SHERIFF'S SALE.

ing an additional pound of traffic to on. On the centrary THE PEOPLE OF MONCTON

th to be told that instead of being it is now, a great railway centre, ipped with splendid workshops, it ild be side-tracked and those work would be dismantled. If this nd Trunk Pacific was not going to a failure that certainly would result in Moncton. Either one the other would have to ficed. Was the government going acrifice its infant babe? He though It was the poor Intercolon way that would have to pay the r. He was positive that one of first results of the construction of perhaps one half, of the men mployed in the Moncton ould be dismissed. The laughfrom the ministerial benches only inced him that his late colleagues want knowledge. (Cheers). had not taken one single man e Intercolonial railway staff into onfidence to ask his opinion as effect of the consequence upon railway of this new policy of

. The firm conviction of the ofof the Intercolonial railway exactly what he stated. Blair insisted that the workshops Moncton would be dismantled. would be no Grand Trunk Paworkshops there, and the people foncton should wake up to this injurious to their interests. What sentiment of Halifax is on Blair said he did not He wished well to Halifax, No would be more pleased to sed fax get a fair share of traffic, but not see how Halifax would rved by the Grand Trunk Pacific There would be no more over the two lines than over the tisting line. Laurier in introduce bill had said the government's was to have a railway that give the Canadian people the and cheapest route from to ocean. If that was the oband design of the scheme they not carried it out. Why to Moncasked Blair, if the object is to the shortest route from ocean to Mr. Blair spoke of the great es of St. John as an ocean port showed how it was capable of It was open the year spect St. John was superior to st route, why did it not take the ute? Why did it not go dim Levis to St. John, a distance es, rather than to Moncto

necessity grounded on busi fundamental idea, a national an line. Why are you going route? If you are not going them the shortest route, do not Haul dewn your flag at once ay it is not a commercial line we ilding, it is a political line.

EVENING SESSION. r dinner Mr. Blair spoke of the

on Intercolonial competition to rojected lines. The result would eficit of half a million, or threeof a million, which would o be borne by the natuoial trea-Turn it right and left, outside side, and it fails to present a redeeming featutre. There could found in N. B. a man who would a dollar in the line as a comenterprise. New Brunswick ask for it, and would not ask railway to destroy other railoperty. The country would have it till the crack of doom to see nises made by the government He claimed that traffic arwith the Intercolonial be the best way to secure an the Grand Trunk. Even if had to be carried at would be better than to spend millions in building the Queicton line. He did not believe proposition had been made to ays by the government or it have been accepted. Referring rier's speech saying that the was not to be tested as a comenterprise, Mr. Blair asked se it should be judged. mercial venture the farmers west would have to regard it is overnment wanted to spend 16 for the maritime provinces it have spent it on reducing the or the Intercolonial, and on imthe facilities at the ports of and Halifax. The government o no good with it now except rary good while the money ing expended. Coming to the aspect, Mr. Blair estimated oec-Moncton line at \$35.000 hich would make the cost fifions from Quebec to Winni-At the lowest rate ost would be forty-nine mil-The whole 1,825 miles to Winnipeg would cost \$65, Added to this was the guarf liability in connection with the in section, which might be 18

pointing out that the amount apany was to spend on the and mountain sections was Mr. Blair asked what were pany's resources. Twenty of preferred stock was for ent, \$25,000,000 common stock be held by the Grand Trunk y, which was to ded ded boy as the G. T. Pacific. It oring in no money to the com-The shares would be provided onds. The government, bewhat it undertook to build and

Continued on Page Seven.

SPEECH OF G. W. FOWLER,

M. P. for Kings Co., on Grand Trunk Pacific Debate in the House, August 3rd. in your

Falled to See in the Agreement Any Provision for Connection with the City of St. John Except per the Intercolonial Railway from Moncton.

miles less.

