POOR DOCUMENT

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., MAY 30, 1903.

THE MAINTHEAT THE REPORTED BY A PORT OF THE PARTY OF THE

ALL-CANADIAN LINE SAYS SIR WILFRID

Government May Build from Ouebec to the Wheat Fields. North of the Mountains-St. John May Be Equipped as a National Port-An Important and Comprehensive Outline of Government's Railway Policy.

Ottawa, May 26-(Special)-The leader | from the local point of view of each par of the opposition in the house this aftermoon asked the government, on motion to go into supply, for a statement on the

mouncement of policy made and no commission appointed.

All were agreed on the importance of the question in view if the rapid settlement of the west and the great and ever increasing grain crops. Parliament had several schemes before it for the supplying of the needed transportation facilities. One of these was the Grand Trunk Pacific, will respective which still respective which had been before that the commission is composed of men.

The whole subject was one of the most important which had come up in the house since the C. P. R. charter was granted. So important was it considered that the postmaster general had publicly stated that he was in favor of continuing the government line to the wheat fields and the minister of railways would build through to the coast.

and the minister of railways would build through to the coast.

In connection with the granting of aid there was a strong feeling, voices by the maritime provinces board of trade and the St. John board of trade and other bodies, that the terminus of any line which was so aided should be in Canada and that unless sufficient guarantees were given that all traffic would pass through a Canadian seaport in summer and winter, no aid should be given.

In morry to say, however, that I am not yet sure if we will secure the services of Sir William Van Horne for this important work. He is engaged in so many other enterprises that it is doubtful whether he will be able to engage in the work of the commission. At all events we are using our best efforts to induce him, if possible, to take charge of the commission, as we intended he should do.

Mr. Bertram is one of the great merchants and ship builders of Ontario and next to Sir William Van Hlorne I think that no better man could have been se-

Mr. Borden Asks Some Questions.

hope for their taking traffic to St. John or Halifax.

questions. Had the government any broad, comprehensive, national policy for dealing with the railway problem in the east and west? Had the government decided up to the present whether it would grant any assistance to a transcontinental line, and if so, what? Had it considered the need if so, what? Had it considered the need for an additional line eastward from Winnipeg, north of Lake Superior, to relieve the congestion What guarantees did the government think necessary for the purpose of seeing that all transcontinental traffic shall be carried from the west to

traffic shall be carried from the west to the east by Canadian routes and be shipped for Europe at Canadian ports? Why had the appointment of a commission been so long delayed?

Sir Wilfrid Laurier said he regretted that Mr. Borden had not given him notice of his intention to buing this matter up, but would endeavor on the spur of the moment to give members all the information to which they were entitled.

In his judgment the transportation questions to which they were entitled. In his judgment the transportation question resolved itself into three parts. First,

there was the question of water transpor-tation, chiefly connected with the ter-minals. Then there was the transportation question for the rapidly growing settiements in the prairie sections, and lastly
there was the question of transportation
from the prairie to the seaboard.

It was the first of these that the government had chiefly in mind, when at the
opening of parliament it declared that it
interested to transcontinental railways but with
regard to transcontinental railways from the east to the

intended to appoint a commission. The government had been carrying on works of great magnitude at all points of our great awater system, in order to develop it and to make the transportation of products cheaper to producer and consumer. There were works at Port Arthur, Fort St. Francis and Port Colborne on the great lakes; at Montreal, Sorel, Three Rivers and Que-bec on the St. Lawrence; and there were

Sunlight Soap washes the clo

ticular place. We deem it of the greates importance to have if possible all these different works carried on under a general throne had promised a transportation commission, but as yet there had been no anmouncement of policy made and no com- may be able to lay before parliament this

the bill respecting which had been before the railway committee for some time, and the president of which had stated that the government had promised to give aid to one transcontinental line.

Which these was the creation of the table. I may say now that the commission is composed of men of great experience whose names, I think, command the confidence of the country. Sir William Van Horne is one and John Bertiam, of Toronto, and Harold Ken-

lected. We have been informed that Mr. Kennedy, who is an experienced and extensive ship owner, cannot act on the commission, as we intended. We replace Mr. Borden did not think any guarantees could be emforced. He was giad to see the Grand Trunk making a bid for the trade of the west, but with the interests they had in Portland, he did not the trade of the west, but with the interests they had in Portland, he did not the trade of the west, but with the interests they had in Portland, he did not the trade of the west, but with the interests they had in Portland, he did not the trade of the west, but with the interest they had in Portland, he did not the trade of the west, but with the interest they had in Portland, he did not think any guarantees. We have been informed that Mr. Kennedy, who is an experienced and extensive ship owner, cannot act on the commission, as we intended. We replace him by E. C. Fry, of Quebec, who is the trade of the west, but with the intended in the problem of the trade of the west, but with the intended in the problem of the trade of the west, but with the intended in the problem of the trade of the west, but with the intended in the problem of the west, but with the intended in the problem of the west, but with the intended in the problem of the west, but with the intended in the problem of the west, but with the intended in the problem of the west, but with the intended in the problem of the west, but with the intended in the problem of the west, but with the intended in the problem of the west, but with the intended in the problem of the west, but with the intended in the problem of the west, but with the intended in the problem of the problem o

