# POOR DOCUMENT

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., SATURDAY, OCTOBER 3, 1903

# MANY MORE PETITIONS AGAINST G. T. PACIFIC.

### Forty-seven Presented to Parliament Tuesday.

Making a Total So Far of 207 Asking to Delay the Project -Bill is Now Up for Its Third Reading, and the Premier, the Leader of the Opposition, and Many Others Make Closing Appeals.

is authorities.

In wilfrid Laurier said that he had a seem the minister of militia this mounty. Yesterday he received personally of the opposition accepted the Moncton of the opposition, all coming from the repairing that there were sturbances, and that the property of the mpany was threatened, and asking that makes the government. It was a purely party vote.

The leader of the opposition accepted the Moncton of the opposition accepted the Mo

meant an expediture of about \$150,000,000 which would result in strangling the Intercolonial. He asked why should the I. C. R. terminus be kept at Montreal and concluded by moving his afternative

Sir Wilfrid Laurier in reply to Mr.
Borden said that discussion of the bill had gone on so long that there was nothing new to be said. When the government resolution was first presented it was subjected to the adverse criticism of the leader of the opposition and his followers, but they could not agree upon an amendment against it. Late in the debate the amendment which the leader of the opposition moved was given notice of. The opposition moved was given notice of. The opposition of lollowed the line that they would speak, but not act. They indulged in general this stage when we have thad this scheme this stage when we have thad this scheme.

noved was given notice of. The opposation followed the line that they would speak, but not act. They indulged in generalities.

As for the elternative policy of the leader of the opposition it was impracticable. Take the extension of the I C. Railway by means of the Canada Atlantic to Georgian Bay. There was no connection between Coteau and Montreal and no means provided by Mr. Borden for such. There were not more than one mile and they were not more than one mile apart at any point for 30 miles. Did Mr. Borden propose to build another road? "Why does he not propose to acquire one of the roads," asked Sir Wilfrid, "the same as he is doing with the C. P. R. north of Lake Superior. How was the government going to operate the Canada Atlantic when it was acquired. Three-fourths of the business of the Canada Atlantic when it was collected in the Western States and taken to the Eastern States. The company kept agents in Duluth, New York and Boston. Canada did not want to lose this business, but how was it going to be carried on by the government? It was a profitable business.

Some of my honorable friends believe that railway transportation will be as cheap as water transportation. That is a problem of the future, but at all events whether it be as cheap or not as cheap the farmers of the Northwest will have the benefit of this railway all the year round and not only the farmers of the west will have the benefit of it, but also the producers of the eastern provinces. have the benefit of it, but also the producers of the eastern provinces.

It must not be forgotten that this railway is not designed to transport only the grain of the west. There is something else to be carried than grain. This railway will transport everything that civilized man wants and it will transport as well the produce of the west. It will transport the produce of the west, which is largely cereal, but it will transport also the commerce of the east to the west.

Berden's Policy Ridiculed.

Then as to the C. P. R. between North Bay and Fort William. North of Lake Superior it is impossible even to raise po-

### Borden's Amendment Defeated.

by the Grand Trunk was moved by Mr. Alicorn. This was lost by a majority of 40. The vote being 35 for and 75 against. Dr. Roche, Manitoba Conservative, moved the proposition that rates west of the Great Lakes on the Grand Trunk Pacific shall not exceed those charged on the Canadian Northern. The Canadian Northern gives a special rate to Manitoba and the province agrees to pay its losses. The amendment was therefore lost by 40. The vote fell to 34 and 74.

franchise act in 1885, the national policy so-called, in 1879, the Canadian Pacific co-tract in 1881 and the remedial bill in 189 the third reading of the national transcontinental railway, and all were voited
down by a straight party majority. The
bill will be reprinted and will reach the
senate probably on Friday next. It will
likely take three days and probably more
in the upper chamber. This will depend
upon the length of the sittings.

There were forty-eight petitions presented to partiament today against the national trans-continental railway. The number received altogether is 218.

In reply to some remarks from Dr. Reid,
Grenville, when the house met at 3 o'clock,
Sir Wilfrid Launier said that the railway
charter in which the member for Victoria

tharter in which the member for Victoria (N. B.) was interested would be rendered valueless by the construction of the Grand Trunk Pacific. The Quebec bridge would be absorbed by the construction of the Grand Trunk Pacific and legislation would be introduced to this effect.

New Brunswick were not going to support the scheme merely because a part of it was going to be located in New Brunswick, although Mr. Emmerson evidently thought

although Mr. Emmerson evidently thought so.

Mr. Blain's amendment, being disposed of on the same majority, forty for the government, Mr. Taylor next moved an amendment that freight originating on the line of railway shall be carried through Canada on Canadian roads to Canadian ports at a rate not higher than if the road was not wholly Canadian. The amendment was lost on the same division.

Mr. Bennett (East Simcoe) moved that the bill be amended by insertion of a provisio that no contractor or sub-contractor shall employ Asiatic labor on the construction of the railway. The amendment was lost on division, but not on the same vote as the others.

