OTTAWA LETTER.

Railway Transportation Chief Topic on Parliament Hill.

Canadian Pacific Spending Money Like Water to Keep Its Rolling Stock Up to the Demand.

The West Must Learn That the East Mas Some Rights Which It is Bound to Respect-Canadian and Not United States Ports Must Be Patronized

(Special Cor of the Sun.) OTTAWA, May 7.- Next to the tarfit question, the livest topic in fian politics is transportation. Every-body in Ottawa is talking "railway," question, the livest topic in Canaand for the past few days the town has been filled with railway magnates, who were either putting forth their

ing rallway supplies. He does not consider the excuse that rolling stock is unobtainable, a valid one. Like most western men Mr. Scott knows that the West must be brought to recognize that this to be "Canada for the Canadians," and not "Canada for Western men Mr. Scott knows that the Western Canadians." The East is perfectly willing to give the territories of the constant of the

world that he would give to any syndicate offering to construct the Canadian trans-continental road so many acres of land and so many million dollars. He was the first to establish the principle of land grants, and his example has been consistently followed by succeeding Canadian politicians. Then, within recent years, the present administration proposed to construct the Yukon railway by presenting the contractors with almost sverything in sight. That transaction was little short of scandalous, and it was its crookedness that brought down the wrath of public opinion upon it and finally resulted in its defeat.

Land grants today, and land grants at the time of the construction of the Canadian Pacific Railway, are two entirely different propositions. The Canadian Pacific pierced a country comparatively unknown to civilized man. Its resources were undeveloped, and the liberal party of that day were denouncing it as a land of lakes and mountains. It was the construction of the Canadian Pacific that made that part of Canada valuable and Canada Land grants today, and land grants as a whole by cash subsidy contributed towards the opening up of her wheat tands. The consequent improvement in land values was the result of goveriment encouragement, and therefore the people of the west cannot take to themselves credit for developing something which had already been exploited. Now that the west is no longer a doubtful investment it is questionable. doubtful investment, it is questionable in the minds of thousands of Canadians whether it is open to the Laurier administration to grant a single cent in subsidies for the Grand Trunk Parities. in subsidies for the Grand Trunk Pacific. The Grand Trunk has already received some \$50,000,000 from this sountry, and it is not going west for its health. It will enter a territory which will guarantee it all the freight its lines can handle, and if this is not sufficient inducement for any railway, then the Grand Trunk Pacific had better remain where it is. This is the general feeling throughout Ontario.

One of the drawbacks to grain ship-ment from the west is the present frain act. The law requires that all grain must be inspected at the point of shipment, and this ordinance has caused considerable grumbling, inas-much as the inspectors being unable to handle all grain that comes to them as promptly as the railways can handle

West has a grievance and he does not care where the rest of Canada lands, so long as his section of the world is looked after. That is characteristic of many western members of parliament, who seem to consider that the world has its beginning and end in the North West Territories. Manitoba and British Columbian representatives are more reasonable in their consideration of what railways cannot do, and they are ready to concede that under certain conditions it might be a little difficult to handle all the freight that offers in a boom country.

The Last is perfectly willing to give the territories all the transportation they need, provided the spout shall be on Eastern Canadains soil. We in the East, do not begrudge the millions provided if we get some return for our money. On the other hand, Mr. Davis, Mr. Scott, Mr. Douglas and Mr. Oliver want millions and the right to say how and where they shall be spent. If the East provides transportation, the West must be prepared to give our industrial life a support which will be a substantial quid pro quo. It is only by a policy of "Canada for all," that Canada can become great and the solution of trans-

Quebec it is almost impossible to get sufficient rolling stock to move the freight at hand. The merchants of the maritime provinces know how difficult it often is to secure speedy delivery of large orders of goods, and it is sometimes weeks and months before shippers can be accommodated. This is largely due to the fact that the rolling stock which should remain east has been taken west in order to facilitate the dispatch of grain to the seaboard. So that if there is any grievance it is the eastern people who should kick at having their cars and engines run out towards "sunset" for the benefit of the wheat grower. But we must not take these western

