POOR DOCUMENT

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., SATURDAY, OCTOBER 17, 1903.

MAY ABANDON **MONCTON ROUTE**

Scott.

Government Leader in the Senate Announces That Quebec-Moncton Section is Too Expensive It Will Not Be Built - Sir Mackenzie Bowell Wants to Get Rid of the Intercolonial - Senator Cox Replies to Mr. Blair.

of the opposition endorsing the route pro-posed by the late Liberal leader. Canada

today occupied a very prominent place in the eyes of the world.

Mr. Chamberlain was advocating his preferential tariff. He proposed 6d. a bushel on grain. The policy would be carried out, it might not be now, but the empire would be solidified ition. Mr. Miller—Are you in favor of 2d. Chamberlain; molicy?

Mr. Chamberlain's policy?

Hon, Mr. Scott said he was not discussing that just now but it was a policy they ought not to east aside (hear, hear.) This preference would be of great advantage and its proposal was attracting attention to Canada. The visit of the chamber of commerce had attracted great attention to Canada so that the present time was most favorable for the propositions to

of commerce, he compared the statistics for 1871 with those of today, showing Canada's immense growth equalled by no other country in the last thirty years. The building of the road would not increase the burdens of the country, but would not her awalth.

Taking up Sir Sandford Fleming's address at Quebec, he pointed out that he was one of the best qualified authorities on the subject and told the board of trade of Quebec he was a firm believer in the wisdom of the line from Quebec west, Mr. Scott said, it was pretty high testimony from a gentleman of his experience and knwledge. In conclusion he moved the second reading of the bill.

marks, leaving the details to others.

Looking at the matter from the standpoint of the public on the necessity of the road, the question of necessity was the first to be considered. During the last two years there had been a great filling in of the murchwest, but this was due to fourteen years of hard work in immigration and the building or railways. Within thirty miles of the railways 25,000,000 agrees of land were available, whilst in the territories 50,000,000 agree were opened up. But were they wise in rushing measures.

The detect to answer the impression that he was guilty of an improper act, or influence with the government, the statement was absolutely false. Mr. Cox protested against the unjust attacks of which he had been the wictim because of Mr. Blair's statement.

Ottawa, Oct. 14—(Special)—One petition, against the trans-continental railway was presented by Hon. Mr. Wood, New Brunswick, in the sentence to answer the impression that he was guilty of an improper act, or influence with the government, the statement was absolutely false. Mr. Cox protested against the unjust attacks of which he had been the wictim because of Mr. Blair's statement.

Ottawa, Oct. 14—(Special)—One petition, against the trans-continental railway was presented by Hon. Mr. Wood, New Brunswick, in the seatement.

He thought the Canadian Northern might have been completed before the necessity of this ruilway had been decided might have been completed before the necessity of this ruilway had been decided off. As to the comparative ments of the all-ruil route and the rail-water route, it was difficult to add anything to what that been said in the other house. To any husings man it was cyident that an all-

certain period for the construction of the line from Winnipeg west was set out, but mone for the construction of that from Winnipeg to Moneton, and this would be delayed for just as long as the G. T. P. where. Certainly thus would be for a good many years, and he did not know but that it would be a good thing, for the country. it would be a good thing for the country. but that it would mean that Canada had spent money to construct lines to build up foreign ports.