Mr. Emmerson-From Chaudiere it

Mr. Monk-Has the hon, gentlema

Nashwaak Bridge to Chipman, 32 miles

Emme son) got his figures, and I do

been regarded as correct, are entirely

wrong. Moreover, if the hon, gentle-

all very well for the hon. gentleman to

talk glibly about the distance from this

point to that when there are no engin-

er's reports on the subject. Of course we are bound to accept in a party sense the hon, gentleman's statement.

And we do accept it in that sense,

hat small measure of credit.

Mr. Emmerson-I am glad for even

Mr. Fowler-It is quite as much as

map he will see whether it can be pos-

sible that his statements are borne out

by the facts. This is an official map

ssued by the department over which, we all hope, the hon. gentleman will

oon be called to rule. So, we must

accept it as being absolutely correct. Also the rule of mathematics to which

have referred and which were taught

gentleman's figures is a denial of both. do not say he is making up these

figures, but I say that the source from which they are compiled is wrong. It

New Brunswick to Chipman, then

In such a route you are going west, then southwest, and then east.

mmerson-The distance fr

childhood we can hardly deny now. But the acceptance of the hon.

not care. If his figures are correct

[Concluded.] Mr. Morin-Inthink we are wasting is 587 miles, and from Levis some bur time in the house by this discuswe talking? We are talking to a government which does not know what it map or any one that can tell them what they want? The other day the right hon, the first minister read what he had to read. Previous to that he had written to the ex-minister of railways and canals (Hon. Mr. Blair) and all that he wrote was not based on any reliable information. He gave the distances from place to place, and I can prove that his figures were not correct. We are thus all discussing this matter in the dark. Why does not the government postor a year and in the meantime send out engineers with instructions to run p. line from place to place and find out the best route. Until this is done we discuss this matter. Each hon, member talks in favor of his own county town, and what is the government to

do amidst so many contradictory and confusing suggestions and opinions? Take the hon, gentleman who is promoting this bill. He has frankly told us that he does not know what to do moter of the measure and does not tare how it goes. Not long ago I was talking with a gentleman and he said to me plainly: "We are in the hands of the Vanderbilts, the Morgans and the Hays." He told me as plainly -this was six months ago the city of New York-that the roa would be built whatever way Morgan and Hay and Vanderbilt wanted it, and there was no use of our thinki that we had any say in the matter. Is the government going to throw its into the hands of the Morgans, Hays and Vanderbilts? If the governme allows itself to be dropped into such a mud hole, you will see American engineers over here bringing their ow they choose; and if anybody else inte sting against this as not being right the government will be as dumb pyster, and the first thing we know the road will be built just where Mor

not long ago with respect to the dis-tances. I wish to verify that by giving colonial and back by the Intercolonial. the details. The distance from Chau-Hughes (Victoria the hon, gentleman get his figures? Mr. Emmerson-From the railway department.

a little light thrown on this matter

and while I have no intention of tak

ing up the time of the house any longer tonight, I shall have something to say

Mr. Hughes (Victoria)-There is no survey in the department of any suc Mr. Emmerson-I secured the figures

Mr. Hughes (Victoria)-They guesse t them. There are no such figures in the railway department.

Mr. Emmerson—They are in connection with a railway which was project ed, and incorporated under the laws Mr. Hughes (Victoria)—I know all hear there, you have the actual mile-

Mr. Emmerson—I am giving the hor gentleman some information. The distance from Chaudiere to Connors Station is 130 miles; I won't take off Mr. Morin-The hon, gentleman (Mr

Emmerson) is right— Mr. Chairman (Mr. Logan)—Order. Mr. Morin—I was only agreeing with what the hon, gentleman said. Mr. Chairman-I must call the ho