But we must not take these western gentiemen too seriously. It is generally believed that Mr. Scott was taking at the request of the leader of the government, and with a view to sounding the house on the question of the Grand Trunk Pacific scheme. Whenever a large question confronts the government, it generally dodges around the corner and places a private member in the open to be kicked around. The Grand Trunk are looking for some millions of dollars, and Hon. Clifford Sifton is said to be interested in their getting it. As Mr. Scott is an intimate friend of Mr. Sifton's, his complaint may be significant. Mr. Scott and his fellow parliamentarians of the Territories may talk pretty loud, but when it comes to a vote on the question of transportation, and it is "Laurier or the west," the west is generally allowed to look out for itself, so far as they are concerned. they are concerned.

J. D. McKENNA.

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OTTAWA, May 9.—The government is beginning to realize that it cannot treat the opposition with indifference in the matter of bringing down any important business it has to submit to the commons this session. The past week has been almost a dreary blank so far as the estimates are concerned. Very little money has been voted and the probabilities are that very little will be voted until members to the left of Mr. Speaker knew where they are. The administration by the brute force of their large majority have endeavored to force the opposition to give way, but they have made a rather bad bargain with themselves, and there will be more obstruction during the present session than at any time during the ninth parliament, unless the programme now followed is changed.

caused considerable grumbling, inasmuch as the inspectors being unable to handle all grain that comes to them as promptly as the railways can handle it, many cars were rendered idle, and thus a considerable percentage of the Canadian Pacific rolling stock is tied up. A movement is now on foot to have the act amended 50 that grain may be inspected at the seaports. This will be a vast improvement and will enable the railways to get out a larger percentage of cereals before the close of navigation than they have been able to handle heretofore. If the grain can be taken direct to Montreal, St. John, Quebec and Halifax, to be inspected there, it will not only add the western shipper but will provide additional work at the seaboard. The pressure brought to bear on the government in order to secure this amendment is from influential quarters, and the reform will probably be made this autumn.

The Canadian Pacific railway has

body in Ottawa is teaking 'railway.' body in Ottawa is teaking 'railway.' the lows, and been filled with wallway the lows, and the wall was a sense of the men conducting it. The west in the sets of the set forts to secure a charter for the Grand Trunk Pacific or doing that the wast to defeat it or make the terms as hard as possible. This is the way the town intenses, and as for a Canadian set, and as for a Canadian set of the west of the world of the present and although the Canadian from the West of the commenced the debate.

Walter Scott, West Assimibda, brought up the question of the freight blockade on the practice and demands of the freight blockade on the practice and demands of the company that the grant tought up the question of the freight blockade on the practice and demands of the West fall the government should do something to releve the situation. West for the grain. He has no patience with railways who cannot keep up their supply of motive power and rolling stock; and considers that if he were given two characters of the world and beat if Trunks and the world and beat if Trunk such matters as their opponents might see fit to bring up, of course the opposition would at once consider them-selves crushed, and remain silent. Mr Fitzpatrick did not enjoy this easy sarcasm and remained rather docile during the remainder of the proceed-

feet has a grievance and he does not are where the rest of Ganada lands, o long as his section of the world is oloted after. That is characteristic of the spoit, shall be on Eastern Gandain soil. We in the East, do not begin to consider that it world is obtained by the conservative party to the Canadian Facility. He was the first results of the conducted the members of parliament, shall be spent. If the East-group of the many friends heart of the members of the read of the members of the read of the members of the read of the members of the will cost over \$500,000, will be modern in every respect and is expected to do good work in Eastern Canada. When Mr. Tarte left office everything was in readiness to complete the boat for launching in July. It is now doubtful if she will be finished within twelve months of that date. That is what politics has done for the maritime provinces.

Mr. Tarte is evidently after Hon. Mr. Tarte is evidently after Hon. Raymond Prefontaine. That gentleman has a finger in the Sorel pie, and like all his transactions, this one has resulted in disaster. Of course the government is not prepared to admit that Mr. Prefontaine has anything to do with public works, but Mr. Tarte says he has friends at Sorel, and these friends supply evidence which does not altogether bear out the claim of the administration.

altogether bear out the claim of the administration.