To mollify the taxpayers in central Canada, the scheme had been launched as a trans-continental railway to build up Canada had been launched as a trans-continental railway to build up Canada had been launched as a trans-continental railway to build up Canada had been launched as a trans-continental railway to build up Canada had been launched as a trans-continental railway to build up Canada had been launched as a congress the congress of the launched had been launched as a trans-continental railway to build up Canada had been launched as a trans-continental railway to build up Canada had been launched as a trans-continental railway to build up Canada had been launched as a trans-continental railway to build up Canada had been launched as a trans-continental railway to build up Canada had been launched as a trans-continental railway to build up Canada had been launched as a trans-continental railway to build up Canada had been launched as a trans-continental railway to build up Canada had been launched as a trans-continental railway to build up Canada had been launched as a trans-continental railway to build up Canada had been launched as a trans-continental railway to build up Canada had been launched as a trans-continental railway to build up Canada had been launched as a trans-continental railway to build up Canada had been launched as a trans-continental railway to build up Canada had been launched as a trans-continental railway to build up Canada had been launched as a trans-continental railway to build up Canada had been launched as a trans-continental railway to build up Canada had been launched as a trans-continental railway to build up Canada had been launched as a trans-continental railway to build up Canada had been launched as a trans-continental railway to build up Canada had been launched as a trans-continental railway to build up Canada had been launched as a

dian ports. It would do nothing of the

coit.

Turning to the bonding privleges clause made by the premier. Sir Mackenzie said no obnemess man would accept his statement, but any one reading Sir Wilfirid's speech would agree with him when he said he was not a business man.

Sir Mackenzie pointed out that the Intercolonial already provided an all-rail route for Canada's imports, without the bonding privileges, and this road would could be a duplicate route. There was no danger of the abrogation of the bonding privileges. There was no feeur of the Antercolonia. danger of the abrogation of the bonding privileges. There was no fear of the Antericans abrogating privileges which gave them the freight of \$45,000,000 worth of merchandise yearly, to his mind it was abrued to conceive it. The same argument thad been used over the abrogation of the reciprocity treaty, but what Canada enjoyed today of prosperity and independence of her neighbour was the result of the efforts made by the States to force the economy of the contract in providing for a line without one cent of subsidy or one acre of land. In wind look at an empty elevator. They could go to St. John and see another. He regretted that much of the opposition to the bill. He was too good a statesman.

Against Government Ownership.

Mr. Frost made a vigorous denunciation of government ownership and loudly praised the economy of the contract in providing for a line without one cent of subsidy or one acre of land. In wind look at an empty elevator. They could not get a line through the centre of the province could not get a line through the centre of the province could not get a line through the centre of the province could not get a line through the centre of the province could not get a line through the centre of the province could not get a line through the centre of the province could not get a line through the centre of the province could not get a line through the centre of the province of the centre of the province could not g

So Says Hon. Mr. by and the preference to Canada would offend the United States. Yet they found the premium are impression that there was a

Hon. Mr. Scott-I said if it was found imhouse that Mr. Cosmos speaking of the line to Bute Inlet and Fort Simpson and both were in difficult country, where the construction would cost far more than

as possible the points touced by the premier but had left many points untouched. He ridiouled the idea of getting grain from the moscoled the idea of getting grain archi-the west to Quebec for four cents a bush-el, quoting Sir Win. Van Horne as saying grain would never be brought over the road. To get the grade spoken of by Mr. Charlton the line would cost \$60,000 to

Hon. Mr. Casgrain said he noticed that he pointed out that when Mr. Blaine told Sir Mackenzie that his non-intercourse had never been thought of the Canadians threat had always been hung like the ada in every contention.

Senator Bolduc followed Senator Cos-

Senator Boldue followed Senator Cas-grain, speaking strongly against the pro-ject. He said that the expenditure entail-ed was entirely unnecessary, and more par-ticularly that for the custom end. Senator Lougheed said that it was im-possible for the Grand Trunk Pacific to carry grain from north of Lake Superior to the Ationtic seaboard. Senator Cox. speaking in the senate to

Mackenzie Bowell's Views.

Sir M. Bowell expressed the opinion of every member of the house when he congratulated Mr. Scott on being sufficiently recovered to complete his speech on the antroduction of this measure. He contrasted Mr Scott's speech with that of the premier in the other house. The growth of the northwest, the fear that the United States might abrogate the bonding privilege, certain military reasons, were all given by the premier as arguments in favor of this bill. These were the points to which he intended to devote his remarks, leaving the details to others.

