Score of the Seven Countries.

om Great Britain, Canada falling in-

900 yds.		1,000 yds.	Total	
	515	504	1570	
	501	500	1555	
	504	478	1518	
	492	491	1501	
	447	439	1399	
	408	386	1241	
	404	365	1230	

COLD AT SOUTH POLE.

SAN FRANCISCO, July 11.-Captain William Colebeck of the relief ship Morning, tender to the exploring ship iscovery, now in the south pole regions is here en route to London to re-port. He says the Discovery worked as ar as latitude 77 degrees, 50 minutes th. By sleds the members of the earty got as far as 82 degrees 17 minouth latitude, the farthest south ny man has gone. The cold there is ar worse than in the Arctic. In the tter region in the summer time s above zero. In the antarctic reion below zero is summer weather, aluable geological seimistic, and meorological data have been secured.

### EPIDEMIC OF LOCKJAW.

EXETER, N. H., July 12. - John obson, aged 13, died today of lockaw, the result of having been shot in he hand on July 4th.
FALL RIVER, Mass., July 12.—Anoine Pellet, 12 years of age, died toight in the city hospital of lockjaw. le was wounded in the right hand by pistol shot on July 4.

ST. STEPHEN.

ST. STEPHEN, N. B., July 12.-Funal services over the remains of the e Dr. Read will be held in the nere on Tuesday afon at four o'clock. The remains ill leave here by C. P. R. on Wedsday morning for Moncton, where e burial will take place. Two sons the deceased arrived on Saturday th from Moncton and Marysville; son will arrive on Monday from cago and the other son on Tuesfrom Minneapolis. The non-arri-of the sons caused the delay in

MAN AND WIFE KILLED

a Sunday Railway Train Near East Brewster, Massachusetts,

EAST BREWSTER, Mass., July 17, shocking accident occurred this ernoon in the outskirts of this town en Mr. and Mrs. Adnah Rogers, who re out driving in a carriage, were ick and instantly killed by the loc bive of the afternoon express train Boston on the New York, New Haand Hartford railroad. The doufatality occurred at a point where private roadway from the ses the tracks of the Old Colony sion of the consolidated system Rogers was seventy years of age his wife was sixty years old,

## READS LIKE

LY DODD'S KIDNEY PILLS ARE DING SIMILAR THINGS DAILY. ben Draper's Gravel Was Cured

Three Years Ago—It Has Never Come Back. ISTOL P. O. Quebec, July 10. cial.)-Reuben Draper, well known

e, tells a story of his cure of a bad of gravel that would be consider miraculous if similar cures by id's Kidney Pills were not being re-

About three years ago," says Mr. per, "I was taken ill with what I ght was gravel. I was sufferin pain, and the doctor I sent for me but little relief. Another doctried failed to cure me, and I was ing weaker all the time.

n a man advised me to try d's Kidney Pills, as they had cured other, and I did so. In just one k after I started using them, I a stone as large as a small n, and in four days after, I passed r about the size of a grain of ey. That is two years ago, and I ot had any trouble since.' dd's Kidney Pills cure all ailments

## ST. JOHN SEMI-WEEKLY SUN

VOL. 26.

ST. JOHN, N. B., SATURDAY, JULY 18, 1903.

### FREDERICTON,

Small Log Run Shuts Down the Mitchell Boom.

Annual Session of the Grand Lodge I. O. G. T. Well Attended-Provincial Appointments Gazetted

-Sunbury Co. News.

FREDERICTON, July 15 .- Owing to the scarcity of lumber the Mitchell boom last night closed operations for the season and the crew of 150 men laid off. So far this season only 8,000 oints of logs have been rafted there, which is under half the usual amount. This season's operations have been very disastrous and will result in hardship not only to the laboring men employed, but also to the operators. So far the Douglas boom has been kept full of logs, but with the rapid approach of the tail end of the corpora tion drive work will probably be con-cluded the first of August.