Mr. Barker (Hamilton) moved that a clause he inserted providing for arbitration

# nt making the payments in conwith the eastern section subject

**Executive Were Pres-**

In reply to Mr. Borden, Mr. Fielding

Monday.

On motion to go into supply, Mr. Charlton advocated government assistance for the proposed expedition of Captain Bernier in search of the north pole. This was supported by Mr. Bell (Pictou) and Mr. Henderson (Halton). The latter suggested the interpretation of the impropers tion vote for this purpose. Mr. Holmes (West Huron) strongly opposed any grant. Mr. Gourley supported the Bernier propo-

Mr. Puttee, labor member, of Winnipe ed a boat. To show his good faith, Captain Bernier has raised \$40,000 of the \$60,

When the house went into supply tonight the consideration of the Intercolonlad railway estimates was resumed.

Mr. Fielding gave some additional explanation for the item of \$160,000 at St.

John, which was for improvements to
meet the growing traffic there, and also
for an engine and machine shop. The
engines could not get into the old build-

on the item of \$104,000 for increased accommodation at Halfiax, Mr. Fielding said that the total amount to be expended this year would be \$229,500, an additional amount would be wanted in the supplementary estimates. The government had not yet determined the location for the engine house. It might be necessary to go outside the town for it. A small at the elevator to allow the cars to run

improvements to be made.

Doctor Sproule—Do you think these improvements would be mecessary at St.

John and Halifax if the Grand Trunk Pacific was built?

Mr. Fielding—I believe there would be

more business at both ports after the G. T. Pacific is built.

On the vote of \$36,500 for improvements at Pictou, Mr. Fielding said that the amount this year required would be \$98,-200. On the Prince Edward Island railway estimates Mr. Fielding explained on the vote of \$750,000 for Murray Harbor branch and Hillsboro bridge that there was expended on the work up to June 30 last \$1,492,325; an additional sum of \$1,-230,000 would be required, so that the balance would be included in the supple-Six Months' Hoist for P. E. Island Ferry

The bill to incorporate the Maritin Transportation Company, which is for a ferry between Prince Edward Island and

Eighteen Shipwrecked Sailors Picked Up.

UND AS A DOLLAR That is the result of a of treament with Scott s Emul We have special refersion. ence to per ons lungs and lessitive siting throats.

Scott's E ulson does some things better, an others. This is one of the ... It has a pe-culiar action on he throat and ves them strengthand nakes hemtough.
That how Scott's Emulsion

drives out oughs, co ds and bronchitis. It keeps the

## NORTHUMBERLAND EXHIBITION OPEN.

Lieut. Governor and Provincial

will continue until Thusnday night. His honor was accompanied by a guard of 50 men from the 73rd Battalion, under Capt. MacKenzie. The premier and all the members of the cabinet were also present

arge number of farmers in the county, coording to last census three-fourths of on the east and occupies a most central part of the province. Fishing is another source of wealth to our county. In two months, one winter recently, \$27,000 worth

d the county on the exhibition which was so creditable. ause it spoke of such progress. Agricul-ure had long lain dormant in the county for it was once thought that the only wealth was in the lumber and fishing but

These were followed by County Warden Campbell, Hon. Mr. Sweeney, Hon. A. T. Dunn, Hen. Mr. LaBillois, who spoke in English and French, and Hon. H. H. McKeown, all of whom briefly and eloquently spoke of the fine building, splendid exhibits and beautiful location and congratulated the association on the results of their undertaking. After which his honor, the governor, declared the exhibition open and stated that Thursday afternoon would be observed as a holiday in the public schools.

in the public schools.

A great many strangers are in town and 1,000 persons entered the building tonight. The special attractions tonight are a brilliant display of fire works and an aerobatic performance. Two bands are in attendance. All the departments of the exhibition are fully up to the standard but particular interest is centred in the live stock and agricultural products. Horse races is the chief attraction for tomorrow afternoon.

Chatham, N. B., Oct. 1—(Special)—Miss Annie Snowball, daughter of the lieutenant governor, is seriously i'll in Switzerland, where she has been attending school. The exhibition closed tonight. There was a larger attendance than ever today. The success of the fair is conceded to be largely due to the efforts of the energetic and capable secretary, George Fisher. The following is the result of today's races: Free-for-all, Gertie Glen, first; Clayson, Jr., second.

Harry R., second; Charlie L., third.

### OBITUARY.

John Adams Scott, a well-known and high ly respected resident of Roxbury (Mass.) died at his home, 123 Zeigler street, Monday

Captain Michael Morrissey.

