefore from Quebec to St. John by ite compared with the old be, at the outside, only 127 to the city of Moncton a only about 48 or 50 miles. -1 wish to move an that all the words in the of the hon. member for nd (Mr. Emmerson) after Chipman" be struck out, ord "Edmundston" be insertat all the words after the John" be struck out.

BEST

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understand why

lu Loup and the Temis

the St. John river.

lu Loup, take the Temis

castle to Moncton.

as you can to Newcastle on

at the map he will see the

from Edmundston to New-

shorter than by going to

The distance from Chin-

ncton is greater than if you

lewcastle to Moncton. Under

o this route being the shorter,

mstances, my view is cor-

As the crow flies

aster.

WASH

DAY

ster of finance.--I think on, member who has charge gave notice of his amendis amendment No. 1, and hon. member for Westamendment No. 2. My puts in a third. I think ve to get rid of one of these before we can take up do not wish to press the think that is the rule. -If the chair is to stand rules of order, I think the for Westmorland (Mr. did not give notice of his and therefore it is a

Moncton, in a direct line through the centre of New Brunswick, no man can themselves, that this section of the themselves, that this section of the its construction. I have no personal er be constructed. The project, however, is being dangknowledge of the northern part of New led in the air as a catch-penny to pro-Brunswick, but a great many young men who live in my county are emcure the support of the people dwellpering in that district, and ing along the eastern end of the prothey all inform me that it is a very posed line. The bill, brought down i rough country indeed. The right hon. gentleman stated to the house that the parliament, authorizing the construction of this section of the line in crouchdistance would be 209 miles. That may ed in such phraseology that construction may be delayed for an indefinite be correct; but, in view of the difficulties that would have to be encounter-

spoken of by the right hon, signed his portfolio as minister of rail-

it is a very reasonable proposition that is an absolute absurdity, from a com-

the government should acquire that mercial standpoint. It is believed in

the first minister, from Edmundston to ways to emphasize his belief; it is be-

ed, it would be much more expensive There are conditions according to to build and operate a road there than the Grand Trunk Pacific bill which the one I have mentioned. The diswas introduced by the Canadian parliament, on Thursday last, governing the construction of the road from tance to St. John via the Intercolonial railway is 577 miles. By the St. John valley route it is, 410 miles, and by Winnipeg to the Pacific, which in Chipman 461 miles. I think therefore tably show the reason d'etre of Sir that the suggestion I have made is ene Wilfrid Laurier's claims in regard to that should be adopted and which the whole proposal. This is the prairie vould satisfy our Nova Scotia friends. section of the road, except where the Considerable money would be saved by acquiring that portion of the Cantracks cross the Rocky Mountains. Construction is to begin immediately adian Pacific railway which runs the bill is authorized by parliament through the valley of St. John and the While the eastern portion from Winniupper St. John, and the government peg to Moncton, as projected, is-if it ould acquire at the same time the ever be built-to be constructed by the oad from Fredericton to Chipman and Canadian" government, the western Moncton. That would affect a saving section will be constructed by the rail of money as compared with taking the way company itself. centre route. My hon, friend from

Chicago; it is believed by probably a

majority of the Canadian people, by the Hon. Andrew G. Blair, who re-

Substantial government guarantees Westmorland spoke of the difficulty of however, have the effect of making going down the St. John valley from this prairie and mountain section a Fredericton. There is no such diffi-culty as he imagines. AI know every very attractive one to any construct tion company undertaking the same foot of the route. If we followed the attractive to the Grand Trunk Pacific people themselves; attractive especially to Sir Wilfrid Laurier in view of bank of the river all the way down, then difficulties would be met such as he suggests. But I would make the coming election campaign in Can-ada. To be very expressive the liberal straight line and go down over the Penniac country. My hon, friend ment of which Sir Wilfrid is the knows we could get a shorter line by head, expects a sumstantial campaign Fredericton going that way than by fund in connection with their action in following the bank of the river. guaranteeing the bonds of the Winni-peg-Port Simpson section. The convic-

