POOR DOCUMENT

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., SATURDAY, AUGUST 29, 1903.

CARTWRIGHT STANDS FOR GRAND TRUNK PACIFIC PROJECT.

Minister of Commerce Defends the Policy of the Late Alexander Mackenzie, and Attacks the Conservative Government's Land Policy-Vote on Transcontinental Resolution Next Tuesday.

debate on the trans-continent-nilway today an excellent speech will be read with much st. It was listened to with great tion and the minister was heartily

matter before Lord Caranarvon and the interest words to the house and to the country as to the house and to the country as to the general policy pursued by the Liberal party in times past on this general policy which the leaders of the general policy which the leaders of the Eaberal party have now the honor to propose and of the people of this country. The signst two and thirty years almost to a day since this person the agreement aboving on the proposed in this phamber for the consideration of the people. Probably of those who then took part in the discussion there are remains in a thing at this moment socretaly as many as I could count on the fingers of one hand in both charmbers of parliament, and bear in mind that we had not them provided houselves with the selective with the elicited for a common on the fingers of one hand in both charmbers of parliament, and bear the recording the country of the country of the country of the sevent that the union of British Columbia was not effected ver, that as we had dones not the country that it was been acceded to at once at the time that the union of British Columbia was not effected ver, that as we had hosen to bind ourselves by treaty to the people which the leaders of the proposition would not assistance in the unit of the provided that we be ad not them provided handwers of parliament, and bear in the discussion that we be ad not them provided by the provided that the union of British Columbia was not effected ver, that as we had dones not the country who was ever presented to the opposition would not estimate that reach the country of the provided that we be ad not them provided the provided that the union of British Columbia was not effected ver, that as we had dones not the provided that a considerable is a provided in the vertical provided that the union of British Columbia was not effected ver, that as we had dones not the provided that a consideration for the conditions in order to some the country of the proposition would not estimate that the the union of we now have. It is not very unreason-sible or unnatural that a considerable ig-morance should have prevailed, I may say, on both sides of the house as to the true position which the Liberal party adopted

of preparing the way, by the making of proper surveys and by the construction of the essential link required to bring the two sections of the country together than Mr. MacKenzie did during his term of office, and if the C. P. R. was constructed within a reasonable space of time after his leaving office, those who were concerned in it would, I think, endorse in full what I am stating here, that it was very largely due to his energy and enterprise that they were able to bring the work to a successful termination at the

Colossal C. P. R. Blunders.

"I distinguish, and I think the house and the country should distinguish, between the men who conducted the C. P. R. to a successful termination and the politicians who originally made the bargain under which the road was constructed. Scarcely too much can be said in praise of the energy and enterprise displayed by them and scarcely too much presise of the energy and enterprise displayed by them and scarcely too much can be said in condemnation of the short sighted policy which marked the proceedings of the other. These gentlemen have said that the C. P. R. was a colosal undertaking, and having reference to the recources of Canada at that time I was a colosal undertaking, but the blunders which marked it on the part of those who parried it on were colosal, too.

"However good the record of the C. P. R. may be looked at as a commercial undertaking, I think the future histortans of Canada would largely hear me out when I say that no possible combination of the work should be conceived or could be norge injurious 49 Canada thas these them that the conceived or could be norge injurious 49 Canada thas these them the can be said in 1893 as it is in 1903.

Heast bren as far advanced in 1885 as it is in 1903.

Coming to the Grand Trunk Pacific Mr. Coming the the surrounding the care of the opposition from the sake of Krushovo, the leader of the opposition probable control that with respect to the science were burned. The sack of Krushovo, the work of the prosperity of Krusshovo, and the provisional government and stablished a provisional government and the provision

gain which they made in 1871 with the people of British Columbia by which, without knowing the smallest circum-stance or the smallest fact that they ought selves to construct that railway was a fatal mistake, a mistake which resulted in very great injury and very great loss to the people of Canada, and which seriously affected the permanent usefulness of the road.