Maugerville is the scene of the latest sensation in this vicinity. Last spring an Englishman named Payne with a wife and child came to the village and located there. They had the appearance of being intelligent and fairly prosperous citizens. The man gave out that he had relatives in St. Stephen and intended going into farming in the locality. One day the last of June, Payne came to this city to see the Pan-American circus and from that day to this nothing has been heard of him. Various theories are afloat to account for his disappea ance, the most probable being that he has deliberately deserted his family. Despite all enquiries on behalf of the fortunate wife nothing has been heard of him and no good clue to his disappearance has been discovered. The disappearance has been discovered. The aid of the authorities will be invoked in an endeavor to locate the missing

The residence of James McKnight in the rear of the city, facing Queen's Square, was the scene of a daring burglary at an early hour yesterday morn-The thief entered the hous through an unfastened window. awakened Mrs. William Colan, who occupies the upper flat, and she arouse husband, who started on the humb lar's trail. The latter, becoming of anded, hastily left the house without securing any valuables. The police have been notified and are working on the

Edward Banks, an employe of Sewell's mill, Upper Maugerville, was seriously injured this morning. While engaged with a lath machine he was struck by an edging on the lower lip, piercing the flesh and injuring the lower jaw. He was brought to this city where sur gical aid was rendered by Dr. McNally. The 33rd session of N. B. Grand Burns presiding. Among the officers

Mrs. Robert J. Baxter and R. W. Gregory, Fredericton; Mr. and Mrs. L. R. Hetherington and Edson E. Peck, Hopewell Cape; Henry Harvey Stuart, Hopewell Hill; Harry Burns and Annie M. Eastman, Petitcodiac; A. L. Stillwell, Briggs' Corner; S. T. Vallis, New Jerusalem: R. M. Dunlon and Miss Matthews, Bloomfield, Kings Co.; Rev. Thomas Marshall, Mr. and Mrs. J. V. Jackson and Miss Blanche Proctor, Moncton; W. M. Burns and Judson Jonah, Hillsboro; A. C. M. Grand Secretary, Chipman; Mrs. Wetmore and Miss A. Gertrude Gallagher, Geo. B. Thurston of Yar-mouth represents the N. S. Grand H. A. Stiles, Scott Act inspector of Albert Co., attends as an honorary member. Rev. W. R. Robinson, a Past Grand Chief Templar, is also

The Grand Chief Templar's report showed the order in a prosperous condition. The Grand Secretary showed a good financial standing, but reported loss of 92 members during the year There are now 1,280 members in good standing. In Nova Scotia the membership has increased from 2,000 in 1900 to 4,400 now. A public meeting was held this evening in the MethodRev. Dr. McLeod, Rev. Thos. Marshall and others.
Charles A. Chesley of Lunenburg
Co., N. S., arrived this afternoon, accompanied by his wife and daughter. Mr. Chesley is Grand Master of the L.

O. O. F. of the maritime provinces. The lieutenant governor has made the following appointments: To be revisors—In the county of York: George D. Hoyt, for the parish of Prince William. County of Sunbury: Burton, Charles H. Turney; Blissville, W. Dell Smith; Gladstone, L. D. Alexander; Lincoln, Albert Grass; Maugerville, H. Venning; Shef-

field, Albert Ferguson; Northfield, William Brown.

Morris Venner Paddock to be provincial analyst. John M. Stevens to be one of His Majesty's counsel learned

in the law.

Charles J. William Richardson barrister, to be police magistrate for the town of Milltown, in the room of George J. Clark, resigned. William Snodgrass to be chairman of the local board of health for the said county.

Sunbury—William Dell Smith to be a justice of the peace and a commis-sioner for the parish of Blissville civil court. Scott McLeod to be a labor act ioner for the parish of Northfield. George W. Seeley to be a cor-

Restigouche - William Murray to be referee in equity.

Victoria—Frank Gillespie jr., to be a labor act commissioner for the parish of Grand Falls, in room of Frank illespie, sr.; resigned.

Westmorland Co.—John T. Hawke to be a member and chairman for the board of school trustees for the city of Moncton in the room of John T. Hawke, whose term of office has expired. James Flanagan to be a memer of the board of school trustees for the city of Moncton in the room James Flanagan, whose term of office has expired. Northumberland-John McInnis and

Edward Carrol to be justices of peace. York-Frank C. Brown, Ahimiz Knox and Alfred Brown to be justices of the

Carleton Co.-Charles H. Hurst Hartland, to be issuer of marriage licenses in room of George Brown; left the county. Arthur Estabrooks of the county. Coldstream, to be an issuer of marriage licenses. R. Norman to be vendor of probate and law stamps in room of J. T. Collins; resigned.