Mr. Emmerson-I thank my hon friend (Mr. Morin). I want somebody to help me out. The distance from Connors to Edmundston is 32 miles rom Edmundston to Nashwaak Bridge is 123 miles; from Nashwaak Bridge to Chipman, 33 miles; from Chipman to St. John, 66 miles; total, 383 miles from Chaudiere to the city of St. John. ow, to St. John from the same point by way of the Intercolonial is miles. That makes a difference of 204 miles. My hon, friend from Kings (Mr. Fowler) says that, instead of departing from the main line at Chip man, you should leave the main line at Edmundston and build down the valley of the St. John, although there is a large system of railways over that route now. I am going to show that the distance would be greater from Chaudiere to St. John by the route the hon, member for Kings proposes than by the other. From Chaudiere to Edmundston is 162 miles. I am now give ing you actual distances. From Ed ndston to Aroostook Junction 67 miles; Aroostook Junction to Woodstock, 53 miles: Woodstock to Freder icton, 60 miles. That makes a total of 332 miles from Chaudiere Junction to Fredericton over a located railway. Mr. Wilmot-No, 345 miles.

Mr. Emmerson-If it makes 345 miles am willing to take that. From Fredericton to St. John is 66 miles, making St. John by the proposed route of my when he jumps in, knowing nothing at hon, friend from Kings. By way of all about the case. Now my statement Chipman it is only 383 miles, or 15 is absolutely correct. The hon, genmiles in favor of the Chipman route.

gentleman should be opposing this. It is surely in the interests of Monc-iton, and it should be the object of the on, gentleman as a representative om New Brunswick, and it is in the interest of the whole country, to reach an Atlantic port by the shortest possible route. It has been pointed out to the people of St. John that they are going to have all the freight while the assengers will go to Halifax. Well, if you save 23 miles by going to St. John rather than by going to Chipman, why not choose that route? It is not going to affect our friends from St. John, it is not going to injure anybody, and it will materially benefit the port of St. John. Therefore, I think the hon, gen-tleman should withdraw his amendnent and allow mine to pass.

Mr. Emmerson-The hon. gentleman as referred to the River Valley route and I pointed out that that route, go ing down from Woodstock to Freder cton, and thence on to St. John, would be a distance of 398 miles. I pointed out that the other route by way of Nashwaak bridge would be Mr. Wilmot — At what point is that bridge—directly opposite Fredericton? -My hon, friend does

ot know every foot of that country. There is the covered bridge and the Nashwaak bridge. Mr. Fowler-They are both on the Nashwaak river.

Hon. Mr. Haggart-From Levis it is Mr. Emmerson-They are both on the river. What is known as the Nash-waak bridge is up the Nashwaak riv-Mr. Emmerson-The bridge will cross the river at Quebec, and I think that er. By this route which is an entirely is the correct point from where to start. The traffic comes across this the difference is fifteen miles. It is a traffic comes across this that the difference is fifteen miles. question as to whether the river route that point and go through the paror this one is the better. As far as the Nashwaak bridge is concerned it is nine miles from Fredericton. It may the distance from Fredericton to Moncbe more. It is more than twenty miles, my hon. friend from York, N. B., (Mr. Mr. Emmerson-I have it from Bibson) states. That does not alter the point raised by myself in respect to and from Chipman to Moneton, 51 bridge route is one ans the river route The Nashwaak bridge hon, member for Westmorland (Mr. route is the one that is the shortest. Mr. Hughes (Victoria) - My hon friend from Westmorland (Mr. Emmerthen the maps that have been fur-nished officially and have heretofore son). I won't say endeavored to mis tee in a very equivocal manner, saying that he had obtained figures from the man's figures are correct, the rule of mathematics which declares one side of a triangle to be shorter than the other two sides is all nonsense. It is

the hon, gentleman deserves. But if the hon, gentleman will look at the

must be wrong, because it is absolutely impossible that a line from Edmundsten to St. John-or from St. Leonards, because you have to follow up the line that distance, as I understand, before you branch off-it is impossible that such line to St. John can be longer than if you go across the province of

