POOR DOCUMENT

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., SATURDAY, SEPTEMBER 5, 1903.

Nature's

GOVERNMENT'S RAILWAY POLICY HAS 46 MAJORITY.

Hon. Mr. Blair Votes Against the Main Question.

Mr. Casgrain's Amendment to Postpone Action Also Voted Down-Vote on the Resolution Was 117 For, and 71 Against.

Ottawa, Sept. 2-(Special)-The house livided on amendments of Mr. Boyd to Mr. Puttee's amendment at 2 a. m. Mr. Puttee's amendment was for government utree's amendment was for government ownership and operation of railways, and Mr. Boyd's was to strike out governmen and operation and to extend the government railways. Mr. Boyu was defeated by 63 for to 119

the government was 51 use divided again on Mr. Puttee's Mr. Blair voted with the govern

house then divided on the mai ion which was carried by 117 for to 71 net, a majority of 46 for the govern-

ir and Tarte voted with the opposi-Pattee also voted for Casgrain's dment and against the main motion.

noment and against the man motion. mong the conservatives who voted not Mr. Puttee's amendment were ong, Morin, Haggart, Cochrane, Ross, r, Wilmot, Pope, Bennett, Ward, Wil-and McIntosh. Puttee's amendment defeated by 50 for to 135 against

as defeated by 50 for to the an ajority against 85. Mr. Casgrain then moved in amend-ment to the main motion that the agree-ment with G. T. R. be postponed until the transportation commission has report-ed and until the members of parliament and an opportunity to consult their conries upon terms of the agreement.

That such commission, in so doing, shall consider the distribution of population, acrding to the latest census of Ca road were to be admitted fre public interest and con shall particularly have regard to the principle of representation by population, geo-graphical compactness of position, and also as far as practicable to the boundaries of urers was called and this. There was, of course That such commission shall be appointed as soon as possible after the passing of the bill and complete their work with all con-venient speed. against

licy such as Mr. Borden prop als would be required, no laborer or artisans employed as railways wer be purchased that were already built. Mr. Tarte talked of tariff revision, In the Senate. Another long discussion took place i the senate on the railway commission bill. The Grand Trunk Pacific charter bill was he (Paterson) said that no tariff revision that could be devised would ever do so much for the manufacturers as this proread a third time. On motion of Mr. Watson, the choice of a Canadian port on

Lake Superior was subject to the approval of the governor-general-in-council. Otawa, Sept. 2-(Special)-What ordin-arily would take about three days to acmuch for the manufacturers as this pro-posed transcontinental railway would. "What Canada wants," said Mr. Pater-son, "is additional railway facilities. Un-der the alternative policy of Mr. Borden there would be no additional railway facili-ties. Would any man say that the Canada Atlantic could be better run than under its meant macagement so that by the its present management, so that by the proposal of the leader of the opposition noposal of the leader of the spin or one not one extra pound of freight, or one bushel of wheat could be carried, notwith

standing the millions that would be expended upon it. On the other hand, the ponded upon it. On the order hand, the government road would open up new terri-tory and place fleets upon the Atlantic and the Pacific. Compare that with building barns and elevators on the prairie at the government expense. It won't work, the farmers will have to build their own barns

country to expenditure upon any

tion to refer the redistribution bil

mittee to frame a mea

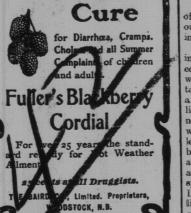
Amendment to Redistribution Bill.

Lieut.-Colonel Tisdale has given notic

Unat a commassion, to consist of the chief justices of the highest courts in each of the provinces of Canada, shall be appointed for the purpose of fixing the boundaries of each constituency, entitled to elect a mem-ber or members to the house of commons in each province of Canada, and to deter-

mine the number of members to be elected

for each constituency in accordance with the British North America act.



LONELY SEAL ISLAND. Scene of Many Wrecks--Home of Mother Carey Chickens.

