

OTTAWA LETTER

Government Speakers Fail to Intelligently Criticize Borden's Policy.

An Able Speech by Mr. Ganong of Charlotte County on the Present Great Railway Question.

Costigan and Emerson Pounded Their Desks at Every Attack on Their Political Godfather, the Ex-Minister of Railways—Hance Logan of Cumberland Soars as an Orator.

(Special Correspondence of the Sun.)

OTTAWA, Aug. 22.—Out of the many liberal speakers who have followed H. Borden not one has ventured to make an intelligent criticism of the policy of the opposition. From Sir Wilfrid Laurier down, the government and its following seem to be very much at sea as a result of the splendid and progressive policy outlined by the conservative leader. It was not a matter of surprise that the liberals were somewhat embarrassed on the night of Mr. Borden's speech, but it was expected that they would recover their senses and make some sort of showing long before this. A systematic course, which included the abuse of Mr. Blair, the praise of Sir Wilfrid Laurier and the presentation of conservative speakers and the conservative and independent press, seems to be about all the government has to offer in the way of an explanation of their own policy and condemnation of that of their opponents. As the liberals know nothing about the Grand Trunk Pacific, and have no right to know less about Mr. Borden's scheme, the country is likely to be misled by the statements during the balance of the discussion on the Grand Trunk Pacific deal.

Hance Logan, Cumberland's representative in the debate in the dark at the opposition policy and from figures which will be quoted later on, it will be seen that he is not a financier by any means. In the course of Mr. Borden's speech, Mr. Logan, it will be remembered, attempted to interrupt the leader of the opposition and the latter asked the member for Cumberland whether he favored the Intercolonial being given control of any new road which might be built from Lewis to Moncton. Mr. Logan replied that he would answer the question later. It may be said in explanation that on the day that this incident occurred, Mr. Logan looked very much like a blushing schoolboy when Mr. Borden was through with him. On Thursday, however, Mr. Borden left Ottawa to attend the banquet of the Chambers of Commerce of the Empire at Montreal. Mr. Borden's speech on the train and just about that time Mr. Logan screwed up his courage sufficiently to make an attack on the conservative policy. It may have been good judgment on the part of the member from Cumberland to wait until his opponent left the city, but the courage displayed by Mr. Logan was not quite so apparent. However, he will probably hear something more about the matter in a later stage, and then, no doubt, his constituents will see him annihilate the leader of the opposition.

Mr. Logan made a calculation as to the cost which will be involved in the carrying out of Mr. Borden's proposals. His figures were as follows:

Bridge at Coteau and road to Montreal	\$1,000,000
Cost of Canada Atlantic railway	17,000,000
Road from Sudbury to Sault Ste. Marie	3,000,000
Port Arthur	3,000,000
Road from Montreal to Port Arthur	3,000,000
Road from Port Arthur to Port Hope	3,000,000
Road from Port Hope to Port Hope	3,000,000
Road from Port Hope to Port Hope	3,000,000
Rolling stock for this division	25,000,000
Total	\$35,000,000

Mr. Logan reached this wonderful conclusion by merely misrepresenting the facts of the case. In the first place the cost of the proposed road from Edmonton to the coast as a line to be constructed at some time in the dim and distant future, when the needs of the nation called for it, so that the \$35,000,000 which Mr. Logan estimates this division will cost, must be dropped from the calculation. Having disposed of the road from Lewis to Moncton and the Colonization road from Quebec to Winnipeg. The member from Cumberland places the cost of the Lewis-Moncton line at \$15,000,000 and the Quebec-Winnipeg line at \$45,000,000 so that another \$60,000,000 must be dropped from his statement. Having disposed of these three items a cool \$100,000,000 of misrepresentation is accounted for. Thus as the Quebec-Winnipeg road is not to be built until it is needed, it will be unnecessary to provide rolling stock for it, and this disposes of another \$25,000,000.

Let us now look at the actual prospective cost of the extension of the Intercolonial, as proposed by Mr. Borden. These are the real figures: Bridge at Coteau and road to Montreal, \$1,000,000; Atlantic railway, \$1,000,000; Road from Port Arthur to Port Hope, \$3,000,000; Road from Port Hope to Port Hope, \$3,000,000; Rolling stock for C. P. R. division, \$5,000,000. Total, \$13,000,000.

It will be seen at a glance that Mr. Logan overestimated the expenditure which will have to be met in connection with the extension of the Intercolonial, by just \$12,000,000. This of course is a mere bagatelle from a lib-

eral standpoint. The brightest minds in the liberal cabinet are unwilling to say within \$10,000,000 what the cost of the Grand Trunk Pacific will be and it cannot be expected, therefore, that an everyday member can come within hailing distance of ten million dollars, when he attempts to prepare a statement of the cost of a road of which he knows nothing. In Mr. Logan's case the financial expert is found to have been over sixteen times worse off than any of his leaders, and by his very exaggeration destroyed the usefulness of his argument.

