POOR DOCUMENT

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., WEDNESDAY, OCTOBER 21, 1903.

G. T. P. BILL JAMMED THROUGH THE SENATE.

Four Votes Would Have Killed the Measure-Count Stood 21 to 14, and 32 Members Paired-Senator Cox Declines to Vote-Third Reading is Usually a Matter of Form, So the Project is Regarded as Saddled Upon the Country.

fourteen, thirty two senators having paired.

Hon. Mr. Tessier resumed the debate on the second reading of the transcontinental railway bill. 'He briefly expressed his reasons for supporting the bill, saying it recognized the geography of the country, did justice to the maritime provinces and developed the resources of the back country. He reviewed the history of the trans-Canada railway which would have shortened the journey from Liverpool to Japan through not going north of the wheat belt. The government proposal was cheaper and better than Mr. Borden's alternative scheme, that made the fatal mistake of advocating a rail and water route, Mr. Borden having been led astray by the idea that Buffalo rates would ever be obtained for wheat to Montreal. The scheme to purchase the proposed time would greatly benefit Quebec did not of Mr. Cox.

The Quebec bridge was an researchial element in this scheme, but the appeared to have been for gotten. All the money that had been given to the bridge had been given to the bridge the bridge was being praid out of public monies and bonds of the bridge. The shareholdens had subscribed \$200,000 out of which two dividens had been paid.

That day he saw Mayor Parent, Premier Parent and president of the bridge company. Parent, in Ottawa to negotiate the sale of the bridge to the government. The sale of the bridge to the government become the proprietors of the bridge. The people of Quebec did not want this, but if the government became proprietors of the bridge they wanted the government to manage it and not to lease it to any rail-way. C. P. R. was simply preposterous. The proposed lime would greatly benefit Que-bee and New Brunswick.

Senator Dever Doesn't Like the Project.

Mr. Dever said he believed the new Mr. Dever said he believed the new transcontinental line would open up a vast new country. He hoped that the road would be built to shorten the route for grain to the maritime province ports all the year round. St. John could not be benefited by duplicating the I. C. R. to Moncton. He admitted that the government could not build a line through Maine, but they could let the G. T. P. as a private company do it. Constructing a line from Quebec to Moncton was like carrying coals to Newcastle to bring it back ninety miles.

hoped this was the dawning of a happier era. Surely the I. C. R. was enough for military purposes without injuring another road. He advocated breaking down the artificial barriers between Canada and the

Senator Landry.

How. Mr. Landry noted that the bill created a commission and sanctioned a contract both of which he set forth in detail. Afterwards he discussed the Grand Trunk Pacific bill, showing that the bill differed materially from the first scheme of the G. T. P. as announced last fall. That original scheme for a line from North Bay to Port Simpson was denounced by the Quebec board of trade which, in a resolution, laid down the principle that any new transcontinental line must be provided that the teaminels shall be St. Lawrence ports in summer and maritime ports

They all knew that Mr. Parent had of late years come here more than once for botter terms, and was refused. Mr. Dandurand had told that the province had better terms. He supposed he meant the money spent on the eve of general elections. The people would judge the government's policy on its merits. The opposition were convinced the measure was not in the interests of Canada and were doing their duty in opposing it. Mr. Landry read extracts to show the amount of the trade and the resources of Abitibbi, until 6 p. m. when the speaker left the chair.

Mr. Blair and the Cabinet. rence ports in summer and maritime ports in winter. The proposed line did not meet any of the requirements of the Quebec resolution. In February last the Hal-

Quebec.

Having reviewed the proceedings on the G. T. P. bill in the commons and concluded that an all rail route would not compete with rail and water, Mr. Landry read a resolution of the Halifax board of trade protesting against government aid of any sort being given any transcontinental line that did not make provision for communication with maritime province ports in

Next he read a resolution of the Quebec board of trade urging the appointment of a commission of eminent engineers to select the route of the new line. Finally the government decided to step in and build the eastern section themselves and they stepped in, but Mr. Blair stepped out. The bill before the house was directly antagonistic to the speech from the throne.

other places.