Chaudiere to Connors Station, 130 the Railway Department. Mr. Hackett — A short time ago I Persians? asked the government what they conmiles, is the only section in which there has not been a survey, except the survey made in connection with a templated doing for Prince Edward Israilway that was incorporated by this parliament. From Connors and Edreceived no reply. Whether they demundston, according to the mileage sire to treat us with silent contempt or given by the Canadian Pacific Railnot I do not know, but I am here to raise my voice in favor of the people Mr. Fowler-Your trunk line follows f Prince Edward Island, and I take the position that the government should do something in connection with Mr. Emmerson-I am giving the figures showing the actual mileage. From this bill which is now before parlia-Edmundston to Nashwaak Bridge, and from Edmundston to Grand Falls, or ment. We know very well that the company is a mere shadow, that the substance stands behind in the shape age of the Canadian Pacific Railway of the government, and I would like and the located line. Beyond that you to ask the government what they conhave an actual survey that was made templated doing for Prince Edward Island in connection with the matter. a few years ago, and the mileage was secured by me from data furnished as The Minister of Finance - I do not know that there is anything in this

bill showing what the government are going to do for anybody. This bill is

The Deadly Trail

Of disease is often the trail marked by

a woman's gown. A secent investiga-tion showed a hords of microbes, includ-

prey are the weak and feeble people whose blood is "poor" and digestion "weak." Dr. Pierce's Golden Medical Discovery

here of influenza, consumption and

ery cures diseases of the stomach and other organs of digestion and nutrition

It strengthens the body by increased nutrition to resist

or throw off dis-

"Please accept my thanks for the good Dr. Pierce's Golden Medical Discovery has done for me," writes Mra. N. Chesley, of Cleveland, Cuyahoga Co., Ohio. "I was troubled for over a year with what the doctor pronunced indigestion. I had nervous headaches, an unpleasant taste in my mouth in the morning, and my blood was very poor. I tried different medicines but to no avail. My parents insisted on my taking Dr. Pierce's Golden Medical Discovery. I'did so; am now on the fourth bottle, and feel stronger than I have for ten years, I cannot speak too highly in its favor."

Dr. Pierce's Pleasant

Pellets are easy and pleasant to

Mr. Emmerson-I go to Nashwaak Bridge, which I think is nine miles from Fredericton. All these distances are absolutely correct from surveys which have been made, or from located lines. So there cannot be any error with respect to the distance of 383 with respect to the distance of 383 miles. Now as to the 398 miles, I have given a less distance than is given by the hon, member for Sunbury (Mr. Wilmot). He makes the distance over 398 miles. Therefore, it is longer by that route than it is by Chipman, that is, the foute that was surveyed a few posed line of railway through the heart of the province.

Mr. Fowler—How far is it from Fre-

Mr. Fowler-By your proposition you

a result of that survey.

don't go to Frederictor

dericton to Chipman by the hon, gentleman's figures? Mr. Emmerson-From Nashwaak it is 32 miles, and 66 miles from that point

into St. John. Mr. Fowler-Sixty-six miles from Chipman to St. John and 32 miles from Nashwaak to Chipman makes 98 miles. Now this Nashwaak Bridge is nine miles from Fredericton, and Fredericton is 66 miles from St. John, and 66 miles and nine make 75 miles, and 75 from 98 leaves 23, which is the advantage of the route I speak of. Out of the mouth of the hon, gentleman have I proved that his statement with respect to distance is absolutely incor-

Mr. Fraser-You cannot prove the whole by showing that a part is less

Mr. Fowler-The hon. member for Guysborough (Mr. Fraser) has made total of 398 miles from Chaudiere to just the statement that a man makes Surely the amendment of my hon. Bridge it is 9 miles to the city of friend will not hold water in the light Fredericton. By his own admissions these facts.