Pacific coast is to be put in the posi-

more,

tion of gazing intently-nay,

(To be Continued.) FOUR DAYS WITHOUT FOOD IN A Henry Johnson of Halifax, Found in handling-several millions of this con

shortest route to the sea, and I think

road, which it could do at one-half

what it would cost to build through

the centre of the province. As regards

a Refrigerator at Winnipeg. TORONTO, Aug. 6 .- A. refrigerator

struction money, paid out by contrac-tors. On the other hand, the eastern part of Canada, from Winnipeg to Moncton is to be cajoled by an appeal car attached to a C. P. R. train ar. rived at Winnipeg today and upon opening it, the checkers found inside a man who gave his name as Henry Johnson. He said he got in the car at Halifax N. S., and had been without follow railway construction. food for four days, but seemed little of good things to come will reco the worse from his experience. Johnson was taken before the police magistrate and charged with trespas and travelling without a ticket. The

nagistrate, however, discharged him litical move; and so apparent is it, I need not dwell upon the matter further in order to demonstrate the comwith a caution. PLAGUE OF YELLOW JACKETS.

mercial unsoundness and the pettifog-ing which attaches to Sir Wilfrid's WINSTED, Conn., Aug. 6.-Thou-sands of yellow jackets have taken possession of William's store in the village of Montville, Mass., and nobody statements about the bonding privilege, referred to in the Press, and the dares enter the place. What is known as the upper bridge in Montville is al-so barricaded by the bees. A dozen utility of the Winnipeg-Moncton sec tion as a grain carrying route. Portland has really nothing to fear or more horses have been frightfully but everything to gain, in con stung." A portion of the residence of fiet Smith, in Montville, is

also held by the yellow jackets,

rendered, as aforesaid, other than pro- cents rate which can be established, motion services due regard being had and no doubt will be between Fort The house went into sup strength taken to the use of old material on the Hillsboro, P. E. I., bridge, which was afterwards charged to capital.

good case could be made out for the

Canadian troops, who, although will-ing to serve the term required, were

upon the government that everything

possible should be done to secure jus-

He urged

termination of the war.

tice for our troops.

Mr. Barker suggested that in the future the railway report should show gross expenditure on capital, credits against it, and the net amount that should be charged to capital. Hon. Mr. Fielding conceded that

there was much to commend in the suggestion, and promised to discuss it with the officials of the railway depart. ment. Mr. Fielding stated that estimated cost to complete the strengthening of bridges was \$1,250,000 Ithough two years ago it was fixed at \$6.000.000. The new rolling stock pro vided for includes six sleeping cars, four parlor cars, ten first class cars and six baggage cars. Mr. Fielding educed the original vote, \$637,000, to \$327,000.

Mr. Barker suggested that this was due to the fact that last year the gov-ernment reserved \$16,743 for car mental, howing that the Intercolonial had many more cars than it needed. w Brunswick votes passed includ-

ed grants for the new superstructure for Restigouche bridges, \$123,000; new superstructure for the Northwest Miramichi bridge, \$90,000; to extend the car shops at Moncton, \$27,500. The item for increased accommoda

tions at St. John, \$106,000, was allowed to stand for information as to the extent of the work already done. NOTES.

The Manitoba school question delegates found Laurier still infrenched behind the lines of "Torres vedras. The premier, after promising relief for the Roman Catholic minority, referred Messrs. Deegan and Russell to Hon. tion is irresistible that the western part of Canada from Winnipeg to the R. P. Roblin for a solution of the difficulty.

RETARDED THE MAILS.

Steamship Fireman who Refused to Sail Held to Answer.

BOSTON, Aug. 6 .- John Keenan, a to national sentiment embodied in the steamship fireman, who, after signing term "an all-Canadian route," and led to believe that they, too, may pararticles to ship with the str. chley, a vessel carrying mail to Port ticipate in the material benefits which Antonio, Jamaica, declined to make The hope the trip and in so doing delayed the mail about three-quarters of an hour. he eastern portion of Canada to the on Wednesday, and was held for the immediate outlay in the western secgrand jury by United States Commissioner Fiske, charged with retarding the United States mails. It is a pretty scheme, a shrewd po-

DANGEROUS EXAMPLES

Mrs. Long (who recommended a set vant)-Yes, she was an excellent girl in every way, except she would imitate me in dress, and things like that. Miss Short-Ah, yes. I noticed she egan doing it wh in she came to me, but she's given it up now.

with the project. I has been said—and I use the guotation without any personal feel-Mrs. Long—I'm glad to hear it. I expect she saw she was making her-self ridiculous.—Punch.

railway committee. On the item for to the then market value of the stock, William and Montreal? On what ming bridges, objection was and such issue and allotment of stock shall be binding on the company, and expect to control this traffic, and why such stock shall not be assessable for did he not deal with this aspect of th calls.'

