POOR DOCUMENT

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., SATURDAY, AUGUST 15, 1903

(Continued from page 3.)
purpose out of the exphanier of the country than to load us up with \$15,000,000 or \$17,000,000 of debt in order to build

"If you wanted to enforce the idea of the utilization of the Canadian ports in winter as an outlet for western traffic, why not do it in that way by a subsidy rather than by spending your money whole sale in a useless and unjustifiable manner. I believe, sir, that an arrangement could be made without difficulty whereby a fair profit could be had, perhaps upon such business as did offer. I am not so sanguine about business to any great extent offering in that way, but if it did offer the I. C. R. would be able to take it. It would increase the tomage of the I. C. R., increase its receipts, utilize its machinery which is available for the purpose and you would have no question of any responsibility in connection with such an outside undertaking as is now to be forced upon us by the policy of the government.

continuing, but with a defenuination to pet the destrict has destricted itself to the destrict of the destrict of the destrict is the destrict of the destrict

"I leave every man to exercise that best judgment which his conscience dictates. I claim the same privilege for myself."

Mr. Charlton Defends G. T. Pacific Deal.

Ottawa, Aug. 12—(Special)—The morning sessions of the house of commons started today. At 11 o'clock John Charlton resumed his speech in reply to this Blair. He said that the ex-minister of sailways had not

continental line was taken with undue haste was not consistent with his speech in Victoria a year ago, when he said that Canada was then ready for a transcontinental line, and not one, but more than one. At that time he said the road was wanted right away. Now he says that line country was not ready for it and that undue haste was being exercised by the government in regard to this proposition. At Victoria Mr. Blair said that the opening up of the Northwest required additional railway facilities, and last night he declared against having too many railways in the west. (Cheers.) Contrast the agreement with the Canadian Pacific bargain, when a whole empire was thrown as recklessly away as stones from a brook. (Cheers.) The government ought to receive congratulations for resisting a land grant. Mr. Charlton reviewed the C. P. R. contract at some length, and compared it with the G. T. P. contract.

Mr. Monk Favors a Government Road.

which is available for the purpose and you would have no question of any responsibility in connection with such an outside undertaking as is now to be forced upon us by the policy of the government.

"I venture to say that the suggestion had not been made to the G. T. R.. I do not think it has ever been made to Mr. Hays other than as I made it in the railway committee of the house of commons. I think if it had been made to him he would have readily have availed himself of it. He would have gladly accepted some such plan as that so as not to be compelled under lease or otherwise to operate this line which is now projected. Mr. Hays would be only too well pleased if a plan of that sort had been offered to him and he would have accepted it without a particle of hesitation. All that it would be necessary to do would be to embody a scheme in this bill, or if your would come to an agreement be-

open up for settlement and pass through an undeveloped country.

The I. C. R. was paralleled by the C. P. R. line to St. John through the State of Maine. The Harvey and Salisbury proposition meant the paralleling of the I. C. R., but the people of the maritime provinces were humbugged in connection with that road and it was not built. The G. T. R. during Joseph Hickson's regime said they intended building from Edmundston to Moncton and applied for \$10.000 a mile subsidy. He understood Sir John Macdonald favored this, but it was not carried because of the competition it would give

There was to be 250,000 shares of common stock, of this 249,000 was to be held in the treasury of the Grand Trunk, there seing only 1,000 shares available for the discours. That ensured the two companies reserving their intimate relations. On the seaton, action, the revenues. estern section the government would arrantee three-fourths of the bonds, and, e old Grand Trunk the balance. The

a first class manner. Any improvements the government had to make on the sec-tion east of Winnipeg during the time of leasing would have interest on cost charged against the company.

. C. R. Trains Could Go to Winnipeg.

The government could run their trains out to Winnipeg and even beyond that but there would be no difficulty in running the Intercolonial trains to Winnipeg. The I. C. R. would only have to make the application and the company, would have to grant it on fair and reasonable terms. It was merely a question as to whether it would pay or not. Unless the business was good it would not pay to do it, but the fact that the government had the right to do it, gave the government a lever so as to make fair and reasonable terms for

prominent Conservative, strongly support-ing the project. Such was the opinion of a merchant prince of Montreal. Some have said to let the country make the railways and the railways would make the country

oblicy of the government would stand in-estigation in the country and for a very mall sum would give one of the greatest chievements in its history. (Cheers.)

