

THE HERALD
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At a largely attended Liberal-Conservative Convention held in this city on Friday last, Messrs. Donald Currie and Thomas Doyle were chosen as the Opposition candidates for the Second district of Queen's County at the next election for the Local Legislature. Mr. Currie has already given a good account of himself in the Legislature and Mr. Doyle has been a most active worker in the interests of the party. The greatest enthusiasm prevailed at the convention and rousing speeches were made by the candidates, Mr. Matheson the Opposition Leader, Dr. McNeill and others. Good for West River!

General Elections.

Ottawa advice of the 16th says—The general elections will take place within the next few months. In the department of railways and canal clerks are busy getting business in shape to allow the incoming minister to get out into the country. In other branches of the service a similar condition of affairs exists. Conservatives all over the country need to look sharp and get their candidates in the field. The government will endeavor to spring a surprise, and statements to the effect that an election will be held should be disregarded by opponents of the liberal party. It is known that Laurier wants to make his final appeal to the electorate before the Grand Trunk Pacific job can be really appreciated by the electorate. Liberals are afraid of it and appreciate the great gains the conservatives have made in the country within the last few months.

Our Ottawa Letter.

THE WEEK IN PARLIAMENT.
The week in Parliament was devoted to the government's Grand Trunk Pacific bill. So far no explanation of the scheme has been given to the country. Three ministers have spoken but they all dealt with empty generalities based on records of doubtful origin and quite inappropriate when applied to a modern railway.

Hon. A. G. Blair made a most vigorous attack on the government's proposal, which he declared was solely for the benefit of Senator George Cox. He showed that the line will cost over one hundred million dollars for which no returns will be received by the country.

Mr. F. D. Monk, leader of the Quebec Conservatives, declared that his province would receive no benefit from the new road. Many railroads were needed in the settled portions of that great division of the Dominion, but the Grand Trunk Pacific would not give any relief.

Mr. Backer, the Conservative member for Hamilton, exposed the duplicity which has characterized the negotiations between the Grand Trunk president, Mr. Hays, and Sir Wilfrid Laurier. Mr. Hays made promises to the Railway Committee which he went down stairs and violated as soon as he saw the Premier. He also showed that while the government will be engaged in constructing and maintaining the eastern division, the Grand Trunk Pacific will be operating the western division and sending its freight through the United States terminals.

Portland Via Canadian Ports.
Already the people of Portland, Me., are preparing to receive the freight which will originate on the Grand Trunk Pacific at Cox's wharf. The newspapers of that city publish statements made by prominent officials of the Grand Trunk assuring the people of Portland that the promises made by the Canadian government that Grand Trunk Pacific freight is to go through Canadian ports is all reasonable. The population of Portland, Me., are prepared to be deceived as a result of the report

ment of over \$100,000,000 of Canadian money. Already arrangements are being made to furnish additional facilities for handling the freight which is produced on Canadian farms, and in Canadian factories. The all Canadian route has only one significance to the people of Portland—it is said in the eyes of the people of Canada. The Canadian cities which derive benefits from the new trans-continental are held up to ridicule. It is explained that this is another case where Mr. Hays, a thorough-going Yankee, has fooled the green and unsophisticated Canucks. Mr. Hays prided himself on having "gulled" Parliament for a time, and why should he not have a shy at the people? He did the trick on Parliament by simply making false promises. Now the same thing is being done in the case of Portland and the Canadian cities. Thus the Laurier cry of "Canada for the United States" is justified and "Canada for Canadians" trumpeted under foot.

MR. BLAIR DENOUNCES THE G. T. P.