The layman will not have much dif-ficulty in convincing himself that with the adventure of hunters and trappers such legislation the Grand Trunk Pa- two or three hundred years ago? cific can transfer to the Grand Trunk

sideration for rights, powers and privi-leges, also for the bona fide claims of real from Fort William or Port Ar-

contractors and engineers, such an thur is 101-4 cents, and the average

and bona fide value for the amount thing like 12 cents a bushel. Under

purchased, or for the rights, powers these circumstances, how is the new

and privileges acquired, for services railway going to compete with that 6

amount of such stock as shall be a fair rate, I understand, has been some

Railway Company almost any amount of money. Under the above mention ed clause the company may make pay- the explanation offered by Sir Wilfrid ment in stock for claims of every de-scription, estimating the value of the said stock at an amount to be a fair rise th connection with the consideraand bona fide value. That such pay- tion of such a vast project. Yeste ments may be doubly interesting to day's debate brought out even a worse the recipients, the charter provides state of affairs. It seems that the govstock transferred in this way ernment intend to make a more rethat shall not be assessable for calls. As markable bargain with the Grand the Grand Trunk Pacific Railway Trunk Pacific than was at first antici-Company and the Grand Trunk Rail- pated. First, they propose to build a way Company will be controlled by trunk line from the city of Moncton same men, it would not be a matter to the city of Winnipeg, which will be

pany. When Sir Charles Rivers Wilthe president of the Grand Trunk Pahimself, and surely this is a nice ar

rangement for both companies. 1. 22

But let us consider exactly what it neans. The cost of constructing the Grand Trunk Pacific from Winniper

to the coast will be at the outside \$63, 000,000. Under their act of incorpora tion the company will have power to raise \$97,000,000, or \$34,000,000 more than will be actually required for the building of the road. And here is where developed country. clause eleven comes in. The director

of the Grand Trunk, "as consideration for rights, powers and privileges acquired, and also for the bona fide claims of contractors and engineers," can hand over to the Grand Trunk Railway Company a very considerable portion of the \$33,000,000 surplus. Samuel Barker, the member for Hamilton estimates that the amount of stock Sin

present to themselves will be in the vicinity of \$25,000,000. That is a pretty substantial gift for the people of Canof the Intercolonial to Halifax? ada to make to the Grand Trunk Railway Company, but Sir Wilfrid Laurier, far from disapproving of it, commends it, and describes it as giving the pro-moters " a little leeway." This "little and yet the prime minister

Canada Atlantic Railway system from Montreal to Parry Sound, and would give the people of the west far more relief than the proposed line, which is to pass through an almost unknown wilderness. If \$25,000,000 were expendment of Canada, will b ed in a judicious manner, the dream of more deliberation and less action is those who wish to see the Interc needed before any such wildont mea-

Fort ground does the right hon. gentleman question instead of talking about tand any nonsense, and he spoke unbonding privileges, and reading us til nine o'clock in the interest of St John. He pointed out that the pro-moters had made no provision to ar-

"This is not a time for deliberation; the chief Atlantic port the Canada so-called Transatlantic road would be this is a time for action." That was useless. Why was the line to end at Moncton, an inland town, instead of at the nearest Atlantic seaport ? He considered it a very serious blunder he part of those who introduced the bill that there had been such over sight. He proposed to have a line constructed from the Nashwaak River lown the valley of the St. John River to St. John. Mr. Emmerson had made counter proposition for a road through a country intersected by of surprise if the directorate of the handed over to a private corporation former concern took from its Grand for fifty years. Next, they guarantee lakes and mountains, and the detours caused in clearing them to reach Chip-Trunk Pacific strong box a very gen- the bonds for the western section of man would make the route fifty miles erous sum and deposited, it in the the road, which will be built by the onger than if it was run from Ed. strong box of the Grand Trunk Com-company and which will parallel the pany. When Sir Charles Rivers Wil-whole Mackenzie and Mann system. undston through the St. John valley. Even if an air line was run via Chinson, president of the Grand Trunk Railway Company, shakes hands with Pacific to build all the branch lines it man and Norton to St. John, from 25 to 30 miles would be lost. Mr. Fowler was speaking when the hour for needs from any point along the trun cific Company he shakes hands with line. For instance, the Grand Trunk himself, and surely this is a nice ar- Pacific can construct a local line from bills elapsed. on Friday night when the question nes up again. Chinman to the city of St. John The house divided on Mr. Monk's will have power to build from Winni-

amendment that the minority report in the Loy case be adopted. The amendpeg to Port Arthur, and from some point on the main line to North ment was lost on straight party lines It can construct a branch to the city 40 to 105. Loy took his seat immed of Montreal or the city of Toronto thus affording itself local roads in good tely after. Fitzpatrick's resolution to provide paying districts, while the government ensions for judges, was moved. Borhes the responsibility of the heavi den suggested that the scope of the est charge for a road through an unresolutions should be broadened so as not only to provide for pensions for