Dealing with the general transportation question, Sir Wilfrid said that probably this week, certainly at an early date, it would be the duty of the government to table certain resolutions with regard to a railway to afford the settlers of the west an outlet for their products and the means of bringing in what they required from the

Apart from that another scheme which had been engaging the attention of the house and country and which was generally accepted, was that there must be another trunk line to connect the producing centres of the prairies with tidal water in the cent The government was not connected with

any scheme which had been proposed but were considering the matter and while not prepared to state the conclusions at which they had arrived, deemed it would be their duty to do so before the session was over. If not prepared to table their conclusions now they could not be accused of dilatoriness, for the scheme was a new one and had only recently been launched. The leader of the opposition was in error in saying that he had referred to another

regard to railways from the east to the new and rapidly settling districts of the northwest. Our policy in that respect is prepared and we shall be prepared to place it upon that table of the house this week, at any rate at an early date.

The proposition for another transcon-tinental railway is a new idea and it be-hoves the government not to launch too bec on the St. Lawrence; and there were also etxensive works at St. John (N. B.) Regarding these, Sir Wilfrid went on to say:

All Canadian Shipping Ports to Be Under General System General System.

"Now I think it may be said that all these works have been carried on, not under any general system, but chiefly tidal water to tidal water. That is to say

eventually to connect the Pacific with the Atlantic and that the first point at which it would reach tidal water in the east would be Quebec in summer and Halifax or St. John, or both, in winter. Government Not Committed to Grand Trunk

particular scheme on this point. My hon-orable friend rather assumed that the gov-ernment were committed to the scheme of the Grand Trunk. I may say that the government is not dommitted to the scheme to the Grand Trunk or to any other scheme, but we say that if we are to have other transcontinental railway and it may be that we shall have to take steps in this direction during this very session the salient idea which ought to guide our minds and on which I believe we can command the support of the house, is that that road must be built on Canadian territory and afford the cheapest possible route to the east for the products of the west. New Line Must Be the Cheapest and Shortest.

We are asked what guarantee we have that the trade will not be diverted to American ports. This subject can be discussed with more propriety when we come be-fore parliament with any proposition on before parliament we shall do the bject, but I have very little hope that ny legislation would insure the result which my honorable friend and myself have equally at heart, if we had to rely on leg-

pound of traffic shall go through ian channels, is to take advantage that such a line would be the cheap and shortest between the Pacific and the Atlantic at Quebec. A line of that char-acter should run from Quebec north of the

railway itself, just as it does the Interco a railway and lease it or give it to any lines which would take charge of it; or

and the Grand Trunk Pacific. The government have not made up their minds t sion is come to. The field is open to all.
"I may say this much, however, to dispel some anxiety which exists that if the some other form. No conclusion will be come to before we shall have had an

honor of giving it their support."

Mr. Haggart held that the whole question was how to bring the grain by the nearest route to the head of navigation.

Whatever grain was carried by rail to the seaboard over the I. C. R. or any other road would be carried at a loss to the wheat growers of the west. The C. P. R. could not carry three times more traffic

St. John or Nothing, Says Mr. Oliver. Mr. Oliver (Alberta) maintained that

as far as the winter port was concerned with him it was St. John or nothing. If the maritime province men would agree on it then the western men would support it and the G. T. R. would be found adopting it.

Mr. Bell (Pictou) said that Montreal

was not a national port. If the govern-ment intended to make it a national port they should spend more money on it, as to the port for a transcontinental line it should be the nearest and best on the At-lantic seaboard.

DR. J. M. SMITH'S DENIAL.

He Sends a Telegram to Premier Tweedie Contradicting Policeman Crawford's Statements.

Dr. J. M. Smith, who was mentioned by Policeman Crawford in his testimony at the McKelvey-Clark investigation, sent the ollowing telegram to Premier Tweedie

Hon. L. J. Tweedie, Fredericton: Statement of Policeman Crawford as conversations with me absolutely false. to him, and never offered him any inducement to make charge against chief opolice. Would like opportunity of testifying. Was absent from city while a boosen (Signed) J. M. SMITH.