Almer M. Belyea as deputy sheriff for the county of Queens. Fred L. Fairweather as deputy clerk f the county court of Kings Co. The lieutenant governor has accepted the following resignations: Richard Maltby, as chairman of the local board of health of the town of New-castle in the county of Northumberland. Frank Gillespie, sr., as labor act commissioner for the parish of Grand Falls in the county of Victoria. Thomas . Hay, as chairman of the slaughter ouse commissioners of the city John. J. T. Collins as vend of pro-thate and law stamps in the worn of

odstock, in the county of Carleton RAISE \$100,000 KING'S COLLEGE. Resolution Adopted by the Friends of

King's. (Halifax Herald, 16th.)

At a meeting of the executive comnittee of the Society of the Friends of King's College, held in this city yesterday, the following resolution was adopted: "Resolved, that in the opinion of

Lodge, I. O. G. T., opened here this morning, Grand Chief Templar W. M. this society the time has arrived when an earnest effort should be made to above annual contributions promised towards maintenance for the next five

> Rev. S. Weston-Jones of Windsor, agent of the society, having been granted by the Alumni means to obtain assistance in his parochial work, ntends shortly to begin a canvass of the maritime provinces in the interests of the college.

WATERTOWN, N. Y., July 115 .dead of tetanus, resulting from the explosion of a blank cartridge.

Hines, 9 years old, died today as a result of tetanus. He hurt himself with a toy pistol July 4th. This makes the eighth death in this city resulting from tetanus since the fourth.

O. J. McGULLY, M. D. M. R. C. S., LONDON.

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## HAYING SEASON

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"YORK'S SPECIAL," "KING'S OWN."

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Agents for A. G. Spalding Bros'. Sporting and Athletic Goods.

# Blair Has Burned His Boats.

Like Blair He Had Been Decapitated by Cabinet

Combine.

(Special to the Sun.) OTTAWA, July 16 .- Today's debate n the commons will go down as one of the most stirring incidents in Canadian history. Up to the last moment there were rumors to the effect that Blair would re-enter the cabinet, and it was not until Laurier announced that all was over, that some were satisfied that the minister was really out of the cabinet. So great was the interest in the proceedings that every seat in the galleries was occupied and standing room was at a premium.

Tarte lent spice to the proceeding by making a vigorous attack on his late colleagues and did not spare Lau-Both Blair and Tarte stated that they had been friendly with their confreres, showing that animosities and intrigues are rife in ministerial

An important point brought out was that while Laurier knew Blair was opposed to the railway scheme, the premier endeavored to induce him to remain in the cabinet and stultify himself, Laurier agreeing to announce the policy in the house. Blair clearly showed that he nor any cabinet or liberal party were yet in possession of anything definite, the mere word of the premier having been taken as guidance by the party. Laurier's ministerial explanations which were read by the premier, was a wordy one, which may be summed up in a few words: He stated that Blair resigned because e was not in accord with the policy which he considered would involve paralleling the Intercolonial railway by the construction of a line from Quebec to Moncton. The government could not see that this would result, and could not accept Mr. Blair's view. He announced that the member for St. John would support the government on all other questions, a prophecy the accuracy of which time of a well recognized principle obtainalone will determine.