Hon. Mr. Haggart—What is the disfavoring is some 23 miles shorter tance by the Intercolonial from Levis, than the route he wishes to take or from Chaudiere Junction, to St. to go to St. John by way of Chipman. John?



and delicate washed Sunlight Soap. No injury from scrubbing or impurities. 8B

to incorporate a company. There is absolutely not a word in it stating what the government are going to do. Mr. Hackett - I have an amendment o move in connection with this mat-

Mr. Hackett - Dispose of one or two of them and then I will bring my Amendment to amendment (Mr. Em-

Mr. Hackett moved in amendment to the amendment:

The company may acquire and operate the railway from Sackville on the line of the Intercolonial Railway to Cape Tormentine in New Brunswick, and in the event of so acquiring the said railway shall construct a pier at Carleton Point in Prince Edward Island, place suitable steamships on that route and maintain efficient communition summer and winter between Prince Edward Island and the main-

Mr. Deputy Speaker - An amendment must be relevant to the clause under consideration. This amendment is not relevant. Mr. Hackett - I must submit

your ruling, but is it the desire of the government that my amendment be overruled? I invite the Minister of Finance to come to my rescue. He knows very well how matters are in of several matters which were men-Prince Edward Island, because he has tioned before the railway committee been there, and he has made very strong promises to the people. This was that they were probably matters company is only the shadow, the gov-

able, like the laws of the Medes and The Minister of Finance — This matter was fully threshed out before the line west of not suppose we will want to discuss it

again at this late hour. Mr. Wilmot - The Minister of Finance is incorrect in stating that I too. moved this amendment in the Railway Committee. My amendment in the Railway Committee was that it should sistance? be built to St. John, and this amendment makes it Moncton or St. John. The Minister of Finance - I accept the correction, but the substance is

Hon. Mr. Haggart - Now that the government is to build that division of the railway, this amendment would come more properly as an amendment to the government measure. Mr. Hughes (Victoria) - It would do

Amendment (Mr. Wilmot) moved.

Mr. Monk - One of the reasons given by the prime minister for the building of the eastern section of the main line by the government was that it should be thrown open for the use other railways as well as the Grand Trunk Pacific Railway. Does that apa dozer other varieties gathered in the trail of a woman's dress. The microbe is everywhere, but its ply to these branches which are to be built in Ontario, Quebec and New Brunswick by the Grand Trunk Pacihave running powers over these

tract has no reference to branch lines; t only refers to the main line, The branches will come under the General Railway Act. Mr. Clancy - These lines are in no sense branches of this railway as a

government road. They are really main lines constructed by the Grand Trunk Pacific Railway. The Minister of Finance - I rather object to discussing the government scheme on this bill; but I may anticipate the discussion to the extent of saying that they will be branches of way Co. have a lease of that line, and

as lessees they desire to construct Mr. Clancy — It seems to me that you might as well say that any road that crosses the Grand Trunk today and that is leased by it is a branch. It is not a branch at all, but another road.

Mr. Hughes (Victoria) - I presum that the interpretation is that the gov-ernment may also build these and make a present of them to the Grand Trunk Railway Co. The Minister of Finance - We will think of that by and by. Mr. McCarthy - The next amendment of which I have given notice is

as follows, which I move as an addi-

tional clause: get the have power to enter into an agreement or agreements with the govern- changed.

ment of Canada or with commission ers authorized to enter into such agree-ment on behalf of the government of Canada, respecting the construction and operation of a line of railway, or any portion thereof, to be the property of the government, between the city of Moncton, in the province of New Brunswick, and the city of Winnipeg, in the province of Mani-

t in the agreement, no doubt it will be accepted in this bill.

The Minister of Finance-This is one

strong promises to the some very equivocal manner, saying the shadow, the government of Railwayz and units the company is empowered to acquate the company is empowered to the company is empowered to acquate the company is empowered to the company is empowered to acquate the company is empowered to the company is

land in connection with this matter. I committee and voted down, and I do the logic of the minister this clause

in the Clementine Hall. allowed all the members of the delegation to kiss his hand and called by name those whom he knew, just as he had when he met them formerly in Venice. He said to them: "I am a poor mortal, too weak for

the heavy cross, which God has given me. But His will be done. I will carry it as best I can and you must all pray to our Lord, to give me the necessary strength of sold sold sare that

the pope looks ten years older than he The directors of the company shall did before his election, but that his affable and simple manner has not