Looking at the matter from the stand-

Brunswick, in the senate today.

Hon. Mr. Frost resumed the debate of the second reading of the trans-continen

tel railway. In commencing he contrast-ed Canada's position today with that conference, the international high com-mission and the Alaska boundary commission and the Alaska boundary commission the present boom was come to stay and was not temporary. Farmers were prosperous. Manufacturing industries were prosperous. Manufacturing industries were prosperous. Mining industries were prosperous were in better shape there was house to be in the contract to build a think the road was needed, and as it is the prosperous of which was problematical. He di continued to increase. The country inspired hopefulness and the people felt inspired to a great undertaking. Now was the time to build a trans-continental railway, to add breadth as well as length to the country and develop the great country

Points to Uncle Sam. In 1805 the opposition in the United The country had now 70,000,000 people. You could not build up the west without building up the cast. Had not the United States bought from France there would have been war and they would not have gone forward. Now was Canada's chance. The road lay before her and it rested with

red devoting columns of his speech to this same sentiment.

When in Washington with Sir John Thompson, he shad explained to Mr. Baine, that the Canadian and Soo canal was built to render Canada independent of the States.

The G. T. R. wanted a road from North Bay to the wheat fields. They would build this road from Winnipeg, they could

The G. T. R. wanted a road from North Bay to the wheat fields. They would build this road from Winnipeg, they could bring wheat down via Chicago to the occan or via North Bay to Belleville and so to the scaboard or va Toronto and on. Asked what seaboard he replied, New York, of course. When the grain reached Quebec they were not obliged to send it to Moncion unless so consigned by the shippers.

Mr. Hays was not the man to be looking to them.

Hon. Mr. Wood.

Hon. Mr. Wood, agreed with many of the remarks made by Mr. Frost, but failed to see how as a business man, he could approve the contract. He thought Mr. Frost had marred his speech by his allurion to the petitions. Looking at the mames on the petitions he had presented they were those of men of high standing with comparative novices in railway matters when the got to Moncton where were they. They could not get by the I. C. R. They were spending millions to divert trade from the I. C. R., although this government had spent immense sums to extend the I. C. R. Had the scheme been to build from Quebec west it would not have been so bad.

Reviewing Mr. Frost's speech he endorsed that to them.

Hon. Mr. Wood.

Hon. Mr. Wood, agreed with many of the remarks made by Mr. Frost, but failed to the north. He would be looking after the anterests of his stockholders and his company and was not going to take over 1,800 miles of dine with no traffic and no feeders. In five years after the short line was opened the Conservative government continued to give the Allari's subsidies to carry mail to Portion the petitions he had presented their names of the petitions. Looking at the same of high standing who did not loosely attach their names of the short line deeds overnment the short line deeds with not take over 1,800 miles of line with no traffic and no feeders. In five government continued to give the Allari's subsidies to carry mail to Portion the more of high standing who did not loosely attach their names of the short line and his company and was not going to take over

into sections, he thought no one would object to the G. T. R. going into the west and he thought they should have done so before. He thought by the construction of railways in the same section by the Canadian Northern and the G. T. P., at the same time the division of traffic would diminish the profits of both, but he was not prepared to say that G. T. P. should be refused entrance to the

of competang with all existing routes for the transportation of freight from west to east. It was therefore necessary to have specific information but he could find none in the blue book. Every speaker in favor of the bill inferred that the road was to be a first class one, with all mod-

Heavy Grades Between Quebec and Moncton

Hon. Mr. Wood resumed his criticism of the nature of the country between Lorette and River Apervier, showing the neavy grades to be encountered, and dealing with a profile of the line between Quebec and Moncton, he found an altitude of 1,450 feet to be surmounted.

On the Temiscousta railway there was an altitude of 1,328 feet to be gotten over. In some places the grade would have to be 61 to 70 feet per mile The I. C. R. had a lower altitude and he did not think it possible to build on a higher altitude without increasing tine grades over those of the I. C. R.