It took the opposition four solid hours to find out that Hon. James Sutherland, so far as he knew, is to have the spending of the public works money in Quebec. It will be remembered that only a short time ago Hon. Raymond Prefontaine boasted to his toonstituents in Maisonneuve that the public works department was to be dismembered, and that the dredging of the St. Lawrence route and other important works were to be transferred to the control of the minister of marine and fisheries. Mr. Prefontaine secured a great many votes on this basis, and conservatives were anxious to know if he told the truth. Judging from what Mr. Sutherland says, the minister of marine and fisheries simply told a ministerial untruth. These are common breaches of honor at Ottawa these days, so it probably caused Mr. Prefontaine little anxiety when he learned that his brother minister had given him the lie. When it is considered that even this meagre statement was the result of eight weeks of hard work on the part of opposition members, the public will appreciate how much frankness is contained in the make-up of the cabinet. Only the threat that no money would be voted brought Mr. Sutherland to time and compelled him to take a shy at Mr. Prefontaine's prestige in the province of Quebec.

The Grand Trunk Pacific is the all-

prefunctains' prestign in the province of Quebec.

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BAPTIST MISSIONS.

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der to keep their plabt up to the standard. With all the large rolling stock and docomotive works of the world only orders, the Canadian Pacific is unable to get anything like the number of engines and cars it needs. And this is true of the whole contingnt. The Balawins, the Largest locomotive works in America, during their seventy years of existince, have been able to construct 20,000 locomotives or an average of 25 yearly. At the present time they have 250 under contract, of which loop are for delivery in 1804. In structural from and material of all kinds, like instances might be multiplied indefinitely. It runs around in a circle, working back, in every case, to the failure of some body to deliver something. In fact the iron trade of the world is overdone and the railways are not the only companies to suffer inconvenience. Without rolling stock the Canadian Pacific cannot handle freight, and without the contractors willing to deliver rolling stock the Canadian Pacific cannot handle freight, and without the contractors willing to deliver rolling stock the Canadian Pacific cannot handle freight, and without the contractors willing to deliver rolling stock the Canadian Pacific cannot handle resign, the sale to some the contractors willing to deliver rolling stock the Canadian Pacific cannot handle resign, and the sale to force any companies to move western strain faster than at present.

This is a most senseless arrangement, the territorial parliamentary of the residual parliament and the source of the west of the canadian sense time the provides for him.

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This is a most senseless arrangement, the territorial parliament are for anything but their own in the service of any length of time and recidence of the support of the support of the parliament of the world is the parl

a practical railroading standpoint it could not possibly succeed. So that if the government does not insist upon an extension from Quebec east, the chances of St. John and Halifax for through freight are rather slim.

Hon. David Mills, one of the mos lovable men who ever sat in the Can-adian parliament, died suddenly last night at his home in the city. He

(Moncton Times.)

This province is going into debt at a paralyzing gait.

The session of the legislature just Central Railway guarantee....\$200,000 Restigouche and Western do...250,000 Bridge bonds200,000 Beersville Railway 20,000

TO SECURE MOOSEPATH. Horsemen Taking Steps to Form an

Association.

An effort is being made to re-awaken the interest in driving in St. John and for this purpose a meeting of all horsemen who feel inclined, is to be held on Thursday evening in the Dufferin hotel. At present there is neither a horsemen's association here nor a suitable place where horses can be trained. The roads are too hard for speeding, and Moosepath, the only available track, is owned by the Agricultural Society. The horsemen do not wish to boom racing so much as to have a track whereon they might train their horses and enjoy the sport. If they succeed in forming an association they will endeaver to secure the Moosepath park and will join the National Trotting Association, under the protection of which it will be possible to hold days of races here.

WOMAN ROAD AGENT FREE. ari Mart, a Young Girl Who Has Boe n an Arizona Jali for Saveral Yours, to Paroled—Her Adventures as a

Gov. Brodie of Arizona has paroled Pearl Hart, the woman Dick Turpin of the southwest, whose sensational career as a bandit and stage robber a few years ago astonished the country. The parole was issued on the recommendation of the superintendent of the Territorial prison, the conditions including an agreement on the woman's part to make her residence outside the boundaries of Arizona until the term of her sentence has expired.