"Some years after it fell to my lot to endeavor to relieve that blunder and I very well recollect that in bringing the matter before Lord Carnarvon and the late Lord Salisbury, who was then Indian secretary, I was referred to the chancellor of the exchequer, Sir Stafford Northcote, to whom I made the request that the British authorities would at least come to our assistance in the way of guaranteeing the sums which it was necessial to the country.

to bind ourse ves by treaty to the people of British Columbia to build that road

were by treaty to that we were not have been a creating personal of time at we we old a contract and the second of the series of the creating personal of the series of the creating personal that the series of the creating personal of the creating personal of the series of the creating personal importance to the creating policy to the creating policy to the creating personal importance to the creating personal importance to the creating personal importance to the creating policy to the creating personal importance to the creating personal importance to the creating policy to the creating personal importance to the crea

Sir Richard Cartwright said that Canada had expended about \$100,000,000 worth on the C. P. R. for the avowed purpose of colonizing the Northwest and what was the result? In 1896 the settlement of the Northwest had about completely stopped, emigration had to come to a standstill, the homestead entries were 1,340 in that year and last year 31 382.

year and last year 31,383.

Sir Richard then gave the trade figures showing that for the past seven years Canada's trade increased 107 per cent, against 47 per cent for the same time in the United States. Mr. Mackenzie put the United States. Mr. Mackenzie put forward with all his power the construction of the essential link between the waters of the great lakes and Winnipeg, he pushed the railway survey forward and above all he had decided upon establishing, in the case of Manitoba, a strong central province from which the C. P. R. would radiate east and west as occasion demanded and had Mr. Mackenzie remained in office the Northwest would have at ed in office the Northwest would have at least been as far advanced in 1895 as it

Ottawa, Aug. 26—(Special)—The transcontinental railway debate was resumed today by James Clancy, of Bothwell. He said that the government project was a mere pencil mark across the map. He said that Mr. Borden's scheme would not cost more than \$60,000,000, while the government proposition would cost \$83,000,000

tion and the Conservative papers were hoding up Mr. Tarte and Mr. Blair as masters of the administration, but when the time came to deal with them, it was

he was Sir Wilfrid Laurier.

Touching upon the transportation commission he said that it was to be appoint ed to report upon transportation by water routes otherwise Sir Wm. Vanhorne would not have been asked to take the chairmanship. It was said that the Intercolonial was to be side-tracked. Instead of side-tracking the government road we were extending it to Winnipeg.

As to government operation of railways, he was opposed to it. The government had ground to de without conventions of

the cost of Mr. Borden's scheme. The Canada Atlantic, he said, would cost \$17,

000,000 Canada Atlantic with its lake fleet was offered for \$11,000,000. Sir William Mulock—I have got good isnformation to show that the Canada At-lantic could not be got for less than \$17,

the would vote for it.

Mr. Clancy moved the adjournment of information that it could be purchased for \$14,000,000.

buy the C. P. R. from North Bay to Fort William, Sir William quotes Mr. Borden's

the C. P. R. north of Lake Superior, and the extension from Port Arthur to Win-nipeg by taking over the C. P. R. and Canadian Northern would be about \$26,-

To reach Winnipeg the I. C. R. would require additional equipment. It would take \$90,000,000 to carry the I. C. R. to Winnipeg. The leader of the opposition would not only be presenting \$38,000,000 in cash to the C. P. R., but it would leave the company open to build a short branch from Winnipeg to Duluth and in this way divert the traffic of the Northwest to the United States. "A fine

object to paralleling the I. C. R. The extension from Levis to Moneton would be \$10,000,000. Then there was the proposed colonization road from Quebec to Winni-

would have to go into it all over Canada. The increased value of \$1 an acre in Ontario would pay for the whole government

The national life of Canada was involved in the undertaking. The east and the west could not get along if commercially and socially separated. "Let us, therefore, strike," said Sir William, "while the iron is hot."