But what about Mr. Logan's promise to answer Mr. Borden's question as to the destruction of the Intercolonial railway? If silence is taken in this case to mean consent, then the member for Cumberland is in favor of pauperizing the Intercolonial by a better road, paid for by the people, and handing this better road over to a private company. He opposed the people getting the benefit of any better facilities and has ranged himself alongside of the followers of Senator George Cox. How can he explain his position to his constituents? If Cumberland is to benefit by the Grand Trunk Pacific scheme, that portion of the Intercolonial will not be destroyed until the middle of October, in the event, the present session will be a record breaker so far as Canada is concerned. That will be a record breaker so far as Canada is concerned. That will be a record breaker so far as Canada is concerned. That will be a record breaker so far as Canada is concerned.

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One noticeable feature of the Grand Trunk Pacific debate is the fact that the railway expert who has pronounced upon the scheme has condemned it in the strongest possible language. Hon. G. W. Ganong, speaking of the proposed extension of the Grand Trunk Pacific, said that in order to make a railway a success it must be profitable. He pointed out that the proposed line would be a financial failure and would do more harm than good. He also pointed out that the proposed line would be a financial failure and would do more harm than good.

What has Sir Wilfrid done for the Trans-Canada people? He has arranged that the Grand Trunk Pacific should buy out their charter? The premier in the house, in answer to a question by Mr. Mackenzie King, said that the government did not propose to do the buying out, but it is self-evident that something of the kind is being done.

There is one point on which certain members of the liberal party fail to agree. The prospective cost of the construction of the Grand Trunk Pacific does not seem to strike them all in the same way. Mr. Fielding, it will be remembered, saw the figures of the Grand Trunk Pacific would cost the country. The actuary looked wide and told Mr. Fielding that the cost of the Grand Trunk Pacific would be \$100,000,000.

This is rather casual, in view of the statement of Hance Logan of Cumberland, who in a criticism of the position, said that a colonization road from Winnipeg to Quebec would cost at the lowest calculation, \$45,000,000. This is rather casual, in view of the statement of Hance Logan of Cumberland, who in a criticism of the position, said that a colonization road from Winnipeg to Quebec would cost at the lowest calculation, \$45,000,000.

er, do not intend to confine themselves to a road to be used for purely colonization purposes, they are to have a line with small curves, low gradients and modern equipment, comparable with any road on the continent. Well, if a colonization road is going to cost at least \$45,000,000, and the Moncton-Quebec division \$15,000,000, how in the name of common sense can Mr. Fielding go to construct it for \$100,000,000? The difficulty which confronts these two gentlemen may be found in the important fact, then Mr. Logan says he secured his figures from a prominent and competent railway man, while Mr. Fielding went to an actuary for his information.

If this question is further investigated it will be found that Mr. Fielding peg to the coast at \$100,000,000. Mr. Logan says that a line from Edmonton to the coast, a distance of only 1000 miles, would cost at least \$100,000,000. Mr. Fielding undertakes the responsibility for the payment of at least half of this \$100,000,000 under the contract. Yet, under the Grand Trunk Pacific contract, Mr. Fielding should have to pay the whole of it. He can do all he says he can in the way of financing a railway. He should take rank with the seven wonders of the world. It seems that there are thousands of people in Canada, wasting their lives at the altar of Mr. Fielding's vanity, who are to be fed in an actuary, present him with a few hundred dollars and this obligation is discharged. He provides a living at short notice and with little inconvenience. As he has already been shown, Mr. Fielding invests \$12,000,000 in a very few years. But in 1000 years he will be inclined to take this 13-32 story with a grain of salt.

In the first place the government as yet has shown itself unprepared to make an intelligent estimate of the actual cost of the proposed undertaking. G. W. Ganong, speaking of the proposed extension of the Grand Trunk Pacific, said that in order to make a railway a success it must be profitable. He pointed out that the proposed line would be a financial failure and would do more harm than good.

Speaking of distances reminds one of the fact that the proposed extension of the Grand Trunk Pacific scheme, made three different guesses at the distances that can be saved on the Lewis and Moncton line. The premier said: "If the truth must be told it must be said that those who conceive the extension of the Grand Trunk Pacific to its length, to its normal length, several hundred miles." Mr. Fielding then said that from 120 to 140 miles must be saved. Further on in his speech he said that a report of the country through which the line was to pass was to the effect that the line from Montreal to Halifax could be shortened to 750 miles. By a further change between Edmonton and Moncton, Sir Wilfrid decided to cut off another ten miles, which would reduce the distance to Halifax to 740 miles. As the distance from Montreal to Halifax is 1400 miles, it is evident that the proposed line would be a financial failure.