Hon. A. G. Blair, ex-minister of railways, who resigned from the government rather than accept the responsibility of fathering the Senator Cox Grand Trunk Pacific scheme, denounced the government's policy in Parliament as one which was decided upon by the cabinet were in a condition of hysteria. He declared that no business man would think of endorsing a measure of the magnitude of the Grand Trunk Pacific involving as it does an expenditure of \$100,000,000. Mr. Blair accused Sir Wilfrid Laurier for daring to force such a wild deal on the public, when Senator George Cox is the principal beneficiary. Right on the eve of Parliament, the ex-minister declared when all the ministers had their hands full and no time to devote to it the question was thrust upon them. He beseeched the government to stay its hands for two years, and have a thorough survey made before proceeding with the work. Mr. Blair submitted that, not only would the expenditure reach over one hundred millions of dollars, but it would destroy the Intercolonial Railway in which \$89,000,000 is invested. The project had been broached without consulting any person who knew anything about rail-roading and was an outrage. This is the opinion of the one man in the Laurier government who knew anything about railways. How can the people accept the deal in the face of such adverse criticism?

THE CRY OF THE COUNTRY.

There is a marked difference of opinion between Sir Wilfrid Laurier and Mr. Blair as to the urgent need of the Grand Trunk Pacific Railway; as to the popular demand for a second trans-continental. "What did the Premier mean," asks Mr. Blair, by the flood tide that leads us on to fortune, and that time does not wait?" And he adds, "It might not be as poetic, but it would be quite as accurate to say 'Senator Cox cannot wait'." The ex-Minister of Railways further declares that although he has been listening intently, he has not heard the cry of the people of Canada for a second trans-continental which has driven some of his colleagues into a condition of sentimental hysteria.

Is Mr Blair quite sure. Perhaps his ears are not attuned to the same pitch as those of some of his late colleagues. Let us see. As long ago as last January, Dominion Iron and Steel stock which in the previous August sold at 73 3/8 dropped down to 55.

To Sir Wilfrid it was a vote from Nova Scotia crying in the night, crying for a trans-continental railway. In the early part of March there was a great bear raid on Dominion Iron and Steel. 34,230 shares were dumped on the market and the price was hammered down to 39 3/4.

To Sir Wilfrid the clamour sounded like the babies of New Brunswick wailing for a Grand Trunk Pacific. Later on in March, Dominion Iron and Steel touched 25, and during the month 69,898 shares were unloaded.

To see more acute, the tumbling stock was the imperative demand of Manitoba and the North-West for a new wheat spot. By June, Dominion Iron and Steel was down to 11. To the West it was the shout of the North-West Territories echoed from the Rocky Mountains demanding the trans-continental. On June 5, 1903, which had

been selling at 125, fell with a crash from 104 to 89, and A. E. Abbot & Co. fell with it, and made no end of a crash also.

And still the Hon. Andrew Blair failed to hear the voice of a United Canada, from the Atlantic to the Pacific, crying as one man: "This is no time for deliberation. It is a time for action!"

The honorable gentleman is like the deaf adder that stoppeth her ear; which will not hearken to the voice of the charmer, whom he never so wisely.—MONTREAL STAR.

DOES SENATOR COX HURT THE?

The Grand Trunk Pacific deal— which is now better known as Cox's deal—has as its object the expenditure of from \$75,000,000 by the government of Canada.

Has such a proposal merit? Why should every Canadian family be called upon to contribute from \$75 to \$100 for the benefit of Senator George Cox?

Nobody ever heard of the need of a Grand Trunk Pacific line until Mr. Cox forced it on the government. In no province in the Dominion has the press, or the people, demanded such a road.

Then why should Canada be forced to pay \$100,000,000 for such a line? Simply to benefit Senator George Cox.

The question naturally arises what has this Senator Cox done for Canada to earn this generous amount? Has he advanced the interests of this Dominion as a country? Has he enriched it to the extent of \$100,000,000?

Or from an individual standpoint, has Senator Cox, by any act of his, placed in the pockets of every Canadian family \$100?

If he has it might be a fair proposition to present him with the Grand Trunk Pacific. If not, why is Sir Wilfrid Laurier, unassisted by the electors, to permit this indefensible deal to go through?