To those who go down to the sea in the Seal Island light station, with nge lights and fog whistle, is no hips the Seal Isla doubt a familiar spot, but its history.

isle of the sea This lonely western edge of the group of da edges lying to the southward of ard of Grand an. It is probably a mile in length and slopes gently upward from th wards the centre, where the light and station are erected.

The island is the property of the United States, but under the terms of the Ash-burton treaty the British government was permitted the use of the isla ight purposes.

Ever since 1832, a light has been maintained on the island. Capt. Pendlebury, grandfather of the keeper of the St. Anlight, was the first light keeper. Is succeeded by Mr. Conley, father somplish under the rules or me disposed of this morning in about one minute. As soon as the house met, Sir Wilfrid Laurier moved that the house go into committee on the resolution which was adopted last night for the transcon-tinental railway. Mr. Monk, on referring to the resolu-Mr. Monk, on referring to the resolu-tion speak of the bill, when there for 16 years. He left the island shout a year ago, being succeeded by Colin charles Seely, of St. John, was keeper there for 16 years. He left the island shout a year ago, being succeeded by Colin charles Seely, of St. John ingersoll, of Ingersoll, son of Capt. John Ingersoll, o the Grand Manan steamer. He is i He is in charge of all the works on the island. named Wil-He has a competent assistant

THE RELIANCE WON DECIDING RACE.

(Continued from page 1.) beaten challenger, outpointing

footing her at the same time and pass ng to winward of her. When they tacked off Seabright, head ing seaward, the American boat had gain d a quarter of a mile straight to wind rd of the British craft. On this ner tack Captain Wringe again gave his ough the Re good full and she cut th ance lead at an alarming gait but all no purpose. Pinched into the wind o with a ran full the Shamrock was hon esly outclassed and when at 3.15 bot headed off to the mark six mile away, the Reliance was a good mile aher and gaining. The boats were gaining eed with every mile and the Shar II was a long mile astern when the whirled about the mark and to ring stretches of canvass broke and ed out from her pinnaker pole and ov er lean bow. The homeward stretch ha

The boats were timed at the turn a iollows:

Reliance, 3.40.35. Shamrock, 3.51.45. The Reliance had gained 11 minutes and three seconds in the thresh to windward.

Shamrock Lost in the Fog

As the boats started the run hor nder spinnaker and balloon 'topsails split about three feet long appeared in th oot of Reliance's spinnaker, but drew well, Captain Barr continued carry it. For three-quarters of an 1 leading boat. At 4.20 with alm the course yet to be sailed, wind and enveloped the Shamu blind grey mist that shut her out of vision of the fleet as though she

een wiped from the surface The Reliance ran along for five miles er with the sun glinting upon her e until the fog bank reached and rolled o her and she too disappeared from si As it caught her she wind from the southeast, smothered pinnaker, and leaning to

The two racers sailed in that da ashion at top speed for an hour. Me time the Navigator, carrying the regatta committee, hunted for the lightship stablish the finish line. It was 5.20 ore she found it and the fleet began to ther about her. All was a blank of fog. Ten minutes they the Reliance, heeling low be vaited. Then nce, heeling low before the wind, her sails bellying hard and rai

TELEGRAPH'S PULPIT, THE

The Hand of God in All That Befalls Man, Whether Adversity or Prosperity—A Lesson of Faith in the Almighty—Rev, B. N. Nobles' Sermon.

Ruth 1: 20-"Call me not Naomi, call me Mara, for the Almighty

hath dealt very bitterly with me." The Book of Ruth has its place in the Bible between the Book of the Judges and the first Book of Samuel. It is indeed fittingly located for the Book is a sort of sequel to the Book of Judges and an introduction to the history that follows. It is supposed to have been written by Samuel, the prophet, but as a matter of fact nothing is surely known regarding its authorship. The story, which recites particulars as to how Ruth, a Moabitess, became the wife of Boaz, an ancestor of David, and so, of Christ, belongs to the times when the judges ruled in Israel. The prom-inent personages in the narrative are Naomi, the widow of one Elinnlech, Boaz her kinsman and Orpha and Ruth her daughters-in-law. It is to a study of Naomi as she is brought to light in this narrative that I invite