He contended that an air line was impracticable between Quebec and Monoton owing to engineering difficulties, that the construction of the section between Quebec and Winnipeg would be as great as that of the mountain section, and that

Contract to the second

Ottawa, Oct. 17.—(Special).—In the senate today the G. T. Pacific bill passed its second reading by a vote of twenty-one to fourteen, thirty-two senators having pair and the content of the proposition of the content of the proposition of the

The Position of Mr. Cox.

If the government did not like grain to go to Quebec by water, the only alternative was the Quebec & Lake Huron Railway, of which he gave a sketch, contending that the building of this road would come pearest to the solution of the

road would be built to shorten the route for grain to the maritime province ports all the year round. St. John could not be benefited by duplicating the I. C. R. to Moncton. He admitted that the government could not build a line through Maine, but they could let the G. T. P. as a private company do it. Constructing a line from Quebec to Moncton was like carrying coals to Newcastle to bring it back minety miles.

He would vote for the bill on the promise of Mr. Scott that the surveys were not yet made and the shortest and best route on the location of the line. All the maritime provinces got now was taxation. He hoped this was the dawning of a happier was longer than the surveys were not got the survey and the secure the completion of the line. All the maritime provinces got now was taxation. He hoped this was the dawning of a happier was longer than the solution of the line. All the maritime provinces got now was taxation. He hoped this was the dawning of a happier was longer than the solution of the line. All the maritime provinces got now was taxation. He hoped this was the dawning of a happier was longer than the solution of the line. All the maritime provinces got now was taxation. He hoped this was the dawning of a happier was longer than the solution of the line. All the maritime provinces got now was taxation. He hoped this was the dawning of a happier was longer than the solution of the line. All the maritime provinces got now was taxation. He hoped this was the dawning of a happier was longer than the solution of the line. All the maritime provinces got now was taxation. He hoped a subscience of the got the solution of the line. All the maritime provinces got now was taxation. He hoped a subscience of the got the solution of the line. All the maritime provinces got now was taxation. He hoped this was the dawning of a happier was longer than the quebec with the sum of the line. All the maritime provinces got now was taxation. He hoped the solution of the line. All the maritime provinces got now was taxa

Mr. Baird said he heard no demand for the line. He wanted to wait until after the general elections. He would not dwell on Mr. Borden's patchwork scheme. The electors should settle the matter.

Hon. Mr. Cloran thought the debate on this question would become historical. As a young Canadian he was bound to stand sponser to one of the greatest acts that had ever come before the house. He examined the speeches of the opposition senbec resolution. In February last the Halifax board of trade passed a resolution endorsing the trans-Canada Railway. Quebec sent a deputation to Hion. Mr. Parent to ask a land grant. On a second visit the deputation was informed that Mr. Parent had been offered a price for 25,000,000 across of land in the north of Quebec, Mr. Parent was playing the game of Sir Wiffrid Laurier who was compromised with the G. T. P. and issued a royal commission of colonization which was a farce from beginning to end, designed to kill the trans-Canada Railway and do the work of Sir Wiffrid in the province of Quebec.

Having reviewed the proceedings on the Having reviewed the proceedings of the the proceeding the the transportation which was a farce that the the proceeding the the transport and the special standard the special standard the special standard the special standard the spec natural routs from the west to the east was the Georgian Bay canal. As one of those who had preached that for years, he, with others, had gone to Mr. Tarte and failed to get a hearing. Two years after, when it suited his purposes, he became a convert to transportation. Tenvears ago Mr. Tarte was anti-protection. He was not sincere. The only man who understood the question of Mr. Tarte was Mr. Mork and he would have nothing to the with him.

were fourteen men to be guided by one or one by fourteen? Turning again to Mr. Landry's speeds he said he would not C. P. R. did. that it would not make for-tunes for lords, and would not depend on grain only. It would have the trade of the orient, as the C. P. R. was having.

Senator Ferguson's Amendment Defeated. was directly antagonistic to the speech from the throne.

Hom. Mr. Landry contended that the bill was in direct contradiction of the speech delivered by the premier at the landre tendered him in Quebec in 1896, when he advocated canalizing the St. Lawrence sufficiently to make it the great outlet of the products of the west and foretold that the Canada Atlantic Railway would supply freight from the west were combatting Mr. Borden's alternative scheme to say to that scheme? The two were precisely the same. The prime minister had changed his mind and now was trying to bring freight by rail from Winninger to Quebec instead of by water.