SHERIFF'S SALE

There will be sold at Public Cuction at Chubb's Corner (so-called) in as City of Saint John, at the hour of relye o'clock, noon, on Saturdbay, the FilRD DAY OF OCTOBER next, all and agular, all the right, title and interest of I dward V. Rourke, and of Eliza Rourke, his wife, of, in, to or out of the lands and premises described as follows: twen the city of Moncton, in the province of New Brunswick, and the city of Winnipeg, in the province of Manitoba, provided, however, that such agreement shall not take effect until it has first been approved of by a majority of the votes of the shareholders of the company, present or represented by proxy at any annual meeting or at a special meeting of the shareholders duly called for the purpose of considering the same.

This is simply conferring upon this company the power to make the lease provided for in the government scheme. Hon, Mr. Haggart—Tthink the usual course is to require a two-thirds vote of the stockholders.

Amendment agreed to.

The Minister of Justice—I wish to add an amendment giving the company all the powers necessary to carry into the agreement entered into between them and the government.

Amendment agreed to.

Mr. Fowler—I wish to add a clause of which I have given notice. I beg to move in amendment that the following clause be added:

That all freight originating in Canada and received along the line of the Grand Trunk Pacific Railway, intendant and and received along the line of the Grand Trunk Pacific Railway shall carry all freight to an eastern Canadain seaport as cheaply as to any American port on the Atlantic seaboard.

There is in the agreement, I understand a special meeting of June A. D. 1901, and for the sum of the grand Trunk Pacific Railway shall carry all freight to an eastern Canadain seaport as cheaply as to any American port on the Atlantic seaboard.

There is in the agreement, I understand a saccepted in this bill.

ROBERT R. RITCHIE,

There will be sold at Public Auction at Chubb's Corner (so called); in the City of Saint John, at the hour of twelve o'clock, noon, on SATURDAY, THE THIRD DAY OF OCTOBER next, all and singular, all the right, title and interest of Joseph C. Ratcilif, of, in, to, or out of the lands and premises described as follows:

The easterly one third part, being the part joining the Austin lot of all that certain lot, piece or parcel of land, situate, lying and being in the Parish of Portland (Now the Parish of Simonds) in the neighborhood of Loch Lomond, and the second range o't tier of lots there, the same having been granted by the Crown to one John Mason in a grant to John Ferguson and others, and is known and described in the said grant as "Lot No. I," and bounded on the southwest by land granted to Janes Smith and in front by land granted to Janes Smith and in front by land granted to John Carr, and containing three hundred acres (300 acres) be the same more or less. The whole of the lot of land and premisees above described having been conveyed by John Mason, and Elizabeth, his wife, to Caleb Ratcliff by Deed dated January 16th, A. D. 1824, and Registered Boooke E, No. 2, of the record of the City and County of Saint John, pages 215, 216, 217, 218, and the said easterly one third part of said lot having been devised by Caleb Ratcliff by his last Will and Testament, dated Libre Y. No. 5, of the records of the City and County of Saint John, pages 215, 216, 217 to Joseph Crascomb Ratcliff.

The forestomb said will be made under and by virtue of a warrant issued by the Secretary of the Municipality of the City and County of Saint John, under the provisions of Chapter 100 of the Consolidated Statutes of the Province of New Brunswick, and and seventy-eight cents for arrears of rates and taxes for the purpose of realizing the sum of ninety-four cents, levied and assessed against the said Joseph C. Ratcliff of the said Paris Dated the eighteenth day of June A. D.

ROBERT R. RITCHIE, GEORGE R. VINCENT,
County Secretary.

There will be sold at Public Auction, at Chubb's corner (so called), in the City of Saint John, at the hour of twelve o'clock (noon), on SATURDAY, THE THIRD DAY OF OCTOBER next, all and singular all the right, title and interest of John Barry of, in, to or out of the lands and premises described as follows:
All that lot, piece or parcel of land situate lying and being in the Parish of Simonds, in the City and Country of Saint John conversed.

ROBERT R. RITCHIE, Sheriff.

you do not wish the patient to be dis- it less fresh for the patient.