Mr. Bell (of Pictou) replied. He was glad to hear Sir William speak of the unification of Canada. When the Grits were in office they were loyal, but rebels when in opposition. While he was glad to hear their manifestation as to loyalty, yet no in omes they were available, but in opposition. While he was glad to hear their manifestation as to loyalty, yet no one should be surprised to think that they were accepted with some suspicion. Mr. Bell estimated the Conservative road to cost \$60,000,000 and the government road about \$77,000,000 or \$78,000,000. F. B. Wade (Annapolis) moved the adjournment of the debate.

Henry Frederick Accomplishes the Feat in 54 Days, 7 Hours and 20

New York, Aug. 26.—Henry Frederick, who left New York city on July 2nd, on the teamer Deutschland for a tour around the vorld, with the hope of breaking the record or the shortest time consumed in circling he globe, returned to New York tonight n the New York Central Railroad. Mr. rederick has been successful in his eneavor, having made the circuit in 54 days, even hours and twenty minutes. He said he st fully seven days by missing a steamer. Yokohama.

CONSERVATIVE FOLD.

Montreal, Aug. 26-(Special)-Mr. Tarte has accepted an invitation from the Con-servative organizers to address a mass Monday next. Mr. Tarte will on that oc casion come out strongly for protection. This will be the first time for Mr. Tarte Mr. Clancy—How do you know it is \$13,to appear on a Conservative platform since he left that party.

in Teaching Methods.

Superintendent McKay Advises Dropping of Superfluous Letters -Principal Forrest Makes a Plea for Better Salaries to Teachers-Other Subjects Discussed.

Truro, N. S., Aug. 26—(Special)—The Nova Scotia Provincial Educational Asso-ciation opened this morning at 11 o'clock. cration opened this morning at 11 october. The attendance was larger than at any previous meeting. A. H. McKay, superintendent of education of Nova Scotia, presided. After a few opening remarks he read a lengthy paper on Educational Tendencies. He suggested in order to cheapen and shorten education a complete change of smalling by drowning superfluous letters, Sir William gave \$30,000,000 as the cost of the Rocky Mountain section, or \$114,-000,000. He said that Mr. Borden did not adoption of a system of simple shorthand.

The line the L.C. R. The example the lack of drawing prodo,000,000. Then there was the proposed slowization road from Quebec to Winnings, which would cost \$28,000,000, and then the Road from Quebec to Winnings, which would cost \$28,000,000, and then the Road from Road fro

and advantages as does our Canadian heri

town (N. S.)

Principal Forrest agreed that teacher were not sufficiently remunerated. He proposed to form a union to keep salaries up He claimed school taxes are exceedingly low in Nova Scotia and felt that the remment were well able to better protection of teachers. He suggested a strong committee be appointed from the teacher

as follows: Principal McKittrick, Lunenburg; Principal Kemptown, Yarmouth; Principal Smith, Windsor; Principal Lay, Amherst; Principal Campbell, Truro; Principal Creelman, North Sydney; Principal Soloan, Truro; Prof. D. A. Murray, Halifax; Prof. A. G. McDonald, Antigonish; Supervisor McKay, Halifax; Professor Kierstead, Wolfville; J. B. Calkin, Truro; G. W. Kyte, St. Peters (C. B.); Principal Stewart, Sydney, and Principal O'Hearn, Halifax.

(Continued from page 1.)

In Session at Truro Wednesday Recommended Changes

A CHANGE IN SPELLING.

Railway Development Rapid The railway development of West Vir

There was no country under heaven, he declared, that offers such natural wealth

The remainder of the afternoon was taken up in discussion and impromptu addresses by Hon. J. W. Longley, attorney-general of Nova Scotia; G. W. Kyte, barrister, of St. Peters (C. B.); Mr. McKerron, of Halifax; Colonel Spurr, of Annapolis, president of the Nova Scotia Fruit Growers' Association; Mr. Bryan, secretary of the Nova Scotia Farmers' Association; President Forrest, of Dalhousie College; Father McMannus, parish priest, Sheet Marbor (N. S.); Mr. Fame, Bridgetown (N. S.)