an earnest effort should be made to with rapt attention. He was first raise \$100,000 additional to the enchered by the liberals, but during the downent of King's College, over and last of his speech, the conversation of the office which I have the honor to last of his speech, the conservatives hold, and in discharging the duties of applauded with vigor. He denied that which I have felt legitimate pride, he had been influenced in tendering his while you should be subjected to any resignation through any spirit of embarrassment which might result from my resignation rather than that we should jointly suffer the reproaches have taken offence at any amendments which such act on our part would nethat were offered to his railway com- cessarily provoke. mission bill by liberal members. He hours under consideration before pardid not complain of the support given ligment when I should to his measure by his fellow ministers. Mrs. Archie Sweitzer of Carthage is He did not require any assistance and did not expect any, but he had received the insupportable character of my pogenerous treatment from both sides of sition, and you would be made to re-CLEVELAND, O., July 15.—Charles fines, 9 years old, died today as a reult of tetanus. He hurt himself with ed him out of the cabinet by intrigues. evitable. You complained on Saturastonished. He could say that he had support this scheme, that I had treat-always the support of his fellow-min- ed you unfairly in not having earlier lst. the courage of his convictions. When out the discussion of the question, I cided to persist in its policy, he decid-could not bring myself to believe that ing with a railway from Quebec to Winnipeg. The government should be ed that the only course open to him a scheme so objectionable and alarm-was to resign. He was as strongly in ing in many respects would be final-favor of another trans-continental line ly and deliberately adopted by the govas any member of parliament, but he ernment, and I did not until a few was not in favor of rushing into the days before Saturday last entertain the construction of a trans-continental least idea that the advice tendered from Quebec through an unknown coun- you against hasty and impetuous actry to Winnepeg and west until he tion would ultimately prevail. the government intended to build a my opinions would have weight with road without surveys from Moncton to yourself and our colleagues. When Winnipeg. He immediately caused it the ground for such hope appeared to to be made known that such policy, to be diminishing, which would be at least say nothing of other features to be from two to three weeks ago, I went so I WOULD FURT which he could commit himself as a that I could not see how it wo member of the government, and take possible for me as minister of rail-the responsibility of bringing before ways to undertake to present and de-parliament, and pressing upon their fend this scheme before parliament, or acceptance by parliament. That would allow myself to be regarded as the necessarily convey the impression that minister primarily responsible for its he would go so far as to tender his readoption. The warning I then gave to signation. On Monday, July 13th, he yourself and my colleagues was going handed his resignation to Laurier, who as far as I thought I ought to go at requested him to take it back until the that stage. I intended it as a direct railway commission bill had been dis- and clear intimation of my attitude posed of, and he consented to do so, upon the question. I think it was made

TARTE'S STATEMENT. | Resigned His Seat in the Cabinet and Gives the Public His Reasons.

My Dear Sir Wilfrid - Since the tatement of my position respecting the trans-continental project made in council on Saturday last, I have been considering the subject from all points of view in the hope of finding some proper means by which I could avoid the necessity of withdrawing from the cabinet. I fully realize that in your present indifferent state of health such action on my part would cause you much anxiety and embar-rassment, and this I would gladly spare you if it were at all possible. deeply regret, however, that the more I reflect upon the situation, the more find myself constrained to take this step. It is the only course consistent

with my view of public duty, and what is required of me by my self-The suggestion which was made me when I stated to council my inability to become responsible for the policy which the government was apparently determined to adopt with reference to the trans-continental railof the resolutions and measure in parliament, appears to be more impracticable the more I consider it. It does not seem to me possible that, while de-claring mysem in council as disapproving strongly of the government policy on this question, and therefore unable to support the same in parliament, 1 could maintain my position in the cabinet and avoid the public advocacy of a proposition which it would be especially my duty as minister of railways to present to parliament and defend before the country. This course of tacitly accepting a measure which my judgment strongly condemns I consider on reflection as neither fair to the government as a body nor just to myself. An inference would be drawn from my silence that I has not favorable to the government policy, and yet that I was not averse to retaining my min-

isterial position. I am sure that we all would be placing ourselves in such a course of conduct in a false position and would surely be assailed as coming under our system of responsible government. Neither of us can afford OTTAWA, July 16.—Mr. Blair, who to be a party to such a procedure, spoke from brief notes was listened to and I appeal to you to say whether or

The measure could not be many

BE MADE TO FEEL Coming from the quarter it did, he was day, when I intimated my inability to endorse that scheme, and he left it will, on reflection, acquit

knew something about it. Without be- I consider it would have been uning able to indicate other events, he becoming on my part to have even would state what occurred in connec- hinted at withdrawal from the cabinet tion with his resignation. On Satur- if my views did not prevail, while there day, July 4, he became convinced that were still good reasons for the hope that elaborated later, was not a policy to far as to say with all possible gravity

following communications addressed to Sir Wilfrid Laurier, which contain the key-note of the whole situation:

OFFICE OF THE MINISTER OF RAILWAYS AND CANALS.