you this morning. You who are familiar with the story will recollect that on account of a famine which prevailed in Canaan she, with her husband and two sons, emigrated to the land of Moab. But though they escaped the suffering incident to famine, great trouble awaited Naomi in this land of strangers for first she was bereaved of her husband and later of her sons. In all this however she recognized the hand of God. Listen to her lamentation-"the hand of the Lord has gone out against me. . . the Almighty hath dealt very bitterly with me . . . the Lord hath testified against me." At another time when entreating her daughters-in-law to remain in their own country and among their own kindred she says: "The Lord deal kindly with you . . . the Lord grant that you may find rest each of you in the house of her husband." Thus do we see that Naomi recognized the fact that the hand of God is in all that befals men, whether of prosperity or adversity. She seems, however, to have looked upon her afflictions as direct visitations of Jehovah in punishment of her sin, and herein she may have greatly erred.

It is a fact that God, on occasions, has visited upon transgressors distinct and definite punishment which sometimes has taken the form of prosperity and sometimes adversity. Not however as punishment nor as reward should we regard God's providential dealings in general, but rather as discipline. Much of the good and much of the ill that befals men are distinct altogether from their doing. The affliction of inherited physical and moral weakness, the curse of vicious and pauper surroundings, the blessing of religious environment, pure blood, good constitution-what accountability attaches to children for these things? Surely none whatever. Contagion lurks in the atmosphere. My body becomes its prey, and I am prostrated. But health officers become vigilant, the germs of disease are confined or destroyed and you escape infection. What have your good and my ill to do with your escape and my sickness? Nothing whatever. The events of life come to pass in the nature of things and should be looked upon not as reward or punishment but rather as God's means of discipline. By these does He seek to awaken conscience-inform and educate the mind, and induce to the surrender of ourselves in our entirety unto Him for all that we need, be it pardon, peace, life, holiness or whatsoever. Such seems to be the Scriptural view of God's ordinthe veil of fog. Hardly had the specta-tors recognized the familiar features of ary dealings with men. It is as Naomi conceived. God stands in intimate relation to each in prosperity and adversity, in joy and sorrow, in American craft when, with her grea sickness and health, in good fortune and misfortune, in disappointment and bereavement. Let us not be unmindful of this comforting thought, but let us guard against Naomi's judgment that God's appointments and permissions which thwart our purposes, demolish our plans and distress our hearts, are punishment for personal sin. They may or they may not be this. Did you mark Naomi's testimony? "The hand of the Lord is gone out against me. . . the Almighty hath afflicted me." Do you observe there is no word of unbelief? In what marked contrast does this woman stand with those who when sorrow and affliction come, the explanation of which is hidden, assume the role of the skeptic and express their doubt concerning God and religion. Not so did Naomi. Though husband and sons had been laid to rest in a strange land and Ruth her, daughter-in-law, was left to her, yet no thought of unbelief crosses her mind. Jehovah is still a great reality unto her-indeed she judges her afflictions from his hand. Surely it is wiser thus to trust Him, though his ways be past finding out, for what can doubt and unbelief afford us in our trials. Tell us a better one on who to lean. Paine, Voltaire, Hume, Bradlaugh, Ingersol-ye great men among unbelievers, tell us, if you can, a better one to trust. Point us to sweeter fountains, richer bounty, more reasonable faith than that which our religion offers. You cannot. Brothers be assured unbelief affords no explanations, no God like Him we worship. I cannot exactly recall a story told of Henry Ward Beecher, but it was something like this: One day Mr. Beecher, upon entering the room of a railway depot caught sight of Mr. Ingersol. So crossing to the other side of the room he stood looking out the window. Presently Mr. Ingersol approached and saluted him. "I was just thinking," said Mr. Beecher, "of what I saw a few moments ago. A poor old man was crossing the muddy street on his crutches when a great strapping fellow knocked the crutch from under him and left him in the mud. Ingersol thought the authorities would surely see to it that such an outrage should not go unpunished. Then with flashing eye Beecher looked straight at his man and said: "Sir, I saw that scene only in my imagination, but what do I really see you doing? You, a man with powers to bless humanity are going up and down this land and for \$500 a lecture you are trying to knock the crutch of faith in God and the Bible from under this poor, lost, crippled human race. Shame on you, sir, but you shall yet meet your reward." Then he turned away. Men and brethren, have you not often found your faith in God and His word to be as cane and crutch upon which your halting soul leaned amid the darkness of bereavement and trial and adversity? How mean that any one should try to knock that support from under you! How foolish for any one to throw it away! Have any of you ever been guilty of such folly? Then tell us what your unbelief did for you. Let me tell you what it did for me a score of years ago. It let him down into mire and darkness the like of which he had never known before, for he found no reasonable explanation for anything with God left out of the problem. It robbed him of peace and joy which once he had as a present possession. It left him hopeless, helpless, sad. But, blessed be the Lord, He appeared for the young man's deliverance, gave him back the crutch and ever since has been leading and instructing him. Brothers, like Naomi of old, let us maintain our faith in God amid all the events and vicissitudes of life.I have read of one in olden times, who when his servants had been slain by the sword, and his flocks and herds driven off by the plunderer, and his sons and his daughters lay dead; worshipped and said: "The Lord gave and the Lord hath taken away; blessed be the name of the Lord." And later, when rotting with small pox, his life a burden, and his wife bidding him curse God and die, he cried out amid his distresses: "Though he slay me yet will I trust Him." Faith maintained. May the Lord help us that we may triumph over unbelief in whatever form, rest in the Lord and wait patiently for Him. Listen: "Thou shalt keep him in perfect peace whose mind is stayed on Thee. . . Trust ve in the Lord for ever, for in the Lord Jehovah is everlasting strength."