Will the heads of families who have been presented with \$100 by this benevolent Mr. Cox hold up their hands?

Will the heads of families who have \$100 to present to Millionaire Cox hold up their hands? Sir Wilfrid Laurier, but it would be interesting to know who are the willing donors of this immense sum of \$100,000,000 for the benefit of Senator Cox.

A MODERN FAIRY TALE.

It all reads like a fable. The "once upon a time there was a rich man" must be dropped, however, and we must deal with the present. A person known as Senator George Cox desired to become the head of a trans-continental railway. Through his office as president of the Bank of Commerce, he tried to obtain control of the Canadian Northern Railway. But two bad fairies—MacKenzie & Mann—had a firm grip on the property and by their magic, they spoiled Senator Cox's plans. This MacKenzie was a very strong fairy and Senator Cox, not willing to relinquish his idea of becoming a great railway man, called to his assistance a still more powerful spirit named Laurier. This fairy had control of all the money in the land, and it did not matter how such the people objected, he could spend it freely. Accordingly Laurier promised to build Cox a road which will cost \$100,000,000. Then Mr. Cox will become a great man he will be able to destroy the bad fairies MacKenzie & Mann, who have already received railways from the chief fairy—Laurier. If this should result, Senator Cox will become not only a great man, but a very great man, and will receive more than \$100,000,000 from Fairy Laurier, who will make the people pay it all. But this Senator Cox will have become a railway president—and that after all is the kernel of this fairy tale.

A CRAFTY FAIRY IS A CRAFT.

Some time ago, Archie McNea, of Windsor, Ont., secured from the government a twenty-year lease of 300 miles of coast on Hudson Bay. Mr. McNea agreed to pay a rental of \$10 per annum, and secured the exclusive right to fish over this large territory. Mr. McNea promptly sold out his rights to an American syndicate, who will develop the valuable fisheries in their possession. The government now proposes to do the right thing by the United States leaseholders, and will fit out an expedition to Hudson Bay at a cost of \$150,000, in order to determine the best method of keeping other American fishermen from poaching on the preserves of those who were fortunate and fair minded enough to buy out Mr. McNea. The \$150,000 will be a mere preliminary outlay. During the summer months a fishery protection service will be maintained by the Dominion. This will cost a large sum each year, and the only return to the administration will be the \$10 rental paid by Mr. McNea's sub-lessee. Canada's government, if nothing else, is generous. But then, who were the parties associated with McNea, who have sufficient pull to bring about such a large public expenditure? The government refuses to tell. Parliament.

Mitar's Liniment relieves neuralgia.

STRATHCONA INTERVIEWED.

Lord Strathcona reached Montreal Monday morning from London. "As I said in Toronto two or three years ago, nothing will retard the progress of the Dominion so much as extreme provincialism, and I now repeat that the unity and solidarity of the empire depend upon the growth of our loyalty to 'this as a whole'." He said that Dominionism would probably begin a campaign by an address in the City of Glasgow, followed by others all over the country. It was noted that the efforts of the cabinet secretary's resignation would not be accomplished by a meeting of the British parliament of the Dominion with various political finance ministers but only to Canada and other self-governing colonies, but to the empire as a whole.

STOPPED AT NIAGARA.

Just Glanville, the Quebec settler who said he would die from the Grand Trunk Pacific bridge and swim the rapids below Niagara Falls Monday, left Buffalo this afternoon with the avowed intention of preventing the fact that cost Captain Wicks his life. He was accompanied by Captain Dossell of New York and Dr. Drummond of Newark, N. J. The Niagara Falls police refused to allow Glanville to jump from the bridge, and the other through the rapids was postponed. Both ends of the bridge was guarded by police. The other bridge across the river was also guarded. When Glanville appeared a police sergeant ordered him to leave the falls at once. The other boat's car with Glanville and escorted him to the city limit. Glanville says he will swim the rapids some day this week.