Ottawa Ont. July 10th, 1903.

that of any of my colleagues. As minister of railways the public would nature deliberation.

5th—That the policy of giving a present guarantee or other aid to the company to build a railway in continuation of things would be by the public responsible for the most valuable and promising section of garded as more responsible for the most valuable and promising section of policy than any other minister in the the whole system, should not now be cabinet, excepting, perhaps, yourself. entertained, and that the final decis-The brunt of the opposition which would be encountered in the house would have to be borne by me, and the duty of justifying and advocating the railway would justify its construction. measure would largely devolve upon me. Even if I could bring myself to subordinate my personal judgment upon the question for the sake of the party, how could I discharge the duty of advocating and defending the measure without any heart in the case, and with the strong opinion which I

have uniformly entertained that it was not a policy which would be conducive to public interests, nor one which could be safely adopted in the interest of the government itself. Again, as regards my being open to the charge of want of fairness to your-self, it rather appears to me that an allegation of that character

perly lies at your door. Trunk proposition had been made you, and you had consulted with other inisters, and those ministers had me way project, that I might delegate to Mr. Hays on several occasions, and some other minister, or that you your am advised with your knowledge and self might take charge of the carriage approval, long before you made me approval, long before you made me aware that negotiations or discussions on this subject had been entered upon and were being projecuted. I do not say that I am unaware of them, because information indirectly reached me to that effect, but I do say they had made progress, and had been well advanced before my chief had considered it proper or necessary to acquaint me with the facts. I think I' might justly complain that so important a matter of policy, arising within the sphere of my own department, should have been conducted and continued in this way behind my back and with out my knowledge. I am not making this the subject of complaint now, and it has not materially influenced my action at the present moment. I be-lieve if my memory serves me, this is the first occasion I have mentioned to you I reconciliated myself to the very obvious slight which had been cast upon me on the ground that probably

> ON THE GENERAL QUESTION did not encourage you to expect I would look with much favor upon, or render much assistance toward carrying out the object you had in view.
> With the most extreme regret, Sir Wilfrid, I feel compelled to tender you own to the coast. treat as final. The action which has been taken since Saturday last, in submitting to a caucus of supporters trans-continental railway propositions | will also fail to satisfy the exponents asking parliament to approve them.
> In case you may think the action which has been taken is not irrevocable and to avoid any possible misun-

action in this matter. I would require that the government should abandon its present in-

1st. Of building or authorizing the isters. There was one thing he was unit the discussion advised you that if building of a line of rallway to Moncable to reconcile himself to—the transt this policy were determined upon I ton, which would be paralleling and continental railway policy of the gov-would be compelled to withdraw from destroying the Intercolonial, or build-ernment. He could not conscientious- the administration. I believe you ing or authorizing the building of any me other line of railway more remote from to his constituents and to his province of this charge. It would grieve the Intercolonial until the need of such to pronounce on his action. One thing me deeply to think I had not latter railway becomes apparent, and he was sure of, that his supporters dealt with you in a spirit of the ut-would give him credit for having had most friendliness and loyalty through-cost are first made and thoroughly

of the policy of building a government line from Quebec to the prairies and across the prairies to the Pacific coast, as soon as the need shall arise, and in the meantime that parliament be asked for an amount to enable a thorough exploration of the country to be made, so that it might be possible to judge whether or not a suitable traffic producing route could be found through this district, and its cost and the character and conditions of the country through which it is to

I WOULD FURTHER STIPULATE: 3rd-That if such a route is found practicable, and gave promise of a fair measure of traffic, a railway should be built by the government through, if be let only after open and public com-

following communications addressed to that of any of my colleagues. As min- fuller knowledge of the facts and ma

gret at parting from my colleagues, liberal assistance. In giving aid the and under the conditions which have government might very properly immade this step necessary. With many pose terms looking to some financial of my associates at the council board, it has been a great pleasure to me to and therefore I would insist that a act during the past seven years. If it is to be a final separation I assure you half, but I would not think it ought I withdraw with personal feelings of the friendliest character.

hen you invited me to take a seat in distribution the cabinet in its formation in 1896. Yours faithfully. ANDREW G. BLAIR.

Office of the Minister of Railways

SECOND LETTER. Ottawa, Ont., July 13, 1903.