When Baby was When she was a Cild, When she became When she had Childre, she gave them Castoria,

Canada's Colonists. Uplift the gates and let the floods roll in

Drifting with Empire to their final rest. Have we not kept for this our heritage? Proud, with the consciousness of strengt

swerved
We bow acknowledgement to every land,
And clasp our brother Briton by the hand!
—Rev. A. B. Hubly in Montreal Witness.

A man in Cincinnati applied to the courts for an injunction to restrain the tongues of the gos ps of the neighbor-hood. He learned from judicial sources that there are some things beyond the control of the highest human power.

The Situation Outlined in View of the Proposed Union.

POSSIBLE CANDIDATES.

Hon. A. R. McC'elan, of Riverside, a Strong Man--- G. G. Scovil, M. P. P., as an Available and Representative Choice--How to Avoid Friction-The Feeling in Albert.

ties at Ottanya. This has been very prono



HON. A. R. McCLELAN

a convention has been called in the county of Kings for the nomination of a Liberal candidate, which convention is to meet on June 6, at Hampton. The general feeling among the Liberals of Albert is that the calling of a nominating convention by the Liberal friends of Kings is somewhat hasty, for, if the forecast of the redistribution bill prove correct, whataver setting is taken at Hampton on June the redistribution bill prove correct, what-ever action is taken at Hampton on June 6, will either have to be blindly endorsed by the Liberals of Albert, or the peculiar situation will be presented of a Liberal convention in the two counties forming a combined constituency taking action which was antagonistic the one to the other. Joint Convention the Thing.

Naturally the people of this county feed

dividual representation, but of course it is a matter over which they have no con trol and for which they can blame no one. At the same time they feel that they should be treated with every courtesy by the people of whatever constituency wit is to be joined to Kings the general opinion is that a joint convention should be called of representatives from the two counties to select a Liberal candidate who wil unite the full government strength throughout the united constituency. So far as your correspondent has been So far as your correspondent has been able to gather, however, there is a more general feeling in Albert of preference that the County of Albert should be joined with the county of St. John rather than with the county of Kings, and a petition expressing that view has been already forwarded to Ottawa. The only objection to this will probably come from the City of St. John, which is almost large enough St. John, which is almost large enoug to send two representatives to parliament, but which would be confined to a city rep-resentative if Albert and St. John counties were united in one constituency, separate and apart from the City of St. John.

Hon. Mr. McClelan Mentioned.

Whether Albert is to be joined with there is quite a general feeling among our people in favor of inducing the Hon. Abner R. McClelan, of Riverside, to again return to public life as a Liberal repreentative from the combined constitue There is no man more respected through out the county of Albert than ex-Gover-(Continued on page 7, fourth column) nor McClelan, whose long service in pub-lic life, first as member of the House of Assembly, afterwards as Senator in the Parliament of Canada, and finally as gov-ernor of the province of New Brunswick, has fitted him peculiarly for public life. For many years Hon. Mr. McClelan has been one of the leading Liberals of the province, and it may be stated without fear of successful contradiction that in this county his influence is paramount in

and, while generally popular throughout the county, would probably not care to continue in the turnoil of public life as the representative of a constituency comsed of two different counties, entailing upon its members, as it naturally would a great deal of work and worry in order to represent the different interests proper-

unknown in the counties of Kings and St. John, so that whichever county Albert was joined to this fact would almost preclude him from being the nominee of the On the other hand, ex-Governor Mc-On the other hand, ex-covernor Mc-Clelan is practically as well known in either Kings or St. John as he is in the county of Albert. In saying this let it not be understood that the Hon. Mr. Mc-Clelan is seeking the nomination, for so far as is known he has not indicated in either Kings or St. John as he is in the county of Albert. In saying this let it not be understood that the Hon. Mr. Mc. Clelan is seeking the nomination, for so far as is known he has not indicated in any way his desire or intention of seeking will be inaugurated next Monday.

nis case it could be truly said that the ce would seek the man rather than the

Albert Ready to Unite on a Good Man.