News was received yesterday of the death on Sept. 17, at Table Bay, South Africa, of Capt. Michael Morrissey, formerly of St. of Capt. Michael Morrissey, formerty of St. John. Capt. Morrissey, who was more than fifty years of age, was the eldest son of the late Patrick Morrissey, of this city. Some time ago he settled in Liverpool, where he had property. Recently he took command of a large steamer running to South Africa. Capt. Morrissey was a half-brother to Thos. L. Morrissey, of Montreal, and to Messus. William, of Halifax, and John, of New York. Mrs. J. C. O'Mulpin and Miss Belle Morrissey, Halifax, are

A Lively Potato Digger. On Tuesday James Yeomans broke the second of this place for potato digging, having dug ten bushels in one hour and forty minutes

## THERE WERE MATCHES IN HAND NOT FAR FROM THE BALES OF HAY ON THE STEAMER DAVID WESTON.

Rothesay Man Feels it His Duty to Tell About It at the Inquest - A Man Smoking Near the Hay - Inquiry to Be Continued Next Week.

ire, occasioned him much serious thought.
The inquest began before Coroner J. B. kilchrist in the public hall at 10.30 clock, and after the examination of several witnesses, was adjourned until Thursday, October 8, in the Rockdale Hotel, Brown's Wharf.

John L. Carleton appeared for the crown, and the Star Line Steamship Company was represented by Charles Haning-

To Coroner Gilchrist-"It is not customary to keep a list of passengers. I passengers had remained cool not one have no knowledge that any more than would have been lost. Beaching the boat

In registered number of the places verse were on board, but they could not be used because the fire gained such headway, which made it impossible also to work the ships' hose. It was not more than two and a half minutes from the time the fire was discovered until the boat was beached. I was the last to leave the boat and was not burned in the slightest. I made an attempt to save the mails, but the flames cut me off. There was not mome than the usual quantity of hay on board. This carriage of pressed hay has been customary on the boats. I never knew of fire originating in these hay bales. A companionway, about two and a half feet wide, is always between the hay and the wall of the boiler room. I never knew of sparks coming from the furnace, so they could reach the hales. I have no

steam, each with hose attached and nozzles in good condition. Three days before the ished by Friday evening.

### WEDDINGS.

A quiet wedding was solemnized early Wednesday morning at the residence of the bride's mother, Crowin street, when Miss Edith Cunningham was united in matrimony to Carence Cougle, the ceremony being performed by Rev. Dr. Fotheringham. The bride was attired in a gray traveling suit with hat to match. The couple were unattended. After the The couple were unautended. After the complex were unautended. After the complex were unautended. After the complex were unautended. After the complex were unautended. After the complex were unautended. The complex were unautended. After the complex were unautended. The comple

At the home of Henry Brandy, of St. James street, Wednesday, Rev. Mr. Colin united in mauriage Hiram Hayes, of Fair-ville, and Miss Sarah Brandy. The happy

played the wedding march. The church was tastefully decorated. The wedding press for Hallifax.

A. Jones Co., 13d., and a dainty Francess kamp from Trinity church dhoir, of which the bride is a member. The happy couple left for a trip to Boston and New York. They will reside at 55 St. James street.

Alt the residence of the bride's mother, Mrs. R. A. Clark, Alberton (P. E. I.), on Wednesday of last week, Miss J. Isabel Clark was united in marriage to Rev. J. Kier G. Fraser, of the Second Presbyterian church, Charleston (S. C.) The ceremony was performed by Rev. D. J. Fraser,

The principal feature of the David Wes- | accident they were tested at Fredericton,

twenty-five buckets and six axes. Hung up in the saloons were notices telling the location of the belts.

Saw a Man Smoking Near the Hay. Miss Zilla Noble, after recounting the story of the fire, said to Mr. Carleton:

vicinity."

Geo. A. Lockhart, of St. John, examined by Mr. Carleton, gave evidence, nothing particular being learned.

Important evidence may be adduced next

A pretty wedding took place Wednesday mouning in Trinity church, when Rev. Canon Richardson united in marriage Geo. Eliot Smith, of F. A. Jones Co., Ltd., and Lizzie May, youngest daughiter of Jas. W. Gregory. The bride, who was unattended, wore a braveling suit of navy blue broadcloth, with hat to match. Among the numerous gifts were a handsome brass and onyx table from the employes of the F. A. Jones Co., Ltd., and a dainty Princess large from Trinity church choir, of which

At the residence of the bride's mother

prother of the groom, assisted by Rev. W. T. D. Moss, of Pictou, and Rev. H. G.

Miss Mary I. Johnston, daughter of Robert Johnston, and Albert G. Ruddock were united in marriage Wednesday morning at the home of the bride's parents, 47 Market Place, St. John west, Rev. James Burgess officiating. The wedding was attended only by relatives of the happy couple, who were unattended. The bride translate through the property of the property with hat to

# TROLLEY CAR KILLS

John McKenzie of Reserve Mine, Intoxicated, Lay Down on the Track and Was Horribly Mangled.

Sydney, N. S., Sept. 29-(Special)-John McKenzie, of Reserve Mines, was killed last night between Reserve and Dominion by an electric car. McKenzie was a man of about 24 years of age, single, and leaves

The scene of the fatality is about mid-way between Dominion No. I and Mc-Kay's Crossing, Reserve, and in the neighon the tram track. The unfortunate man was killed instantly, his body being horcar passing over him.