In the evening a public meeting wan held and addressed by Archbishop O'Brien Hon. J. W. Longley, Hon. F. A. Laurence and R. T. MacIlreith, of Halifax. An executive committee was appointe as follows: Principal McKittrick, Luner

ST. JOHN MAN HOME.

hasing company, which was able to place these lands into a bigger proposition at value of \$120 an acre. A short time ag

owing to the natural position of West Virginia, so that the operators of that state control the coal markets of the eastern seaboard, being able to mine and place the coal on the Atlantic seaboard market at a price lower than the Pennsylvania coal." The great development of manufacturing throughout the United States has naturally made an enormously increased. ing throughout the United States has naturally made an enormously increased demand for fuel, and the natural tendency has been for the large coal operating companies to invest in enormous areas of coal lands and to absorb the small individual operators. This policy has been forced upon them by the fact that the small operator was not in a position to increase retoricity his output no matter what the operator was not in a person to increase materially his output no matter what the demand of the market might happen to be, so that even if the large companies had an option on the output of a number of small operators it was impossible for the to obtain the coal as fast as they want it and they saw that the only way to meet the law of supply and demand was to actually have in their own hands the

is there, not only on account of the great breadth and depth of the coal seams, and

ginia has kept pace with the developmen of its natural resources, so that there are several thousands of miles of railway to ity of production and reaching great markets were concerned. Mr. Livingston nterest, being the secretary of the int state Commerce Committee, which bring him in touch with all the great railway

reasoner and a thoroughly capable business man, credited with a fortune amounting to \$25,000,000. Senator Elkins, in a word, is the best type of the American self-made man.

Mr. Livingston is meeting many friends of his earlier days in St. John, for while ne is a naturalized citizen of the Unit he is a naturalized citizen of the United States he has not yet forgotten his love for the home land, and speaks in glowing terms of the possibility of Canada's future development. He believes that annexation would be ruinous, not only for Canada, but harmful to the United States as well. His argument is that the United States has an area already sufficiently large, with peoples whose ideas are not yet sufficiently assimilated and races so diversified that before the great country lies a very grave question of race difficulties or assimilation. Here in the north, ody politic.

He believes that Canada will eventually

have a population of from 50,000,000 to 100,000,000, a composite of the best races in the world, and that to join these two in the world, and that to join these two great countries in one dominion would be to make a republic so unwieldly, with interests so diversified as to be a gain to neither Canada nor the United States. His idea is that if such a calamity should happen that the present population of Canada occupying the fringe of provinces along the American border would be simply demoralized by the carpet bagging was supported to the carpet bagging to the carpet bagging to the carpet bagging the simply demoralized by the carpet bagging the supported to simply demoralized by the carpet bagging period which must precede any real as

period which must precede any real assimilation of the two countries.

Speaking of the negro question, he said that while West Virginia was generally considered as a southern state, it could scarcely be called so properly, yet recould speak with some knowledge of the question and he believed that it was a very grave one; for while today the negro ooking forward with foreboding to the

Has Studied the Labor Question.

As secretary of the Interstate Commerc good to the whole country, that the agitator element was threatening to creats a wide gulf between labor and capital which could never be bridged without serious disaster to many important nation al interests. As an example of the good which reasonable labor demands has brought about, he instanced the demand installed, had proven itself to be a rea economy. In answer to the question whether he thought the intervention of President Roosevelt had been a wise settlement of the coal strike, Mr. Living ston answered in the negative. He hought that the interest of the results of the settlement of t thought that the intervention was un natural, and the settlement which had re sulted had been equally unnatural; that it would have been better both for the labor and capital in the coal fields, and for the whole country if the matter had been better bett been left for settlement to the conflicting interests. Even if peace had come only after a more prolonged struggle, it would have been a lasting peace, instead of a mere truce which might be broken at any time.