The most objectionable feature of the bill was the eastern portion. He read largely from Sir Wilfird's speech to show that no precise location had been decided on for the fane. Mr. Emmerson, who was pointed out as Mr. Blair's successor, though it was not quite settled in bouncil whether Mr. Blair would succeed himself or not, contradicted the premier as to the location. If this scheme were carried out several local charters would che killed and the countries of Bellechasse and Montmagny would be deprived of any chance of a railway service. It would kill the I. C. R., turning it from Riviere du Loup to Metis anto a local road. The people knew this and petitions against the nod other places.

Ho outened that an air line was in the contended that an air line was in favor of the bill. Hon. Mr. Legris felt it his duty to

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Yeo, Young; total, 21.
There were sixteen pairs and the vote . Cox, not having voted, said he had abstained from so doing as his name had been connected with the matter in hand and though he had consented to act only as a provisional director.

The second reading was carried.

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blood. That is an undisputed medical truth. Limments, outward applications and alleged electric treatment can never are what is rooted in the blood. A bloo lisease like rheumatism must be tism always yields like magic to Dr. Wil-liams' Pink Pills—they actually make new rich, red blood. This new blood conque.s nce that Dr.

source of almost constant misery. ed, and one bayer should have pale People," is printed on the wrapper around every box. If in doubt send direct to the Dr. Williams' Medicine Co., Brock

OBITUARY.

Mrs. Hannah McCavour.

Mrs. Hannah McCavour died at the Carmarthen street Methodist church. She was the widow of Charles McCavour and the last of her family, all her children having passed away. Mrs. McCavour, whose maiden name was Hannah McCormick, was a daughter of one of the Loy-

C. B. Pidgeon died at 9 o'clock Fluiday evening at his residence, No. 30 Cedar Deceased, who was fifty-seven year Deceased, who was fifty-seven years of age, was the son of the late David M. and Susan Pidgeon. For thirty years he was in the dry goods business at Indiantown. Three years ago he established a branch business in North Sydney.

He leaves a widow and six sons, Frank M., David B., Donald F., Walter D., Iras and Charles W. all residents of this life, and for years was connected with ship building. A year or so ago his brother died, who was one of the survivors of the suspension bridge disaster here many S. and Charles W., all residents of this city. Mrs. James Simpson is a sister, and Miss Bessie Pidgeon and Mrs. Currie are half-sisters. Deceased was a prominent member of Main street Baptist church, and for twenty-one years was choir leader. 'He was also well known in musical circles.

sion general regret. About a month ago he arrived from Sydney and shortly after-

The death occurred on Saturday of John The death occurred on Saturday of John L. Bean, after an illness of several weeks. Mr. Bean, with his two brothers, Arthur and Edward, went to South Africa with Captain Dunning, and after some service returned home. Mr. Bean was twenty-eight years old, and a son of the late Thomas and Louisa Bean, of Red Head. He had of late been at work as a carpenter in this city. er in this city. He was unmarried

Wm, Feltham.

The death of William Felthan took The death of Walliam Feithan took place Saturday. The deceased was for many years employed in the McAnthur drug store, Charlotte street. He was an Englishman, and seventy years of age. His

Mrs. Daniel Gullison.

The death occurred on Thanksgiving day of Mrs. Daniel Gullison, of Williamsburg York county. Late on Thursday afteren, all grown up and most of the away from home. One of the

Mrs. Andrew McIntyre. The death occurred at Victoria Mills

near Fredericton, Friday night, of Mrs. Andrew McIntyre, after a lingering ill-Andrew infamilyre, are a area a measure mess of about a year, from consumption Deceased, who was forty-eight years o age, leaves four sons, William, George and Fred. at home, and John, of Gaspereaux and three daughters, Mrs. John Hamilton of Gagetown; Laura and Agnes at home.

Chatham, N. B., Oct. 18.—(Special).— Dudley Perley, one of our o'dest and mos nightly esteemed residents, died this nonning at his home at Rock Head. He was 88 years old and leaves his wif-and four sons—Dudley, now in Pennsyl vania, and Alexander, Thomas and Jan in Chatham—also three daughters—Mrs. James Macmillan, of Boiestown; Mrs. An-

Mrs. Owen W. Smith.