My Dear Sir Wilfrid—As I had not elivered to you my letter of the 10th inst. on that day, owing to your request, I should defer action for a day or two to enable you to think matters over still further, I have thought that I might supplement that communication and suggest means whereby a common understanding on the railway question could yet be arrived at be tween my colleagues and myself. Let me state our position on the main question:

My decided preference for a government owned and government operated railway across the continent, and chief reason for favoring is that it will have an equalizing and regulating inhave an equalizing and regulating in-fluence upon all other railways it will use all its influence. fluence upon all other railways throughout the western territory. In this view I am perically alone, and therefore I admit to not that this proposition must be laid aside. But the cabinet has decided that the government shall build half way across the continent as a government road, namely, between Quebec and Winnipeg, and when built shall lease the same to the Grand Trunk Pacific and order to ensure the observance of this as to the other half, it has been defeature of the contract, that the govgovernment aid be given the same company to build, and therefore to

To this mode of solving the railway problem I am decidedly opposed. At best it is a hybrid scheme, involving the compromise of two antagonistic principles, and will be followed, as is usual, with the compromises of that of the government in parliament the kind, by unsatisfactory results. It identically in the form in which they of either view. It will be difficult to were adopted by council, assures me explain why the government should that the government has fully re-solved to take the responsibility of railway and provide a company with government credit to enable to build and operate the fat section. It is attempted to justify the east-

ern proposition from Quebec to Winderstanding on the question, I feel I nipeg, on the ground that a great ought to repeat to you the conditions railway highway will be assured, open nipeg, on the ground that a great upon which I would be disposed, if to any and all of the western railways you so desired to further consider my to connect with it, and who might take their trains independently over this common highway from their connecting point to the St. Lawrence. I will not elaborate again my objections to this plan. It is wholly impracticable that this line could be so used by different railway companies. There must be some authorized body work, not the trains, but the freight cars of the different railways, and generally to look after and operate the line. The necessity of this is

WHAT I PRESUME

has led my colleagues to decide that they will lease this section to the Grand Trunk Pacific, and it is proposed to assure the public that a contract can be made with the Grand Trunk Pacific so binding as to enable these different railway companies to exercise what are called "running rights" from and to Quebec and Winripeg. This is equally impracticable, in my opinion, or nearly so. Grand Trunk Pacific will employ the men who will handle the traffic. The officers of the line will also be employes of the Grand Trunk Pacific. and the company will be in the field as a keen and active competitor for western traffic with these other companies which it is presumed will desire to connect with the terminals at the end of the government owned sec-

I will not go into the reasons which are conclusive, but under these circumstances, other companies, if they the government should so decide, a can find any other means of reaching commission, rather than by the governments, will not utilize this commission, rather than by the government itself directly, and that a road. For my present purposes it contract for such construction should will suffice to say that in this opinion As I have said, I am in favor of the 4th—That when built and ready for operation, such railway should not be sovernment, but having abandoned withholding until the final stages of with sufficient impressiveness, and it the bill had been reached. On Friday is not my fault if it was not apprecible again tendered it to the prime minimated by you. It further appears to isfer, together with a letter stating his me that if I had declared my intention of withdrawing from the cabinet while sine appointed for the purpose, if so company line, and therefore I am any expectation in that regard, I am equally in favor of the whole line being a company line, if any portion of government itself, through a commission appointed for the purpose, if so company line, and therefore I am expectation in that regard, I am equally in favor of the whole line being a company line, if any portion of it, or a substantial portion, was to be soin appointed for the purpose, is not my fault if I had declared my intention government itself, through a commission appointed for the purpose, is not my fault if I had declared my intention appointed for the purpose, is not my fault if I had declared my intention government itself, through a company line, and therefore I am equally in favor of the whole line being a company line, if any portion of it, or a substantial portion, was to be soin appointed for the purpose, is not my fault if I had declared my intention government itself, through a commission appointed for the purpose, is not my expectation in that regard, I am equally in favor of the whole line being a company line, and therefore I am equally in favor of the whole line being a company line, and therefore I am equally in favor of the whole line being a company line, and therefore I am equally in favor of the whole line being a company line, and therefore I am equally in favor of the whole line being a company line, and therefore I am equally in favor of the whole line being a company line, and therefore I am equally in favor of the whole line being a company line, and therefore I am equally in favor of the way company in favor of the way company line, and the equally in favor of t any expectation in that regard, I am policy. Again Laurier requested fur- there was still a prospect of this policy preferred, or by a trust composed of prepared, since council has determined ther consideration on Blair's part and not being adopted, you would have the representatives of the different rail- to go forward with this undertaking he again allowed it to stand. He went considered I was endeavoring to ac- ways which might intend to use it unaway on Saturday 11th, and returned complish by threat what I had failed to Ottawa on Monday, July 13th, and to effect by argument. I consider that sent his resignation and two letters to my position with respect to this question of operation or manifester. He then read the tion differs in an important sense from a ways which might intend to use it under direct government supervision and leagues in guaranteeing the bonds control, and that such form of dealing over the whole line to an extent not exceeding three-quarters of the cost agement should be decided later after a of construction of the railway.