To have a line of modern methods there Hon. Mr. Wood resumed his criticism To have a line of modern methods there

oust be curves and grades not exceeding our-tenths of a foot per mile. Such a ntal railway must

After discussing the transportation question as between all rail, rail and water and all water routes, he concluded that the all-rail route had been proved unworkable, on account of the cost. The results were the same in this respect on United States and Canadian railways. The return of the Grand Trunk itself showed

Last year 9,000,000 bushels of grain were taken by them from Chicago to Montreal, not by rail, but by water as far as Midland, Sarnia and Collingwood. The thouse would do well to pause before ratifying the contract to build a railway, the result of which was problamatical. He did not think the road was needed, and as it would not be finished for ten years it would not be finished for ten years it would not

any extent.

The matter should not be settled on a business basis. Turning to the other routes, carrying Canadian goods, he thought that they were not properly appreciated and if the routes for rail and water could be maintained no other mute. water could be maintained no other route

Hon. Mr. King.

Hon. Mr. King admitted tht Hon. Mr. Wood was the representative of Conservative opinion in New Brunswick. The prospect now before the house was one well thought of in the county of Westmorland and one the electors would shortly pass judgment on. He had faith in the government and did not believe they would attempt political suicide by bringing down an unfitting measure. He did not intend to discuss the line from Quebec to Winnipeg, but to speak of the New Brunswick aspect of it. One of the great grievances of New Brunswick against the Conservative party was the location of the I. C. R. No Conservative had ever attempted to defend that location on other than as a military road. The instructions given the engineers of the surthe senate entirely whether they went forward or not.

Sir Mackenzia Bowell had not offered very serious opposition to the bill. He was too good a statesman.

Against Government Ownership.

Mr. Frost made a vigorous denunciation of government ownership and loudly praised the economy of the contract in commercial purposes.

WORKERS MEET.

St. John had benefited by that line. I had benefited by the short line through Tuesday.

Mr. Hays was a thorough railway man. He had undertaken to pay \$1,500,000 to \$2,000,000 rental for this road and spend \$20,000,000 in putting on welling stock. Mr. Hays was not the man to be looking for feeders for that line. He would want lines to tap Lake Superior and the great clay belt to the north. He would be looking after the interests of his stockholders and his company and was not going to take over 1,800 miles of line with no traffic and no feeders. In five years after the short line was opened the Conservative government continued to give the Allan's subsidies to carry mail to Portland. It was only a year before 1898 that

would do, but he regretted that gentle-men in both houses had put any argu-ment in the mouths of the opponents of preferential trade by insisting that for six months a year not one bushel of grain from the west could be transported to the

Farmers had their choice of holding their grain or selling it. When the territories fell in the farmers would want all rail routes if they wish to use them or they would go out. The farmer must have the means of selling his wheat at the best price. They could not check Manitoba in the matter of the C. P. R. control of railways nor could they check the Territories in this matter.

Only Winter Traffic for St. John.

He believed that the only traffic in which St. John and Halifax could ever participate, was winter traffic.

Taking the proposal to purchase the C.

A. R., extend it to Montreal and ship goods from Depot Harbor to St. John and Halifax, he said the C. A. R. would cost \$14,000,000 and to complete the connections would bring it up to \$80,000,000, supposing it was bought and when run down to St. John, if there were 100 ships there, the J. C. R. could mot take a train load.

maritime provinces was the scheme con-tained in the bill. If it were possible to carry cattle by C. P. R. to St. John with forcible on this point, he, himself was strongly impressed with the necessity for this if the road were to be a national highway.

Dr. Amis' book contained no information in favor of this view, but, a good deal oppposed to it from which Mr. Wood read extracts. In the eight miles west of Quebec, there was a rise of 400 feet or 56 feet per mile. Between Lovette and Riviere Aperyler, the grades rose 78 feet per mile running up to 105 feet to the mile. The line crossed the height of land differing the rose of 1300 feet attitude whilst there were several rivers of some size to be crossed. This section in comparation with a high case road.