Amherst, N. S., Oct. 18.—(Special). gineer in charge of the sewerage we here, died at two o'clock Sunday morni ago and soon are in the sound of the sound o

Robert McIntyre Robert McInture died Sunday evening at 68 Portland street, in the 86th year of

vears ago.

Stephen Mullin.

Havelock, Oct. 16-Stephen Mullin died on Saturday, 10th, at the advanced age of 93 years and 10 months. The funeral Harry. Owing to ill health, Mr. Hartt

services were conducted by Rev. J. W. Brown. He is survived by three sons and three daughters. The sons are Jas. Mullin, of Dartmouth (N.S.); John Mullin, of Colorado, and Richard, at home. The daughters are Mrs. F. Thorne, Minnesota; Mrs. Lizzie Verth, of Boston, and Mrs. Phoebe Price, of Sussex. An aged sister, Mrs. Sarah Burgess, of Moncton.

Mrs. Wm. Farrow.

Richibucto, Oct. 16-At the residence of her son-in-law. Dr. H. H. Gabeler, or William Farrow in the 86th year of her age. The deceased was the widow of the late William Farrow, who was well known in Northumberland and Kent counties and afterwards moved to Shemgue. Her maiden name was Annie Stebuilding adjoining, were the only buildings in that village left standing after the great Miramichi fire. Deceased left a sister, Miss Mary Stevenson, of Stockdaughters surviving her. The sons are: James, of Colmesneil, Texas; John and William, of Chicago, and Adam, of Shrewsbury (Mass.). The daughters are Mrs. C. R. Brown, of Amherst (N.S.); Mrs. H. M. Ferguson, of Rexton, and Mrs. H. H. Gabeler, of Worcester (Mass.). Deceased was a member of the Presbyterian church and a true Christian n every sense of the word. Her daugh ed to her bedside a fortnight ago and remained with her till her death.

Joseph! McLearn, Manager of Hants County

Truro, N. S., Oct. 17.—(Special).—Jos McLearn, managar of the Hants county poor house, died at the poor house, South Maitland, today, aged seventy-five years

William Roberts.

At Boston, on Tuesday, of pneumon the death occurred of William Roberts eldest son of the late Thomas Roberts of Buctouche. Deceased was 44 years of age. The remains will be brought to Buctouche for burial.

Sackville, Oct. 16-The death of Mrs ters—Miss Laura Bulmer, of Sackville and Mrs. Wilson Estabrooks of Mono ton; and three sons-Capt. John Welling of Amherst; Benjamin Bulmer, of English of En ter of deceased. She was 83 years old.

J. F. Johnston, of the Mispec pulp mill cived a despatch from Chatham Su day, bringing him the sad news of his father's death which occurred Sunday norming at his home in Chatham. David Johnston, the deceased, was upwards of 80 years of age, a life-long resident of Chatham, and a respected citizen. For some time he had been in poor health, but the end came quite suddenly. He is survived by his wife, also four sons and two daughters. Besides J. T. Johnston also one daughter in Maine, and one in Boston.

William Rowley-

William Rowley, of Winow Grove, St. John county, dropped dead as the was ploughing Monday. Deceased, who was fifty years of age, was married twice, and leaves nine children by his first wife and

when he went to Willow Grove and opened a forge there. He also acted as postmaster up till last spring.

Up till the time of his death he thad
seemed to be in excellent health and after dinner yesterday he shod a team of
horses and then went into the field to
plough. Between half past four and five
o'clock he was seen to fall. He was at once carried into the house, but was dead before he reached it. He was a first class tradesman and enjoyed the respect and esteem of all who knew him. The funeral will take place Wednesday morning a Golden Grove.

Mrs. William Rogers.

The death occurred Monday night at the residence of her husband, 55 Murray street, North End, of Sarah, wife of Will liam Rogers, after a lingering illness. De ceased, who was 58 years old, leaves a husband and seven children—five son and two daughters. Two of the boys are married, while Mrs. J. C. Mowbray, o this city, is the eldest daughter. One o the sons, who resides in Montreal, h een wired to come home, and as soon as he arrives the funeral will take place.