The prison superintendent, in making his recommendation, said that Pearl Hart had been a model prisoner, complying well with the regulations of the penitentiary, and was, therefore, entitled to lenient consideration.

Pearl Hart, as a mere girl, lived in Gov. Brodie of Arizona has parol

Pearl Hart, as a mere girl, lived in Phoenix a few years ago. She was a slender, dark-eyed maiden, unassuming and quiet of demeanor and modest of speech. She did not distinguish herself from any of her school companions, and did not develop any of those traits which afterward made her famous until she was about 18 years of age. Then, it is said, she showed a surprising fondness for reading the adventures of Dick Turpin, Jack Sheppard and other luminaries who have faured extensively in criminal history as stage robbers. The modern imitators of these notorious criminals, especially Billy the Kid and other despecially Billy the Kid and other desperadoes with whose deeds Arizona has not yet ceased ringing, seemed to fire the imagination of the young girl, and she often expressed herself as admiring a bandit above all other men.

At this time Pearl Hart became acquainted with Joe Boot, a swaggering young fellow, who seemed her beau ideal. Boot apparently fell in with the strange whims of the girl. Soon they became engaged, and in the spring of 1899, they pleaned an adventure that Pearl Hart, as a mere girl, lived in

became engaged, and in the spring of 1899 they planned an adventure that ned the eyes of all Arizona, accus-

tomed as that territory is to the deeds of daring criminals. SHE HELD UP A STAGE.

passengers asserted that one of the robbers who held up the coach was a woman. She was plainly discernible in the moonlight, as she stood at the heads of the horses. Apparently it was she who directed the affair, as she

PURSUED BY A SHERIFF'S

POSSE.

When the passengers told their story, after the stage coach had been allowed to go on to its destination, it was hardly believed at first. It seemed incredible that a woman would dare to risk death in a country where men are always on the lookout for stage robbers, and where a successful stage robbers, arafty and must be engineered by a skilled hand. Sheriff Freeman, of Pinal county, finally organized a Bridgeton and is owned by a syndicate.

pretty woman is the principal in the case. Pearl Hart received her sentence with composure. She knew the result when she was arrested, for she result when she was arrested, for she had lived in Arizona long enough to know that no stage robber gets mercy. As soon as she entered the penitentiary, however, she made an earnest effort to reform. She learned the art of lace making and sold a great deal of fancy work to visitors who called to see the famous woman bandit. Most of these visitors gave her money, so that Pearl Hart left the penitentiary with a snug sum to her credit.—Detroit Free Press.

A NEW INVENTION.

Plane for Screwiese and Rudder Vossels—The Work of a Prench Inventor.

system has been offered by its inventor to the government of the United States and it is in one of the American ports, and exclusively for the government at Washington, that trials and experi-

ments will be made The inventor does not supply information more or less in detail as to the construction and the working of the Fantaisie, as much much necessarily remain secret until further notice. But remain secret until further notice. But he contents himself with the assertion that after this perfect operation of the Fantaisie other vessels of various tonnage are about to demonstrate the advantages of the system, and so much mere the readily and satisfactorily that there will be none of the hesitations, experiments and trials necessarily appertaining to a first work, while improvements will be added to those already made.

The Fantaisie attains a speed as yet unknown in sea vessels, and whether in navigation on the surface or below -for it is boat submergible at pres-sure—the speed, obtainable without a sreat expense of power, places it far ahead of ordinary systems, even those which are justly esteemed, while for maneouvering purposes the evolutions of the vessel can be carried out with geometric accuracy, and yet without the use of either screw or rudder. On the surface of the water the ves-

sel seems to skim along, or, more properly, may be said to fly like a swal-Between Globe and Riverside a stage was held up one night, and a large sum of money and much jewelry and other valuables were taken from the passengers who filled the coach. The porpoise.