The house divided on the Casgrain amendment which was lost by 70 for to 117 against a majority for the government of 47.

Blair voted with the opposition otherwise it was a party vote.

Ottawa, Sept. 1-(Special)-The debate on the transcontinental railway was re-sumed by Mr. Fowler, who said that no part of the dominion made greater sacri-fices than the maritime provinces. Taking up the Quebec-Monoton end of the road, Mr. Fowler said that no route could be got for a trunk line through New Bruns-wick in the way it was proposed to do fraiter than mail trains on the proposed frand Trunk Pacific. The only feasible tothe would be down the valley of the 84. John. But the government had no posi-tive information about any route. Mr. Johnson (Cape Breton) called atten-tion of the apeaker to the fact that, the member for Kings was reading his speech. Mr. Fowler-If I have erred in that re-gred, I am no worke than minety per cent.

gard, I am no worse than ninety per cent. of the other members. Mr. Johnson asked for the speaker's rul-

Mr. Speaker said the rules of the house are against the reading of speeches. Mr. Fowler went on to criticize the terms of the contract, speaking strongly against a some a la sure a

Hon. Mr. Paterson, who followed Mr. Fowler, and who was greeted with cheers, said that the trade of the country was growing at a marvelous extent. We had not yet reached the crest of the wave. So not yet reached the crest of the wave. So busy were our manufacturers that in some instances they had to call in their travel-ers for a few weeks, as they were not able to supply their orders. For the past two months of the fiscal year the customs invenue was \$1,200,000 greater than for the more time last year. That being the state of business, it was natural to suppose that additional railway facilities were required. The government reaized that these facili-ties were needed and consquently it was decided to have a national transcontinental invalues.

railway As to government ownership there wer to be 1,800 miles built by the government from Moncton to the city of Winnipeg, so that if it was found desirable the I. C. R. trains could be run as far as Winnipeg,

trains could be run as far as Winnipeg, and by running rights over the other por-tion of the road go as far as the Pacific and back again to the Atlentic. The term hybrid had been applied to the government proposal, because part was to be built by the government and part by the company. Since the proposition of Mr. Borden was given to the house there was no more heard of a hybrid system. Dealing with the amendment of Mr.

was no more heard of a hybrid system. Dealing with the amendment of Mr. Puttee, Mr. Paterson said that it would be better if he had chosen another occasion to debate an academic question instead of doing so at the expense of defeating the construction of a road to and through the wheat fields of the west and touching the tity which Mr. Puttee represented. Mr. Boyd had also proposed an amendment which was to defeat the building of a road into Manitoha and to devote time to disthich was to detest the outlining of a total to Manitoba and to devote time to dis-using an academic question. Instead of indeavoring to meet the growing wants of he country, Mr. Boyd moved to have an the evolution of ion upon the extension of sent system.