In concluding Mr. Fielding said that the

No Successor to Rampolla Yet.

Rome, Aug. 13.—The Pope today re-ceived Cardinal Satolli, who inquired re-garding the appointment of a new secre-tary of state in succession to Cardinal polla and again suggested Vincenzo Vannutelli as the best fitted for the posi-tion. Cardinal Satolli them proposed the appointment of Father Edward Fowler, domestic prelate to the pontiff, which post The Pope granted the request.

The Pope this afternoon received the ministers of Peru, Uruguay and Argen-

Just Two Teaspoonfuls of Sovereign Lime Juig with water and sugar will make oversign Limeduice is diff ent f om other brands, pecause it is pure juice—an takes less. Some who are accustomed to using more of other brands and using the same quantity of Sovereign find it too strong. Remember two teaspoonfuls

of Sovereign contains more Lime Juice than double the

HALIFAX, N. S.

All Grocers sell it. SIMSON BROS. CO., LTD.

quantity of some others.

SIFTON AND EMMERSON DEFEND G. T. P. SCHEME.

Minister of Interior Says Government's Lands Will Be More Valuable After Road is Built-Member for Westmorland Says Revenue is Buoyant, and Now

Intercolonial trains to Wennipeg. The I. C. R. would only have to make the application and the company, would have to be a series of the control of the cont

portant parts of the contract was the routing of freight. The member for Hamilton, Mr. Barker, and Mr. Blair said that the officials of the Grand Trunk Railway would issue circulars ordering that the terms of the contract should be obeyed and the servants of the company would not obey these instructions. He did not think that such criticism worthy of contribute that such criticism worthy of contribute the contract was the Booth, E. F. Clarke and W. R. Brock, Mr. P., as in favor of the railway when first proposed.

Mr. Brock—(Hear, hear.)

Mr. Sitton—Yes, before the Quebec and Winnipeg section was mentioned and when traffic would find its way by North Bay and Fortland, I want my Toronto friends to take the responsibility for that. think that such criticism worthy of con-

E. Bliss Morton, station master of the B. & A. Railway, at Bridgetown (Me.), is here for a short visit with his brother,

Mrs. G. T. Morton, who is seriously ill

Deer Island, Aug. 9.-Mrs. W. R. Foun

J. Clement Wilson, a student at the U N. B., is spending his vacation with the F. B. churches of the island.

over Sunday.
Miss Maud Fountain, who has been vis

ST. MARTINS.

Green, who has been visiting at the St Martins light house, has returned to her

to mourn her sad loss.

Mr. and Mrs. Campbell and their two

BLACK RIVER.

Among the St. John visitors he Mrs. Wilkins and family. Mrs. M

home in St. John.

Mrs. James F. Brown received the

Empire, the Montreal Star, Winnipeg Tri-bune, News, Toronto, and from J. R. Booth, E. F. Clarke and W. R. Brock,

to take the responsibility for that.

Mr. Sifton quoted Mr. Borden in the

the railway policy which the government adopted and demanding the government to bring it down. Mr. Sifton quoted Sir Sandford Fleming and J. H. Ashdown, Winnipeg, as giving their views in favor of the project.

In the west, Canada had only one trunk line along the boundary line, while on the

by the American roads. The duty of the government was to relieve congestion of traffic and provide for the future.

to keep it in a up-to-date position. Notone so far attacked the government for dealing with the Grand Trunk people and,

per cent was carried by rail.

In conclusion, Mr. Sifton said that the

of selling something like 50,000,000 acres of land in territories, and within two years after the construction of the G. T. P. these lands will have acquired a value of at least \$3 per acre. The enhanced value of those lands will be four times as great as would pay for the road.

ing relatives here, is spending a few days ind Mrs. George Noble and child are vis-ting Mr. and Mrs. Fremont McNeill and Councillor E. A. McNeill and wife.