He Had Good Words for Hon. Mr. Blair in His Extremity.

If this view is entertained, I think it should be upon some such conditions as the following. I do not profess to state all of them, but the important ones

1st. The Grand Trunk Pacific is berailway would justify its construction. In desire to express my extreme readvantage to the country in the future, ings, or that portion of the net earn-Will you, Sir Wilfrid Laurier, accept my grateful appreciation of the comthe improvement or betterment of the road, and which remained for Will you, Sir Wilfrid Laurier, accept ings which would not be required for among stockholders should go to the government.

In this connection, the government might very properly claim the right to appoint one of the directors, and also have the books of the company open to the inspection of a railway accountant at any time.

2nd. As a means to same purpose which the Nova Scotta people appear to consider very essen-tial—that is to say the obtaining of a share during the winter of the Grand Trunk Pacific through traffic for Halifax-the company should be bound to carry all unrouted traffic over the whole of the Winnipeg section to a St. Lawrence seaport in summer,

the winter from Quebec TO HALIFAX AND ST. over the Intercolonial, and colonial should in the rates, be entitled to such d mileage basis, mile per m Grand Trunk Pacific. not routed, the Grand T

end. There might very well be a condition in the contract between the govquiry at any time, if it is so estat lished, that the Grand Trunk Pacific have not complied with their agreement and have not used all lawful and proper means to secure the routing of traffic over the Intercolonial, and such declaration being made, the same should be final and conclusive as to the fact, and the Grand Trunk Pacific should be thereupon liable to pay to the Intercolonial the share of freight rates which it would have earned had

the agreement been carried out. I am sure that this will guarantee good treatment to the G. T. Pacific under any management and will thereby secure an advantage not only without the enormous expense to the country which would be involved in the building of a line to Moncton, but would save the Intercolonial from destruction and depreciation and keep the people who live along the line from having the Intercolonial reduced to a mere local road and at the same time would increase the business carried over that railway to the extent to which such business would have been done by the G. T. Pacific over the proposed Moncton line.

I mention these as a few of the stipulations which appear to me to be reasonable and proper, and which if I had been permitted to conduct the negotiations on this question I would have sought to bring about. They do not by any means exhaust all that might be suggested, but I mention these now so that you Sir Wilfrid and the council may have them before you before you finally determine that you will perpetrate what I cannot help regarding as one of the most indefensible railway transactions which has ever taken place in this country. The more I think up-on this subject and look forward to the consequences which are going to flow from an adherence to the present scheme the less capable I am to recon eiling myself to it, and the more deter-mined I feel that the whole responsibility of the undertaking will have to rest upon other shoulders than mine.

I feel it my duty to add, that I shall-be compelled, on further reflection to oppose the project in its passage through parliament.

In conclusion, Mr. Blair acquitted Laurier of any intention of offering discourtesy to him. Blair had determined according to the best light he possessed. He did not feel that when aurier said he made a great mistake towards himself, his friends, his colleagues and his country, that the premier was speaking the honest convictions of his mind. If he (Blair) was capable of exercising any judgment on a matter of this kind, he was bound to say that he could not agree with his right honorable friend, and meagre details in his possession, and that this was a scheme which merited their acceptance, he would not do his duty to himself, and in so doing he would not do his duty to his party.