THE NEW PROPOSAL (The Thomas S. Clarkson School of Technology confers a degree of "bachelor of science in domestic engineering" on a student who completes the course in household sciences.)

What's your knowledge so exact? Would ever charm my soul? You know best how to extract heat units from the coal. No greasy steam can get by you. If you were watching near, Priscilla, O say you'll be my Domestic Engineer!

A life with you—it could be but a fate serene, divine. For even pies must all be cut by you, Priscilla, I am sure. No janitor could me defy—His voice I should not fear. Priscilla, please, will you be my Domestic Engineer?

THE LOSS OF THE ROYAL TAR. Story of One of New Brunswick's Worst Sea Disasters. Burned in Penobscot Bay in 1835 —32 Lives Lost—A Scene of Horror.

The loss of the St. John steamer Royal Tar, in the year 1835, was in many ways one of the most remarkable maritime disasters in the annals of the province. The Royal Tar was the pioneer steamer of the coast between St. John, Eastport and Portland, Me. She was built at the shipyard of William and John Hammon, and was launched in November, 1832, and was commanded by Capt. John Hammon. The trial trip took place in the harbor on Monday, the 2nd of May, 1838.

The Royal Tar sailed from its berth at Potts wharf on Friday, October 21, having on board the crew of 21 and 72 passengers, including a number of women and children. Captain Reed was in command, and with him were Francis Blood, second engineer; J. Kehoe, second engineer; W. G. Brown, steward and Margaret Reed, a fresh shock awaited Capt. Reed. His son had died on the very day the steamer was burned and was buried a few hours after Capt. Reed's arrival. His name is found on a stone in the Old Burial Ground.

THE FIRES OF EXCEMA. So keen is the suffering of many people who endure the itching, itching sensation of excema that they speak of the skin as being on fire. By its soothing, healing, antiseptic influence Dr. Chase's Ointment positively cures excema, Salt Rheum, and every form of itching skin disease. It is of inestimable value in every home, and when once introduced becomes a household necessity. Dr. Chase's Ointment is the standard world over, and has no worthy rival.

WIFE OF A RICH MAN'S SON. Sister of May Nannary suing for a Separation. The following is from a recent issue of the New York American. The Mrs. Nannary referred to is a sister of May Nannary and was a member of the Nannary company which played at the Opera House and turned the proceeds over to the poor.

A TYPICAL JOHN BULL. Sydney Brooks writes entertainingly in the current Harper's Weekly of Sir William Harcourt, the famous English statesman. "A typical John Bull," Mr. Brooks calls him. As a speaker, Mr. Brooks says, he has always been unimpressive. He is an effective, rushing, overbearing speaker, with a rare turn for the elementary arguments and obvious personalities that come well within the range of a tory squires comprehension.

ALBERT FOUND GUILTY. BANGOR, Me., Aug. 28.—Closing arguments were made this afternoon in the case of William H. Albert, who is charged with the murder of a woman. The jury returned a verdict of guilty in the first degree. Albert will be sentenced on Monday.

SNATCHED FROM DEATH IN MID AIR. The Scaffold Falls; Brunner's Brother Catches Him Ninety Feet Above Ground. Both Men Suspended by One Strong Right Arm—Fellow Workman Killed By Fall; They Reach Kope and Glide to Safety.

NEW YORK, Aug. 27.—Falling from the air, ninety feet above a paved courtyard, Edward Brunner, painter and veteran of the Spanish American war, was caught yesterday standing on the window sill of the top floor of the schoolhouse at No. 59 West Forty-fourth street, and snatched from the death that had just claimed his fellow-workman, William Carpenter, who was instantly killed by his fall.

THE FRIENDS OF CAPT. REED. The friends of Capt. Reed in St. John soon after presented him with a purse of \$50, in recognition of his work in rescuing the passengers and crew and Steward Brown received \$10 as a gift from a number of the young men of the city. Captain Reed became harbor master of this port in 1841 and died in August, 1860.

THE JERK OF EDWARD'S HEAVY BOULDER. The jerk of Edward's heavy boulder pulled George off the window ledge, but he caught with his right hand and was falling. The jerk of Edward's heavy boulder pulled George off the window ledge, but he caught with his right hand and was falling.

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MASSONIC. Closing Session of the Grand Lodge. Three Bodies Installed Officers Yesterday — Grand Royal Arch Chapter Meeting — Reports of Officers, etc.

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