Mr. Osier's Criticisms Attended To.

Mr. Osier's Criticisms Attended To. Mr. Paterson took up Mr. Osler's criti-tism on the financial question. The minis-iter of customs thought that the member for West Toronto ought to have got a warning from his reckless statements on the Yukon railway to again make so extrava-grant and incorrect statements. He (Pater-son) referred to Mr. Osler because it was said he was to be the finance minister of the Conservatives, should they ever come into power. Mr. Osler's financial criticism was not only fallacious and misleading, but mischievous.

was not only rallacious and initiating, our inischievous. ¹ Mr. Paterson pointed out that Mr. Osler is did that the capital and expenditure on the I. C. R. now was 3½ times greater than the original cost. Mr. Osler misrepresented this because a great amount of this money was spent in buying new roads, there be-ing 578 miles added to the original road. ¹ Mr. Paterson then took up the state-ments of Mr. Osler to the effect of the best expert ad-

Opposition Inconsistencies The opposition talked of paralleling the I. C. R. and they proceeded to parallel the road. All of the objections raised by the

all that is required now is to give its third reading. As soon as the bill got into committee Mr. Monk, wanted the government to say where the line was to be located between Winnipeg and Edmunton. It was rumored that it was to run between the Canadian Pacific and the Canadian Northern lines. Sir Wilfrid said that the exact loca-tion of the line would require to be left to the locating engineers. That was the usual custom and was done in connection with the Canadian Pacific. There were all road. All of the objections raised by the opposition to the government road had been disposed of by the opposition them-selves. The paralleling idea and the hybrid system had all been disposed of by the Oonservatives themselves. In fact, the Conservatives did not try to defend their own policy. They quoted from the News, Toronto, and other Conservative papers in support of their proposal. "Why," saids Mr. Paterson, "don't you support your own project?" Mr. Paterson quoted E. F. Clarke, when in the west, declaring for three or four with the Canadian Pacific. There were all inds of rumors afloat and the one in uestion had no more foundation than the others. His own idea was that the line would go north, but the location would be

Mr. Paterson quoted E. S. Ohrac, when in the west, declaring for three or four transcontinental railways, and now he was offering the west a stone instead of bread. Mr. Paterson then discussed the contract, taking up what the country would get and what it would cost to get this. Every province of the dominion would be bene Speaking of those members of the oppo

sition who were running down the country to the north, he asked if we were to have

Northern.

to the north, he asked if we were to have a little Canada party. A voice—A Muskeg party. Mr. Paterson—Yes, a Muskeg party. Out with your little Canada idea. We have a great country and this road will increase its wealth and bind it together. In re-gard to the bonding privileges the Ameri-cans and the Canadians worked harmoni-ously so far, but if the time did come when the United States wanted to withdraw these privileges, Canada should be inde-pendent. The road would do this. The farmers of the west would have railway competition. It would build our summer and winter ports. The duty on the ma-terials imported for the road would meet the government expenditure, and still all the Canadian manufacturers would be kept busy. government did approve not a cent of aid would be given. Mr. (W. F. MacLean wanted to know if Senator Cox was to be connected with the flotation of the securities. Mr. Fielding said that the governmen would raise the money in the usual way on the markets in the world, or through Canadian banks, and Senator Cox had nothing to do with the government in the matter. When the house resumed in the after

When the house resumed in the after-noon, Col. Hughes wanted to know why the government did not build west of Winnipeg, and Sir Wilfrid Laurier replied that this question had been answered over and over again. In reply to Col. Hughes Sir Wilfrid said that he did not know, but he did not believe that the G. R. T. had any arrangement with J. J. Hill to connect with Hill's system to enter Mani-toba. Mr. Charlton said that to prevent any Mr. Paterson pointed to the expenditure of \$40,000,000 in the last seven years on the improvement of transportation faciliwithout much addition to the debt thanks to the surp'uses the government had

while there was such prosperity as at present and with a party whose motto was "Onward," said the minister, the opposi-tion could not hope to defeat the govern-Mr. Charlton said that to prevent any

E. F. Clark, Toronto, tried to explain away the charge that the Conservatives were not a little Canada party. Mr. Angers followed, speaking in French, and Mr. Gourley (Colchester) replied.