old age, but should cover cases No doubt these proposals, which are of the nightmare variety, were those duty by some physical affliction. which Mr. Blair referred to when in The advisability his letter to Sir Wilfrid he stated that he could not endorse the scheme as it had already been outlined, nor the other features which would be laid before parliament at a later date. What is to prevent the Grand Trunk Pacific starting from the city of Rivers Wilson and his associates will Moncton and paralleling the entire line The Grand Trunk Pacific will either do that or it will take possession of the Inter-colonial itself. That is what the scheme means if it means anything declares

that "this is not the time for delibera nent measure. leeway" would just about pay for the tion." Perhaps not, but we venture to think the vast majority of the people Hon. Mr. Sifton stated that the gov in all parts of this country, when the ecome fully seized of the immensity of the concessions to be given to the Grand Trunk Pacific by the govern

Railway extended to the Great Lakes sure is carried through to completion

would be realized, and as we would then possess a substantial asset, and would be far better off than we will be Canadian member for Dorchester, sug-

when Mr. Wilmot attempted to do so Mr. McCarthy objected. the same day in 1903 the number was 1,522 and the days in use 14,942. Of The house consented to allow Mr Fowler to proceed, when it was discovered that the opposition would not

He will continue

similarly treated.

British subjects.

cars of other roads in use on the I. C. R. for the two years the numbers re-spectively were 548 and 771. The number of ties actually used on the I. C. R. between June 30th, 1902, and April 1st, 1903, charged to ordinary maintenance, was 543,721. The number purchased in the same period was 175,range for direct communication with St. John, and without such a line to 438, at prices ranging from 15 to 24 hemlock, 18 cents for to 20 cents for spruce, 25 to 28 cents for tamarack, 17 to 251-2 cents for cedar, 20 cents for ash, and 20 to 27 cents for princess pine.

A GREAT LITTLE WORKER.

During a long life time the heart will ropel half a million tons of blood through the body, and so long as the blood is in a healthy condition it will repair itself as fast as it wastes, pa; tiently keeping up the play of its valves and the ryhthm of its throb If the action of the heart gets weak, irregular and fluttering, the blood is lacking in nourishing qualities and requires just such assistance as is best supplied by Dr. Chase's Nerve Food the great blood builder and nerve restorative.

AN ISLAND MAN.

The new range finding instrument which has been set up at Camp Duf-ferin by Master Gunner Weatherbie was used in yesterday's practice and found to give perfect satisfaction

The highest aggregate in the league matches was made by Master Gunner S. S. Weatherbie, R. C. G. A., at Quebe with a score of 97, 99 and 98, or a total of 392.

[Gunner Weatherbie is a Georgetown bey and a son of John Weatherbie of that place.]

FRANK NINER TURNS UP.

judges who might be rendered unfit for A day or two ago the Sun published a paragraph to the effect that enquiries of increasing were being made for a young mail named Frank Niner, who had not been judges' salaries was urged by both sides of the house. Mr. Fitzpatrick heard from for some time. Friday said he was in sympathy with the ap-Mayor White received a note from peals, but he feared that such propo-Niner, who, it appears, has been living ition would not be favorably received. in St. John ever since he landed in He asked to have the resolutions stand Canada. Niner came here on the Lake until he could consider the suggestions Ontario on March 26th and was for a made .- The house adjourned at 12.80. time employed in the New Victoria hotel. About a month ago he got a OTTAWA, Aug. 6 .- In the commons today. on motion of Sir Wilfrid Laujob on the S. S. Yarmouth, and is still rier, Demers' act respecting the jurisin the employ of the D. A. R. His diction of the exchequer court as to sister, who lives in England, made enraailway debts was made a governquiries through friends at Halifax.

AWARDED CONTRACTS.

rnment had promised the Royal So-James McDade, the Mill street sheet giety to meet the cost of entertaining ron worker, has been awarded the the international congress of reology if that body accepts the invitation to contract for the galvanized and sheet iron work on the Canadian Drug Co. meet in Caaada in 1906. Dr. Bell of the seeloging survey will visit Vlenas, and offer the hospitality of Carada to and offer the hospitality of Carada to building, Mill street; also for the new

avenue. James Munter has completed the wathe congress. A resultion to fix the salartes of the railway commissioners at \$10,000 for the chairman and \$3,000 for the ether ervoir, and it is now in working or-