Robert McIntyre, whose death took place at his daughter's residence, 68 Port-and street, Sunday evening, was 85 years last year, and the late Daniel W. Clark, of Carleton. These three were among the saved, but others lost their lives. two daughters. Mrs. Mary Coram and Miss Maggie McIntyre, of this city; also

Wm. D Hartt, St Andrews St. Andrews, N. B., Oct. 19,-Wan, D

large lobster and fish packing busined it St. Andrews, Grand Manan and Rol binston, Maine. About twenty years ago he removed to Tallahassee, Florida, where

CANADA RETAINS ONLY THE PORTLAND CANAL.

Commissioners Reached a Conclusion to That Effect in Alaska Case Saturday, and Public Announcement is to Be Made Today-boldwin Smith Says That Britain Has Never Sacrificed Canadian Interests-Le Canada Claims That Chamberlain Gave Away Our Case.

London, Oct. 17.—The Alaskan boundary ommission has verbally agreed to grant for cettime control of Portland agreed to grant all the American contentions except that for the Portland Canal, which goes to Canfor the Portland Canal, which goes to Canada. The formal agreement is being drawn
up and will be rendered on Monday.

After kincheon, Senator Lodge, Secretary Root and Senator Turner agreed to
start the American boundary kines from
the head of the Portland Canal, thus giving the Canadians that channel and some small islands, on which there are only a few disused storehouses. This accomplished, the majority of the tribunal agreed to fix, with this exception the entire boundary as outlined in the American case.

Whether Messes, Aylesworth and Jette, the Canadian commissioners, will refuse to sign the decision and make it unanimous is validity of the agreement if a majority e-port is submitted. By Monday afternoon it is hoped that everything will be ready for signatures, though the actual marking of the line on the map which will forever determine the respective territories will This was merely the starting

No Official Information at Ott. wa.

ment have received no official information as to the reported decision in the Alaskan boundary case. There is, however, very little doubt that the American Associated has len reached, is correct.

According to this report the United troublesome question will be States has won on every point except that in reference to the Portland canal, which remains, where everybody knew it was, in Canada. About two years ago the Americans quietly went to work and erected a number of stone houses and fickally given our no one here is willing to

Ottawa, Oct. 18 .- (Special) -The govern-

accepted these islands would have been in United States territory. nounced, is correct, these islands are al-This is important, because they guard the entrance to Port Simpson harbor, the terminus of the G. T! Pacific Railway, and This was merely the starting point of

for getting control of Portland canal.

Both sixes to the dispute were agreed

tory, and it appears that in anything be-yond that, Canada is to have no share.

It may be said that when the tribanal was organized at Washington very little was expected from it as far as Camada Press despatches, stating that a decision was concerned. In that regard Canadians will not be disappointed. However, a

monuments on the northwestern shores of express any opinion on the subject. They Portland canal and by the presence of these they set fouth a claim to the territory in that vicinity. The Canadian government of the case for Canada, did their duty well. Upon that point every-

has been making his home for a few years past with his daughter, Mas. Clarke, of St. Andrews. He has another daughter at Jacksonville, Florida, and one at Bir-

On Friday evening Sidney Lilly, the three-year-old son of Charles Lilly, of Earn street, was operated upon at the ho pital by Dr. A. F. Emery, for some internal trouble. The little fellow stood the operation well but his case was almost hopedess and he was in such a weakened condition that in spite of ail that could be done for thin he gradually sunk. Monday morning, about 3 o'clock, he died at

Bandits Take Charge of a Town. Newburg, Oregon, Oct. 19-For two hours

was to blow up the building of the Bank of Though several charges of dynamite exploded, the steel failed to give way, and the pandits departed. The vault contained probably \$20,000. The building was practically

Several People Injured, and One Dies from Shock on Voyage from New York to Liverpoo!.

London, Oct. 18-The Cunard line steamer Etruria, from New York, Oct. 1), which arrived at Levenpool today, reports having been struck by a tidal wave on the day she left New York. Several persons were injured, including Mrs. W. W. Hall, a saloon passenger, who had her ankle fractured and her hip dislocated. She has been removed to the Liverpool hospital. W. W. Hall, her husband, who suitered with a weak heart, died on Oct. 15 from the sheek. The port side of the cantain's oridge and a number of stanchions

thing else for him to do.

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