Mr. Borden's Amendment.

In the house tonight Mr. Monk stated that Mr. Borden was confined to his room from illness since Friday evening, and therefore he requested him to give notice of an amendment to be moved on a second reading of the resolution now before the house or otherwise at the earliest oppor-tunity. wheat to Quebec three cents a bushe cheaper than it could be taken by part water and part rail route. He was also water and part rail route. prepared to show that a road with 4-10 of one per cent grades could carry wheat cheaper than by water route. All-rail Cheaper Than All-water Route.

This amendment outlines Mr. Borden's John Charlton gave figures to show that alternative policy. It says that there is lack of information before the house to in all-rail, route with good grades would carry wheat cheaper than by an all-water lack of information before the house to , justify it entering into proper contract, especially the eastern section; that a com-mission was promised to first investigate the matter; that no such inquiry or in-vestigation as promised was held; that the government system of railways should be developed and improved in the province of Quebec and maritime provinces, and should be extended from Montreal to such point or points as will enable it to transport to He said that J. G. Scott, manager of the Great Northern, said that they could haul on their road 45 cars containing 1,000 haul on their road 45 cars containing 1,000 bushels each at eighty nine cents a train a mile. Putting it at \$1 even, that road was earrying wheat at 5-37 cents a bushel on a grade of 4-10th of one per cent, the normal grade of a good road. Wheat could be hauled from Brandon or points as will enable it to transport to eastern Canada, to our own national ports on the St. Lawrence and Atlantic the rap-

Wheat could be hauled from Brandon to Quebec at two and 68-100 cents a bushel, and adding 50 cents for profit, the rate from Brandon to Quebec would be four and 2-100 cents a bushel, a very idly increasing products of our great west-ern country, developing the government system of railways either by construction much lower rate than could be had by system of railways either by construction of new lines or improving existing ones; improving the canal system, developing lake and river routes, equipping national ports on lakes and seaboard, perfecting elevator twarehousing and terminal facilities, getting control of rates for assistance thus given, connection without delay of a great railway the presented and the most of the second The preamble of the bill was adopted and the most of the discussion took place on the second cluse of the bill.

all that is required now is to give its third reading.

ernment has improved the character of the station in many respects. Two large reservoirs have been erected to provide water for the fog station engine. The marine railway has been extended to low water mark and a number of other im-provements made. Within a few days a new 7-ton boiler has been placed on the island.

While the station is a very lonely one. and far removed from the shore on every hand, keeper Ingensoll and his energetic wife have had little chance to feel lone-

others. His own idea was that the line would go north, but the location would be left to the engineers after the exact sur-veys were made. Mr. McCready (Selkirk) held that the settled district of Manitoba had as much right to railway competition as the west. The exact location should be left to the engineers. The Canadian Northern was not now running on the line it was intended to take, and the Canadian Pacific is also changing its route at several places. The Canadian Northern gave competition, and the Grand Trunk would do the same thing. Col. Hurbes suggested that the Grand

thing. Col. Hughes suggested that the Grand Trunk should run over the Canadian Neuthern build their nests in the soil. It is a fav-orite resort of the "Mother Carey chick-en"-the weird little sea-bird which is Mr. Fitzpatrick said that the location of the line would have to be approved by the governor-general-in-council. Until the held in such superstitious awe by the sailor. These birds have their nests just nent did approve not a cent of aid beneath the sod and for the most part within casy reach. The birds remain con-

cealed during the day, but at night the island seems alive with them, thousands of them flying about Before the erection of the light station

many wrecks occurred and many lives were lost on the bleak island. When the schoonr Sarah drove ashore on the island, many years ago, twenty-five lives are said to have perished. Traces of bodies have also been discovered on the island, showing that those who had succeeded in brav ing the perils of shipwreck had after wards perished of starvation. Many year ago four dead bodies were found on the island, evidently the bodies of men who had thus miserably perished.—St. An-drews Beacon.