It may also be mentioned that when aground at the bottom of the water, where a screw vessel would remain fast when sunk, the Fantaisie, or any ship built on its model, would easily draw itself free, and in navigation of water of little depth, or where it would

today, and it was thought the fire would be controlled or at least that the hotel would be saved. The Pleasant Mountain House is six miles from Bridgeton and is owned by a syndicate Something better than any one because the same than the same was the same white something better than any one because the same was the

Oswald Price, M. D., who died of enteric fever, was unveiled in the Baptist church church, there being present Major Jones and Sergeant Major Gill Major Jones and Sergeant Major Gill of Halifax and a major from St. John. Major Jones save the address at the unveiling. He was personally acquainted with Mr. Price in South Africa and knew the particulars of his sickness and death. C. F. Alward spoke in behalf of the people of Havelock. It was a very impressive ceremony. A large congregation was present.

Egra Keith is confined to his home sent.
Ezra Keith is confined to his home

mony. A large congregation was present.

Ezra Keith is confined to his home with a severe sickness.

Mrs. Aaron Clark of New Canaan, who has been lately left a widow, received a practical expression of sympathy from her friends and neighbors in provisions and money amounting to \$30. Since the death of her husband she has sold her little farm to Vennins Kierstead of Forks Stream and with her family has gone to St. John to live with her father.

One of LeBaron Taylor's sons of Frederiction road has returned home from the lumber woods sick with measles.

TRIED TO COMMIT SUICIDE.

CHARLOTTETOWN, May 12—A B. Chipman, a laborer, twenty-three years old, sttempted suicide today. He got the second sick with the stage of the blood is applied. Phosphorus, a potent nerve-builder, is also scientifically combined in Ferrozone, thus ensuring an increased supply of nerve energy.

CHATHAM.

Diphtheria on the Increase in the Town.

of Olifford Wyse, a South African Hero_A Sunday Fire That Emptied the Churches

CHATHAM, May 11.-Diphtheria appears to be on the increase in this town; from four to seven new cases have been reported daily. Very little, if any, precautions appear to be observed either as regards the placarding of houses or the prevention of per-sons associating with those of infected houses. So far has this carelessness been carried that it has become almost criminal, and it was recently noticed that the trade in milk was not stopped from an infected house, but the usual supply was carried around to customers by children of the family at the imminent risk of the customers who were being supplied.

The death of Clifford Wyse, one of the South African boys of the 6th Mounted Rifles, was particularly sad.

The young man had gone to Shippegan Island in the employ of the Snowball Co. and had contracted a cold, which developed pneumonia, from the effects of which he died in the course of a week. His mother and sister were away from home visiting another of the family in New York, and it was considered prudent not to send for them owing to the precarious state of Mrs. Wyse's health. The young man was a general favorite and a very large concourse of citizens followed his remains to the Riverside cemetery.

on Friday. On Sunday an alarm of fire was sounded which quickly emptied the various churches where morning ser-vice was being held. It was found that one of Mr. Fisher's barns at GREENVILLE JUNCTION, Me., May 12.—Greenville Junction was sayed today from the raging forest fire which last night threatened destruction. The fire had been burning since Sunday southeast of here, but was put under control today when the wind subsided. The heaviest loser is A. A. Crafts.

Other fires at Elliot and Asquith were still burning, and it was feared The building was in fiames, and many willing workers soon were on the ground arrayed in their Sunday godo-meeting clothes. The fire departs ment also responded and soon had a line of, hose stretched from the pumpings attached were destroyed and it was only by persistent effort that the other barns and Mr. Fisher's house of the fire has not been ascertained. The building was insured Woodburn was in flames, and many

THE BABY. What makes the light in them sparkle and

Some of the starry spikes left in.