Hon. John Haggart said that nothing until well into the season. Instead of approving of the Moneton section, Sir Sanford Fleming, said Mr. Haggart, talked of it as being an absurdity. The Intercolonial was the most practicable route. The seventh district meeting will convene with the F. B. church at Lambert's Cove on Friday, Aug. 14, and continue onment of the Intercolonial from Levis to Moneton. It meant the destruction of iting her sister, Mrs. Chas. Humphrey, at Mohannes, has returned home. than to injure the investments of those alongside of the I. C. R. When the government got the surveys he did not believe it would ever be constructed. The road would not pass within fifty miles of Lake Abittibi and it would be at least St. Martins, Aug. 13.-Miss Laura 175 miles from its junction with the Tem-iscaming railway, and James Bay. It would be absolutely impossible to sustain a population as the country was alternately muskeg and granite rock, being miles away from the fertile plateau of James Bay. The Grand Trunk never asked for news of the death of her sister, Mrs. Alexinder Worrale, of Parrsboro (N. S.) She

Hon. Mr. Emmerson.

daughters, who have been stopping at the Kennedy House, have returned home to Hon. Mr. Emmerson replied to Mr. Haggart. The member for Westmorland. Fredericton.

Miss Hazel DeForest, of St. John, is stopping at the Kennedy House. said that the argument was made that this railway project was precipitated up-on parliament. This was not the case. to quote one ex-minister of railways against another the ex-minister of rail-Black River, St. John county, Aug. 13— The having has begun around here, but the work has been greatly retarded by

on the 26th of May the statement of Mr. Haggart, when he said that now was the the weather.

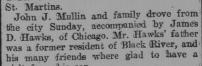
The young people of this place enjoyed a very pleasant dance Monday evening at the home of John York. Music was furnished by John F. MoNeil. the proper ones to do the work. He (Haggart) would rather see the Grand Trunk build it than any other company. Taking up the statement of Sir Sand-Mrs. M. Mc Guire and family and others.

The schooner Harry Morris which has Miss Catherine Maher, of New York, is visiting here, the guest of Miss Power.

The Russell family, who has been afflict-Brunswick not being practicable, Mr. Emmerson said that Sir Sandford referred to the route of the Temiscouata road, and not the route of the G. T. P.

As far as the route of the Grand Trunk ed with diphtheria is rapidly recovering under the treatment of Dr. Ruddick, of

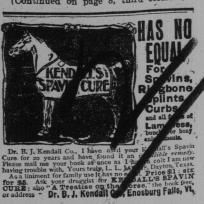
Pacific in New Brunswick was concerned he (Emmerson) knew it well, for he travrailway route. Mr. Haggart said that the construction of this road from Quebec to ouilt. Mr. Haggart was a minister of the rown and a member of a government that (Continued on page 8, third column.)



NEWCASTLE

It was rumored here this week, says the Newcastle Advocate, that a company has purchased the Wm. Richards Company. Limited, property on the Miramichi, comprising the Chatham mill, granted land and lands under lease. The sum was said to be in the vicinity of \$500,000, and a number of Americans are said to be interested in the new company. The Advocate could get nothing of a definite

At a meeting of the ratepayers of the town of Pictou, held this week, it was agreed to purchase the plant and franchise of the Pictou Gas Light Company, and the council was authorized to borrow the sum of \$20,000 to enable them to protect the sum



become an unknown to them. They wanted also seed of that sort had been offered do not a particle of the country become an approximation of the country be

been spending the summer with relatives here, left this morning for their home at Moncton.

Miss Mary E. Bray, teacher of the primary department of the superior school here, went to Sussex this week to visit friends.

Miss Ethel Stevens, of Memel, left this morning for Springhill (N. S.) to visit her sister, Mrs. Geo. Nelson. She was accompanied by her nephew, Fred J. Newcomb, of this village.

Mrs. Joséph A. Read left last week for Chatham and will sail from there in a few days on the steamer Pydna, Capt. Crossley, for England. Mrs. Read will spend the winter with her daughter, Mrs. J. Harcourt Davies. She was accompanied by her grandson, Master Willie Robinson, who has spent the last two years at Hopewell Cape.

H. B. Peck, of the railway mail service, spent a few days at the home of his parents, Mr. and Mrs. C. A. Peck, this week. The funeral of the late Capt. W. E. Robinson took place this afternoon. The remains were taken to the Baptist church, where a very impressive sermon was preached by Rev. J. B. Ganong, of Hillsboro. Rev. Milton Addison, paster of the Baptist church, at Surrey, assisted. The Choir sang the Hymns, Shall We Meet Beyond the River, Some Time We'll Understand, and The Sweet Rye and Bye. Six nephews of the decased acted as pall-bearers—Clark, Fred, James, Bradbury, Clare and Stephen Robinson. There were many handsome floral tributes. The interment was made in the Hopewell Hill, Aug. 12—Mrs. Thomas I amisson and her daughter. of Memel.