The Liberals of Albert feel that no de county convention, which meets on Jun 6, and this wish is dictated by their inter est in the wellfare of the Liberal party which can successfully carry its candi date in the united constituency whether it be Albert and Kings or Albert and St. Liberals in the one part of the constitu-ency to the Liberal friends in the other. If at the united convention the nomina-tion should fall on G. G. Scovil, M. P. P. Attorney General Pugsley, or any other Liberal of the county of Kings, the friends in Albert would unite as heartily in his support as if the honor had come to a rould be prepared to make the choice of Of the names which have been sugg

sible to get any concensus of opinion choice of Albert would perhaps fal on G. G. Scovil, who is quite gen known throughout this county and who eneral approval. Mr. Scovil's relation per't are to be joined together—such if the feeling here—let nothing be done which can possibly mar the friendly relations be tween the members of the party in the

The Conservatives, in discussing the out look from their standpoint, are talking about Doctor Weldon as a candidate in ease Albert and Kings should be unite for purposes of representation. They main tain that Doctor Weldon is a very strong man in Albert, and that he would have advantages in Kings as he was born in that county and has a large family connection there.

The foregoing is a summary of the situation from the standpoint of the people of Albert county.

STRIKERS BEATEN AT MONTREAL.

Employes Call the Strike Off and Break Away From Old Union.

MORE RIOTERS JAILED.

The Trouble Was Expensive for the Company --- Mayor Advised the Labor Leaders to Call Off the Strike, But at First They Declined to Do So. Montreal, May 27-(Special)-The stree

railway strike was declared off tonight by the employes, who are still out. national, was formed. President Meloche

was deposed, and J. C. Bumbray, the young French lawyer who led the men to victory last February, elected head of the new association, which will be national Today there were 150 cars, half of the

ompany's rolling stock, in operation Many of the strikers reported for duty today and were set to work. The rush of outside applicants was so great that the company ceased advertising for men. It is estimated that 1,000 of the old emloyes are still out.

ployes are still out.

The strike is practically over, but the union leaders will not acknowledge defeat. Through Mayor Cochrane a union committee endeavored to have consideration. The mayor told the men his services would be of little value, and advised lie strikers to return to work.

Half of the cars in operation today moved without police protection. During the strike, working men, conductors, motormen, policemen, firemen and detectives have been fed and housed at the Cote street sheds. It is estimated that the strike will cost the company from \$60,000 to \$70,000.

to \$70,000.

Besides the ordinary measures for protection, large staffs of secret service men were engaged from the Pinkerton and Thiell detective agencies. In addition, some specialists in the business of breaking strikes were brought from the United States. The secret service proved efficient to the company and disastrous to the union. Secret service men worked on the cars, belonged to the union, attended the secret meetings and managed to keep in touch with the movements of the strike leaders from the outbreak of the discontent to the present. break of the discontent to the present.

J. H. Aube, business agent of the union held for intimidation, was admitted to bail today. Several more of the strikers were

The daily earnings of the railway since the strike has been, Saturday \$390; Sun-day, \$522; Monday, \$789; Tuesday \$1,454.

MEN LIKELY TO STRIKE.

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MILITIA CAMP WILL BE AT SUSSEX, SEPTEMBER 15.

Ottawa, May 26.—(Special)—A general 67th, 71st, 73rd and 74th regiments, Sus Ottawa, May 26.—(Special)—A general order published today gives the details of places and dates with respect to the annual R., Sussex, 15th Sept.; No. VIII bearer company, Sussex, 23rd Sept.; "L" squadron C. M. R., Sussex, 15th Sept.; 4th "Prince Edward Caland." Part C. A. Charlette annual Library. camps. The bearer companies will train Island' Regt. C. A., Charlottetown, 11th for the last three days only of camp to July; 82nd Regt., Sussex, 15th Sept.; No. which they are detailed. The New Bruns- VIII field hospital company, Sussex, 15th which they are detailed. The New Bruns-wick camps are as follows:
8th Hussars. Sussex, 15th Sept.; 10th and 12th field batteries, Sussex, 15th Sept; Brighton Company of Engineers. Sussex, 15th Sept.; No 4 regimental depot R. C. R.,

VIII field hospital company, Sussex, 15th Cept.
The following units will train at head-quarters: 3rd New Brunswick regiment C. A.; Charlottetown Engineer Company and 62nd St. John Fusitiers.

PRINCE EDWARD ISLAND OLD LADY BURNED TO DEATH.

Charlottetown, P. E. I., May 27.— was at a neighbor's house a mile distant. Special) Mrs. James Dougan, aged 84, re. The fire had made considerable headway siding with her son, James H. Dougan, when discovered. siding with her son, James H. Dougan, of Donaldson, near Bedford Station, Kings county, was burned to crisp last night in a fire which destroyed her son's dwelling. The fire started in a defective flue. Mrs. Dougan, junor, and five children, were as eep upstairs and the old lady was asleep down stairs at the time. The husband

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