THUNDER STORMS AT AMHERST.

Amherst, N. S., Aug. 17.—Severe thunder storms have been raging over this vicinity the past two days. About noon today at Truroville, about ten miles north of this town, rain fell in torrents, almost like that of a cloudburst. One resident reports six inches of rain in 45 minutes. This was measured in a wash tub standing in a yard. Hail could be shovelled up in heaps after the storm. About 6 o'clock this evening, during the shower, everybody was startled by a severe clap of thunder. An alarm of fire immediately after revealed the target of the bolt, the house of James Ritchie of Spring street being struck. The chimney was shattered from top to bottom, a hole six inches in diameter being torn in the roof, and the frame of the house raised. The roof caught fire and was extinguished by the department.

KILLED ON D. A. RAILWAY.

Halifax, N. S., Aug. 17.—The Boston express train from Halifax today, ran into a team at Port Williams crossing, killing its occupant, Louis Messinger of Canada, his horse, and scattering the carriage. Mr. Messinger had been at the cattle pen standing to the shipment of live stock, and presumably was returning to his home when the accident occurred. Mr. Messinger was about 45 years of age and one of the wealthy farmers of Canada. He leaves a wife, four daughters and a son. One daughter was married this spring to Cyrus Ellis of Bachelor street, the other three girls are taking a college course at Wolfville.

WIRELESS TELEGRAPHY.

Halifax, N. S., Aug. 17.—The National Wireless Telegraph Company will attempt to bulletin the route of the international yacht races to Halifax by wireless telegraphy. The company's boat will send the results to Wolfville, Cape Cod, it repeating to Table Head, and Table Head in turn sending the news to Halifax. This will be the first wireless telegraph on which such a test will be made of the wireless system for practical purposes.

GUILTY OF MARI-LAUGHTER.

St. John's, N. F., Aug. 17.—The trial of Captain Woodard of the schooner Whitten of Gloucester, Maine, for shooting and killing one of his crew, named Patrick Yettson, the Western Islander, while the latter was trying to leave the vessel in the ship's bay, July 4, was concluded today. The jury, ever in the prosecution that Captain Woodard was guilty of manslaughter, but he was sentenced to a term of imprisonment.

DIED.

At Mill Cove on the 15th, Mr. McMillan, wife of John McMillan, aged 57, died of pneumonia, a husband, five sons and five daughters. May her soul rest in peace.

At Indian River on the 6th inst, Annie A. daughter of John R. and Marion McMillan aged 21 years. May her soul rest in peace.

At Clinton, New London on the 15th inst, after a protracted illness, William O'Connor, son of John O'Connor aged 25 years. May his soul rest in peace.

Suddenly, at the residence of her daughter, Mrs. James Fraser, Sydney St. Mrs. Johnson Hanzelrah, aged 67, relict of the late William Hanzelrah, R. I. P.

Notice is hereby given that an application will be made to the Parliament of Canada at its next session for an Act to incorporate The Dominion Gas Improvement Company, with power to manufacture and dispose of machinery and apparatus for the manufacture and distribution of gas and other agents for heat, light and power, and to manufacture and dispose of such gas and other agents and to acquire any interests or letters patent, or any franchises and business of any other person or municipality, and to acquire the shares of any other Company or municipality, and to lay pipes and erect wires and appliances as may be necessary in connection with the business of the Company, and for such other and general powers as may be usual or incidental to all or any of the purposes aforesaid.

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Farm for Sale Situate on Byrne's Road, Lot 39, 185 acres of land (100 acres with the buildings or the whole), within four miles of Peake's Station and four miles of Morell Station. About sixty acres are clear, the rest covered with heavy hard and soft wood, with a stream running through the premises. Any quantity of Alder wood. HUGH JENNINGS, Byrne's Road, Lot 39, Aug. 12, 1903.—14.

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