Heavy Grades Setween Quebec and Moneton

Hom Mr. Perley approached the bill as a farmer. The matter had been conceived in iniquity and born in darkness for they had not sufficient information to give en intelligent vote. He deprecated party feeling and voting in the senate advocating independence in the interests of the country. He would not support this bill which which to be a party measure. They ught not to be a party measure. They ould not discuss it intelligently they had n the national transcontinental railway McGregor followed, speaking in favor cothe bill. Senator Landry moved the ad-

It was an old, old, old, old lady, And a boy that was half-past three; And the way that they played together Was beautiful to see.

She couldn't go running and jumping, And the boy, no more could he, For he was a thin little fellow, With a thin little twisted knee. They sat in the yellow twilight, Out under the maple tree; And the game they played I'll tell you, Just as it was told to me.

It was hide and seek they were playing, Though you'd never have known it to b With an old, old, old lady, And the boy with the twisted knee.

"You are up in papa's bedroom, In the chest with the queer old key!" And she said: "You are warm and warmen But you'r not quite right," said she. "It can't be the little cupboard
Where mamma's things used to be—
So it must be the clothespress, gran'ma!"
And he found her with his three.

Right under the maple tree—
This old, old, old, old lady,
And the boy with the lame little knee—
This dear, dear, dear old lady,
And the boy who was half-past three.
—By Henry Culyer Bunner.

There is something in the autumn that native to my blood,
Touch of manner, bint of mood,
And my heart is like a rhyme,
With the yellow and the purple and the crim
son keeping time.

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Provincial Institute Had Its First Meeting at Chatham

104 DELEGATES PRESENT.

President J. D. Chipman, in His Address, Referred to the Resignation of E. R. Machum, Secretary, and the Loss of Other Zealous Members.

Chatham, N. B., Oct. 13-(Special)-The rovincial Sunday School Institute opened ere at 9.30 this morning, under Mrs. D.

been tested in her own Sunday school experience. She began at the foundation of the Sunday school—the cradle roll—and gradually built up a system of teaching and reasons why, through the different departments of the work. Many questions were asked and answered.

In the afternoon Mrs. Petitt organized a primary department of the Sunday school, showing the practical working of some of the principles discussed in the morning. International primary literature was abun-

The first session of the convention wheld in St. John's church this evening, D. Chilpman, of St. Stephen, president of the association, presiding. After devotional exercises conducted by Rev. J. M. Mc-lean, pastor of the dhurch, the delegates were foundly welcomed to the town by His Worship Mayor Murdock, and Rev. James Stothaut, of St. Luke's church, president of the control of t

address, her topic being Together. She spoke of the benefits of Sunday school association, which was one of the grandes association, which was one of the grandes.
movements of our times, when people
worked together instead of individually or
denominationally. The vilest and the best
men and women of a few years hence are
now in their cradles. Towns and cities
should be divided into districts, houses wisited and the babies' names placed on the cradle roll, which is one of the greatest things in Sunday school work. The teacher should visit the flome from time to time and when the babies are three years old they should be taken to Sunday school, where the foundation of character can be the old councillaid, and when old enough can be put in D. D. Legere:

The annual address of the president was read, in which reference was made to the loss the association had sustained by the death of James Watt, and how Miss Robb, who had been appointed a missionary to Corea, would be missed. E. R. Machum, the secretary for the past three years, has also had to resign on account of other duties.

cohemictees were next appointed. The church was crowded. One hundred and four delegates, besides the local teachers, registered. The music was excellent, especially the solos by Miss Lindsay, of St. John, and Miss C. Bertie Edgar. Chatham, N. B., Oct. 14—(Special)— The second session of the Provincial Sun day School convention opened at 9 o'clock this morning.