Roosevelt Might Be Defeated.

Arr. Livingston is actively interested in politics in West Virginia and has more than a -pa-sing acquaintance with men who are national figures in American pol-



carry the country against Roosevelt in case the latter should be the Republican nominee. He predicts that there will be

Republican convention for the nomination of the presidential candidate for the Republican party.

Acquainted as he is with many of the important financial interests, Mr. Livingston did not hesitate to speak of Roosevelt as a dangerous man whose ill-considered action is not at a large property to eidered action is apt at any moment to bring disaster to the financial interests of bring disaster to the mandal interests of the country. The restraining power of the president has, in his opinion, been Secretary Root of the war department, whose decision to resign was reported some few weeks ago. The reason for Mr. Root's resignation, he says, was no doubt the fact that he is worn out in the statempt to restrain the president from ill-considered speech and action, and with his retirement from the cabinet would

The Roosevelt-Myles Ir cident.

When asked regarding the incident be tween President Roosevelt and General Miles, following General Miles' retirement, Mr. Livingston laughingly said that he had no personal knowledge of the incident, but had accidentally met a gentlemeet on the train coming out of Was ongressmen with whom he happened to reated a very unpleasant impression upon as his conception of presidential dignity had been rather rudely shocked.

"That party thought they had Teddy shelved," laughingly concluded Mr. Livingston, "but he was like Hamlet's father, he refused to stay in the vice-presidential review and the unfortunate taking off of grave and the unfortunate taking off of President McKinley had placed him just where the Republican party did not de-

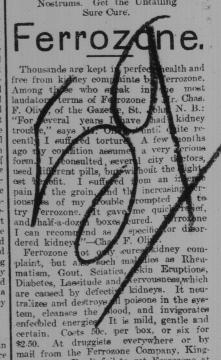
SCHOONER BOUND TO ST. JOHN DAMAGED.

City Island, N. Y., Aug. 26.—The schooner Wm. F. Green, Captain Hatfield, from New York for St. John (N. B.), which passed east yesterday, returned to-day and reports that while off Norwalk heavy northwest squall split mainsail, fore-topsail and spanker, and carried away outer jib and mizzen topsail. The vessel vill have to make repairs before proceed

There are 1.083,473 Oddfellows in the United States and Canada, 941,221 Free Masons, and 928,035 of the Ancient Order of Fores-

Faulty Kidneys

Imperil Life. Don't Experiment With Cheap, Dangerous Nostrums. Get the Unfailing



HORRORS FOLLOW THE SACKING OF KRUSCHOVO

Aug. 24.—The once beautiful city of Kruschovo is a heap of ruins. The women and chikkren are home.ess, exposed to the weather and famine. The town is rentered uninhabitable by the odor of corpses which are heing enawed by does and night. which are being gnawed by dogs and pigs, the Turkish authorities refusing to allow them to be removed under the pretext that an inquest will be held.

**The terrified inhabitants remained indos. The band first burned the residence of the Mudir and massacred the garrison of Turkish soldiers and the officials of the

that an inquest will be held.

Kruschovo is situated on the summit of a hill, eight hours distant and to the northwest of Monastir. It contains 2,000 houses and 10,000 inhabitants, mostly Vlachs, calling themselves Greeks. There were only 100 poor Bulgarian houses. The Turkish inhabitants of the surrounding villages have long swaped the prosperity instituted a new rolpes and municipality.

Monastir, European Turkey, Monday, pre-arrangement, remained hidden in the Aug. 24.—The once beautiful city of Krus-church and were locked in by the Sacris-town and escaped to the neighboring for The Turks entered the town and guided by Turkish villagers from the neighbor hood, attacked the houses of the Gree motables, and ordered the inmates to b notations, and ordered the limited to be seized and stripped. They seized the money and jewels and ravished the women, those who resisted being immediately killed. A Greek priest who sought to vale chopped off to secure a bracelet.

When the houses had been pillaged the Turkish peasants loaded their horses with