As They Say Down South.

Mr. Charlton said that to prevent any such arrangement the sooner the all-Cana-dian route was built the better. If he were the Grand Trunk he would not build to Port Arthur. The company could get an excellent harbor on Lake Nepigon. The contract when carried out would settle the transportation question. The Conserva-tives would be sorry for the attitude they were taking. He said the road would carry wheat to Ouchee three cents a bushe Senator Blackburn, of Kentucky, speaks with the soft Southern accent the novel-ists always give to their Blue Grass

"Can you tell me, suh," he asked of one of the doorkeepers at the senate last March, "whether Senator Hoah is on the flo' ?" Senator Frye, a great chum of Black-

ourn's and an inveterate tease, came by early seventies. Five murders have r cently taken place in Schuylkill count nd heard the question. "No, suh," he replied; "Senator Hoah

is not on the flo'. He went out that do' at half-past fo'."-Saturday Evening Post.

It is never worth while arguing about the religion you haven't got.

balloon jibtopsail fluttering into the of the numble members of her crew out on her bowsprit she sped across the line down through the lane of yachts to vic-Meantime the regatta com whistled shrilly its guiding signals to the missing Shamrock. The Reliance had

missing crossed the line at 5.30.02 and it wa after 6 o'clock when the fog lifted a bit and disclosed the challenger hove to north of the line. Captain Wringe had missed it in the fog and passed by to the eastward of it. Shamrock did not attempt t ross the line, and the series of races in defense of America's cup for 1903 were

> TORIES RESORT TO OBSTRUCTION.

> > (Continued from page 1.)

been dealt with by Mr. Charlton, that whom, said the premier, no man in the was a better authority and the DOUSE nember for North Norfolk showed that wheat could be carried by the new lin

t a profit. Mr. Brock, of Toronto, said that the ine would injure Canada's credit in the money markets of the world. Mr. Heyd charged the Conservatives

with obstruction and wasting the time o he house. In the senate, in the railway commi

sion, the bill was amended providing that an appeal shall lie from the board to such court upon any question of law upo leave thereafter having been first obtain d from the board, or in event of th refu-al, to two judges of the court. R. L. Borden intends going to Caledon Springs for a week for the benefit of his

There was a caucus of Conservatives t day and the result was seen in the obtruction of the trans-continental railway which followed in the house.

MOLLY MAGUIRES ACTIVE?

Tamaqua, Pa., Sept. 3-The contin criminality in the anthracite fields of Northern Pennsylvania has only aroused

eeling of insecurity among the resident while the authorities are very much puzz ed over the mystery surrounding the m merous murders committed. It is evident that Molly Maguireism is cropping out again. Police and detectives declare that the infamous brotherhood is numerically

as strong in centain localities as during th

All the victims were inoffensive, industri ous and deserving miners. They received "coffin notices," but paid no attention to them. The Schuylkill County Commission ers have offered a reward of \$3,250 for th

arrest and conviction of the criminals



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30 00 50 00 Kent & Son



TRURO WOMAN SOLVES THE BURGLAR PROBLEM. A

Truro, N. S., Sept. 1-(Special)-Mrs. Robt. Williams, a sister of Station Master Roes Cummings, had an exciting encounter with a daring burglar today. On com-ing into the house from the garden just before noon she heard an unusual noise up-stains and on going up found a burglar had been at work and located him hiding in a clothe press.

Mrs. Williams forced the burglar into a corner and made him give up many stolen articles.

She then took his watch and held it as security against his escape while she made further investigations, and this search revealed a gold watch missing. The burglar finally gave it up to her and she talked to him till he broke down and

On escaping from Mrs. Williams the burglar made a hasty exit from the wn. He gave his name as Mason, from Halifax, and was about twenty-five tówn. years old. Is an a second a fel.