After a "half hour with God's Word." conducted by W. C. Pearce, the minutes

were read by the secretary, Miss Jenni B. Robb, and adopted. County reports were mext received, the that of the executive committees pro-sented by T. S. Simms, chairman. Next in order were the departmental reports. That on temperance prepared by Mrs. T. H. Bullock and read by Mrs Reid, on Home, presented by Miss Etale Hawker; on International Bible Reader Association, prepared by Alexander Mur-ray and read by Miss Robb; on Primary Work, presented by Mrs. D. A. Morrison

Those reports were most encouraging very case showing progress. A very interesting feature of the morning's work was the round table talks, th one on the Primary Work being conducted by Mrs. A. Petitt and that on Hon Department by W. C. Pearce. The answer were practical and the talks must be provided by the provided and the talks with the provided by the provided itable to all who were present.

After the reading and adoption of the ninutes at the afternoon sesison W. C. Pearce delivered an excellent and helpful

address on The Teacher's Work.

The Books of Samuel, the title, author and analysis, was taken upon an interesting way, by Rev. A. H. Foster. Rev. C. Burnett delivered an eloquent address on the Misson of the Sunday School to the Church, after which was the children's hour when over fifty children from the primary schools after being lead in singing by Mrs. Morrison were

The devotional exercises at the evening

of about 10,400 miles besides, editing the T. S. Simms on behalf of the executive presented Miss Robb, the efficient and faithful secretary who leaves next week for Corea, with a beautiful travelling case, completely furnished. Miss Robb suitably thanked the donors for the unexpected

E. R. Machum, treasurer, presented a full report of the financial standing of the absociation in which he stated that during the year the receipts were \$2,463.07, and

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The HartmanS anitarium, Columbus, Q. W. C. Pearce delivered a rousing arldress on the World's Greatest Syndicate,

MUNICIPAL ELECTION.

Moneton, N. B., Oct. 13-(Special)-The result of the municipal election in Moncton parish today was the return of the old councillors, A. H. Mitten and

The following is the vote: Mitten, 368; Legere, 359; Manzer Steeves, 298; D. T. Leblanc, 253; D. Garland, 62.

In Salisbury, Shdiae, Dorchester, Sackville and Botsford, the old councillors were elected by accamation, there being a contest in Westmorland.

EDUCATIONAL MEETING AT OAK BAY, CHARLOTTE CO

A Resolution to Consolidate Several. Rural Schools Was Carried, and it Will Likely Go Into Effect.

Oak Bay, Charlotte county, Oct. 13.—
A public meeting was field on Saturday, evening, Oct. 10, in the school house at Oak Bay, at the invitation of Inspector ent to the schools' act offer ing \$1,000 and half the cost of conveyance of pupils to a limited number of localities in which three or more districts will unite, with pupil conveyance, and giving instruc-tion in manual training and experimenta

shown.

The districts proposed to be united are Oak Bay, Hill's Point and the Young district, wth a possibility of St. David's Ridge and Lower Tower Hill coming in.

Inspector Carter addressed the meeting of the point in the continuous levels and the second the se

of Vanceboro (Me.), and a large property owner at Oak Bay, expressing regret a

as the estimates of the inspector.

The subject was discussed by Rev. Messrs. Millidge and Spango and Messrs. O. B. Doten, Hermann Morrell. Wesley Berry, Geo. McCoubray, Wesley. Robinson, Chas. Leland and Geo. Young, nearly all of whom favored consolidation.

Inspector Carter appointed as a com-

New York, Oct. 15.—By an almost unanimous vote tonight the motormen on the elevated road decided in favor of a strike if their demands are not complied with. At the same time 263 ex-firemen, now employed in various capacities on the road, but who retain their membership in the Brotherhood of Locomotive Firemen, also decided in favor of a strike.

All beefsteaks and chops should be handled without having a fork stuck into them. Punctures allow the juice to escape. Beefsteaks and chops should be dipped for a moment into boiling water just before being cooked. This contracts and closes the surface, enabling it to retain juices.

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