Hopewell Hill, Aug. 12-Mrs. Thomas Jamieson and her daughter, of Memel, were quite badly hurt in a runaway accident on Sunday. In company with Mr. Jamieson, they were driving to church at Curryville, when one of the wheels of the carriage came off causing the horse to Jamieson, they were driving to church at Curryville, when one of the wheels of the carriage came off, causing the horse to run away. Mr. Jamieson, though thrown out, escaped without injury. The little girl who was thrown under the wheels, had her collar bone broken, and Mrs. Jamieson, being caught in the buggy top, was dragged a considerable distance and badly bruised and shaken up, though fortunately escaping serious injuries.

Mrs. Chamberlain, wife of Dr. W. G. Chamberlain, of Fort Fairfield, accompanged by her four children, is visiting her father, D. Glendenning.

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Mrs. Chamberlain, wife of Dr. W. G. Chamberlain, of Four Fairfield, accompanged by her four children, is visiting her father, D. Glendenning.

Miss Hunter and Miss Grace Robison, have gone to Magaguadavic to visit friends.

Stephen, was at Robison's Hotel on Sat-urday.

dissolvent of the school at Memel, which was closed the last term.

Mrs. Maria Bacon, an old resident of the school at Memel, which was closed the last term. Hopewell, who has spent the past two years with her son, Capt. R. C. Bacon, at Moncton, arrived from the railway town today, in company with Capt. Bacon's wife and Miss Stronach, who will spend a

ALBERT.

Albert, Aug. 10—Mr. and Mrs. W. T.
Fullerton and daughter, Clara Barton, of Boston, are the guests of Mr. and Mrs.

J. W. Fullerton. Mr. Fullerton is foreman for the Binnerton Printing Corporation of Boston. He has not visited his native town for seven years, and notes many improve-Albert, Aug. 10-Mr. and Mrs. W. T.

Fullerion, W. T. Fullerton, Orman Calhoun, Elmer Keivor, Jos. Carnwath and Orland Reid. The deceased was in the 24th year of her age and is survived by a sorrowing husband, and daughter of four months: G. H. V. Belyea, of St. John, who was here attending the funeral, returned home Friday.

The Albert school will open Wednesday with new teachers in both departments. Harry A. Prebble, of Butternut Ridge, will be in charge of the advanced and Miss

partment.
William Peck and Miss Gertrude Beuchanan, of Boston, are siting friends in this locality.
The Misses Beatmont, of Moncton, are uests of Mr. and Mrs. George Barber. GAGETOWN.

Gagetown, Aug. 10.-The funeral of wards of sixty years and had generally en-joyed good health until recently, when he showed signs of failing and about a week ago his condition became more seriou when symptoms of heart affection wer apparent and the probability was he would not long survive. In the death of Mr. Purvis the community loses a kind neighbor and a man of unquestionable integrity and one whose place in many ways will not be easily filled. Mr. Purvis for several search was been as of Caretown light. eral years was keeper of Gagetown light. Five sons and three daughters survive. Two sons, Messrs. George and Fred, and

Miss Kate are living at home. For the family deep sympathy is felt.

Rev. Lindsay Parker, of Brooklyn, preached eloquently to a large congrega-tion in St. John's Episcopal church last Rev. Silas James had service in the Methodist church last evening.

Judge A. W. Ebbett returned Saturday

night from a trip to British Columbia.

Harvey Station, York Co., Aug. 10 .-Haying in this locality is well advanced. The crop is the best that has been cut

crops are also very promising.

Councillor Robison shipped two cars of pressed hay to the Boston market last

SUSSEX.

Sussex, N. B., Aug. 12—Senator Dom ville was in Sussex today and was warm ly received. He inspected the government grounds, having advised the militia d partment to make certain improvements on the river front to preserve the grounds in freshet time. The banks have greatly wasted by the river changing its course.

PENOBSOUIS

Penobsquis, Aug. 12-Miss Grosset and Miss McNichol, of St. John, who have