Medical authorities agree that the in-Medical authorities agree that the in-creasing activities of school life and the early introduction into society im-pose almost too great a strain on the vitality of the growing girl and

The quarterly meeting of the pality of St. John was held I fternoon at the Common state. fternoon at the Court House. en McMu.kin presided at the and there was a large attends The certificate of the comm ng Mayor White and the

men of this city as the represent of St. John city in the council ead and the gentlemen nan clared elected. The returns from the four prave the election of the following illors, and they were sworn in Simonds—Joseph Lee, Daniel J an and Wm. J. Jones. Tankaster—James Lowell, Jol

MUNICIPAL

Jail Prisoners Will

> Park and Elsew Improvements

> > for 1

Long and Andrew C. Gregory.
St. Martine F. M. Cochran,
Fownes and Michael Kelly. Musquash-Wm. J. Dean and ony Thempson.

All of the county members were sent and the only absentees city men was Councillor McGol the reason for whose absence is The gentlemen present signe

Warden McMulkin called on oundil after the county men had the oath of office to select a nev for warden, and Coun. Cochran s ed the motion. The nominations on anotion of Coun. Christie and Ballot was cast, that being for member for Lancaster.

Cheers greeted the announce this being the first time Lan ever had the honor of supplying a Coun. McMulkin, in retiring from the dear of the council, said thing gone along smoothly during his of office. The county had during occupancy of the office issued \$21, bonds for the isolation hospitally at \$16,000 of debentures would to be issued for the assistance of the county of the same o

public hospital. He was sorry t All members would regret the with which Mr. McGoldrick had re Couns. Lee and Long escorted the warden, Coun. Lowell to the chai the city members were responsible his election to the office. A year he was deteated. He said he buried all firearms and battle-ax

the ensuing year." Coun. Christie remarked that many meetings the matter of the permarked that many meetings the matter of the permarked that had not been properly affect because left off till the last the country of the permarked that the last the permarked that the permarked t with at once. Coun. Christie up by moving a resolution to the

County auditor Joseph A. Mag Marshal and keeper of the dead R. J. Coughlan. . . Ti wat porthos 'e'

LANCASTER. Collector Amador Anderson Assessors John Donaldson, Wi Fire wardens-Robt. Irvine. mith and James Mills.
Parish clerk—Andrew Gault. Revisors Andrew -C. Gregory in W. Long. Mahaniel McGuire.

Parsh cierk-James Galbraith.

Couns. 7

Road supervisors—Couns. Gregory and Long ST. MARTINS. Assessors of rates and taxes—mith, Emery A. Thus and H. E. mour. Collector of rates and taxes—W:

Gollector of rates and taxes—Wr Morrow. Parish cierk—Thomas W. Mosh Highway commissioners—S. Shanklin, No. 1; J. Aubrey Vaus No. 2; Herbert W. Brown, No. 3; By-road commissioners—Robt. Bolly, Richard Hosford and Ric Hosford (north). Revisors—F. M. Cochran and Mic Kelly. MUSQUASH.

Assessors Geo. L. Hargrove, J. Kewenn and David Mawhinney. Collector—H. N. Spinney. Parish clerk—Geo. A. Ander ner of roads-Thor den, David A. McAdam and Ja SIMONDS.

Parish clerk-Alex. F. Johnston. Assessors of rates—Jeremiah an, James Lee and J. J. Wallac Highway commissioners — Domi follugh, Martin Dolan and Wil ands. Collector of rates—Peter Lawlor Revisors—Joseph Lee and William

n was here directed to Attention was now important to ant that it was now important to ont the police to do duty at opre during the summer m Geun. Maxwell moved that the hould duty there last year be peinted, viz., Richard Rawlings

The secretary stated that there wither applicants for the positions their names were read as follows:

Rane. W. Quilty and A. M. Schof A vote was taken and Amos reo ed 17. Rawlings 16. Quilty 12, and other two one each.

'A vote was taken and Amos reo ed 17. Rawlings 16. Quilty 12, and other two one each.

'A result of the last meeting was and confirmed.

The mance and accounts comments and confirmed.

The finance and accounts comments and confirmed.

They recommend that the following report:

They recommend that the following session to be made upon the city county for the several services and noses mamed, and in the same profit of pont the city of Saint John, upon the parishes of St. Martins, and the parishes of St. Martins, and the parishes of St. Martins, and with same allowance to assessors and legtors, as last, year. The amount the current expenses for the Gen Public Hospital to be levied and as seed in the same manner and in