GEO. R. VINCENT.

County Secretary.

SICK ROOM HINTS.

SHERIFF'S SALE. SHERIFF'S SALE

There will be sold at Public Auction at Chubb's Corner (so-called), in the City of Saint John, at the hour of twelve o'clock, noon, on Safturday, The Third Day Off OCTOBER next, all and singular, all the right, title and interest of the Jeremiah Bishop Estate of, in, to or out of the lands and premises situate, lying and being in the Parish of Simonds, in the City and County of Saint John and Province of New Brunswick, conveyed by deed dated May 18th A. D. 1877 from Henry Russel and Elisabeth, his wife, and Ruth Russell to Jeremiah Bishop, registered in Libro E. No. 6, of the records of the City and County of Saint John, pages 258 and 257, September 2nd, 1872, and therein described as: All that plece, portion or parcel of land fronting on the Bay Shore in the Parish of Simonds, in the Counay of Saint John, extending therefrom to the brook called the Doctor's Brook, bounded as follows, viz: On the north by the said brook, on the south by the said bay Shore, ond the east by Cornelius Sparrow land, and on the west by William Wallace's land.

The foregoing sale will be made under and by virtue of a warrant issued by the Secretary of the County of the City and County of Saint John under the provisions of Chapter 100 of the Consolidated Statutes of the Province of New Brunswick and amending Acts relating to the collection of rates and taxes, for the purpose of realizing the sum of one dollar and seventeen cents levice. Province of New Brunswick and amending Acts relating to the collection of rates and taxes, for the purpose of realizing the sum of one dollar and seventeen cents levied and assessed against the said Jeremiah Bishop Estate, in the said Parish of Simonds, for the year A. D. 1901, and for the further sum of two dollars and fifty cents costs and expenses thereon and for the further sum of eight dollars and nine cents for arrears of rates and taxes brought forward and which said rates and taxes have been levied and assessed against the said Jeremiah Bishop Estate in the said Parish of Simonds, the whole amounting to the sum of eleven dollars and thirty-six cents, the said Jeremiah Bishop Estate having omitted to pay the said rates and taxes so levied and assessed against it as aforesaid, or any part thereof.

Dated the eighteenth day of June A. D. 1902.

County Secretary

ROBERT R. RITCHIE, GEORGE R. VINCENT, County Secretary

SHERIFF'S SALE.

with.

With.

Mr. Hughes (Victoria)—But supposing the company runs branches from all along the leased line or from the line west of Winnipeg, according to the logic of the minister this clause would not apply.

The Minister of Finance—As a matter of fact, this does apply to branches constructed without government assistance?

The Minister of Finance—Without having anything to say as to whether government assistance is given or not.

Mr. Hackett—Before the bill is reported, may I ask, Mr. Chairman, what became of my amendment?

Mr. Deputy Speaker—There were two objections to it—one that no notice had here given of it the other that it between the ask of the clity and county of slant John conveyed the said county of slant John conveyed without government assistance is given or not.

Mr. Deputy Speaker—There were two objections to it—one that no notice had here given of it the other that it

turbed by your voice do your talking in another room. Keep everything in the room scrupulously clean. Put all the medicine bottles out of sight. Retaxes so levied and assessed against him as aforesaid, or any part thereof.

Dated the eighteenth day of June, A. D. tilation. It can easily be done by means 1903. of screens. Do not allow several peoeven though they should not be ad dressing themselves to the patient. Flowers are always pleasing to the eye, but do not introduce those of strong scents into an invalid's room, and be careful to remove all cut flowers at In a sick room never whisper. If night, as they absorb the air and leave

further sum of nine dollars and fifty-three cents for arrears of rates and taxes brought forward, and which said rates and taxes have been levied and assessed against the said John Barry in the said Parish of Simonds, the whole amounting to the sum of twelve dollars and fifty cents, the said John Barry having omitted to pay the said rates and taxes so levied and assessed against him as aforesaid or any part thereof.