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THE SEMI-WEEKLY SUN.

GRAND TRUNK PACIFIC AND WINTER PORT.

ST. JOHN, N. B., MAY 9, 1903.

It is obvious that the Grand Trunk Pacific railway company has no pres-ent intention of building to the Mari-time Provinces. The promoters prom-ise to make Quebec the eastern term-inus of the line. At that point they connect with the Intercolonial which connect with the Intercolonial which is supposed to furnish their connec-tion with the winter ports of St. John and Halifax. No one with the slight-est knowledge of the railway situation will attach any value to these assur-ances. It has been already shown that the Intercolonial route by the North Shore cannot by any possibility be a compating line for winter export busi-Shore cannot by any possibility be a competing line for winter export busi-ness. Nearly six years ago Mr. Blair declared that he would be prepared in a few years to do a winter port busi-ness. No doubt the minister of raila few years to do a winter port busiways thought that the thing could be was a couple of hundred miles north done. Doubtless he tried to do it. He of North Bay. This change would ways thought that the thing could be bought the Drummond railway for that the alleged purpose. To that end he made contract with the Grand Trunk. Mr. Blair's policy for the first five years of his administration was to set up an export winter traffic competition with the Canadian Pacific.

The scheme is a failure. The St. Wi John and Halifax elevators have been



SEMI-WEEKLY SUN, ST. JOHN, N. B., MAY 9, 1903

Once: (Special to the Sun.)

OTTAWA, May 7 .- The Grand Trunk acific bill was up today before the nittee. The com sisted in Canadian ports being recogzed during the winter season. Mr. Hays stated that the Grand Trunk ad its eye on St. John as its winter Mr. Fowler suggested that actio were more to the point than plans, and the Grand Trunk would be more con-vincing if they commenced work. Mr. Hays retorted that perhaps the

had its eye on St. John as its winter port. The Grand Trunk Pacific was willing to give Canadian points the preference, and were willing to do here what had been done in Portland. It is stated that no special provis-ion had been made for running a line to the Maritime Provinces. All freight for there would have to be handed over to the Intercolonial. The committee rose at one and consideration of the bill will likely consume the week. dded that the terminus added that the terminus would doubtedly not be at Portland, Col. Tucker also insisted on rights of the maritime provinces ing recognized.

Mr. Logan elicited the ini OTTAWA, May 7.—If the Grand Trunk Pacific Co. expected to get their bill through the railway committee without opposition they were disagree-ably disappointed this morning. Sir Charles, Rivers, Wilson and C. M. that the eastern terminus would be at

Mr. Hays, in reply to questions, voi-unteered the information that no plans had matured for extension from Que-bec to the maritime provinces. Any freight for eastern Canada would have to be handed over to the Intercolonial. The company were not propared to The company were not prepared to promise any mileage eastward. Mr. Hays also admitted that the Intercol-onial could not handle all the freight that would offer by a large percentage.

Mr. Fowler again insisted on the rights of eastern Canada being safe-guarded. If the Grand Trunk could look after themselves at Portland they could also provide shipping facilities at St. John and Halifax.

at St. John and Halifar. The bill will probably come up again on Tuesday. It is the general opinion here that unless the maritime pro-vinces are recognized and their rights to all possible freight in winter safe-guarded the opposition to the bill will be bitter from some quarters. Other eastern representatives do not seem to be so keen on the claims of the eastern provinces to fair treatment. Boards of trade and other bodies would do well to impress on all their members the open up a very important portion of the province of Quebec. The Grand to impress on all their members the necessity of standing shoulder to shoulder in the matter. The maritime the province of Quebec. The Grand Trunk was serious in this matter. After Sir Charles Rivers Wilson had explained the features of the bill he stated that the Grand Trunk being in-timately bound up in the history of Canada, would give Canadian ports preference over Portland during the winter months. This latter announce-ment was the crux of his speech. Mr. Hays then took the floor, and his utterances were most inconter provinces have the winning hand if they have sufficient backbone to hold out for their just rights, and prompt i action, on the part of their constituents

will improve the situa (Globe's Report.) ~ OTTAWA, May 7.-There was a large

pressure debates may be expected in

Mr. Hays in reply to Mr. Marcil of Bonaventure stated that there was no reason why Canada should not be pre-ferred to Portland if the dominion Simpson. at Ottawa t

ferred to Portland if the dominion would supply facilities at ocean ports. This brought Mr. Fowler of Kings, N. B., to his feet, and he asked who provided the facilities at Portland. Mr. Hays admitted that the Portland berminus was provided for by the Grand Trunk, which had certain plans in view for St. John, but he could not explain these. Mr. Blair endorsed this view. Mr. Blair endorsed this view. He said that the committee should hear those who came, some of them a long distance. to express their views on this important matter. Mr. Talbot read the rule as to maps, and which, if complied with, this par-ticular map would require to be, as Mr. Haggart said, too large to get in-te the committee room.

The chairman ruled that the map way

antially correct.

substantially correct. Mr. McCarthy, who introduced the bill, made a brief explanation of the measure. He said that the proposed line reaching Quebec would connect with the Intercolonial and give in this way a road from ocean to ocean. He said that he would have the present route amended by striking off the road to North Bay and running it direct from Quebec almost direct west to a point below Lake Abbitibl, and al-most straight west to a point north of Lake Nepigon. To connect the pro-posed line with the Ontario system a branch would connect with the Temi-scaming road. aming road.

scaming road. Sir Charles Rivers-Wilson said the bill was promoted and introduced by and upon the responsibility of the Grand Trunk, for which they became sponsor. His friend, Mr. Hays, and himself would answer all questions, but for the present he would like to speak on the merits of the question. He spoke of the necessity of a railway entering the great west. He referred to the advantages that the Grand Trunk had in Ontario and the east in the way of connections, terminal facili-ties, equipment, for carrying the traf-fic of the west. He imagined that the proposition would have been received in Canada with general acclaim, but since coming here he had heard that there were certain interests opposed to since coming here he there were certain int

there were certain interests opposed to it. He did not think that these inter-ests were very serious, although he would like to see them unanimous. He Trunk was behind the scheme and would see it through, although he ad-mitted that he was somewhat guarded

Herald this afternoon by R. S. Logan assistant to the general manager of the Grand Trunk Railway. The an nouncement was made during the official explanation of the Grand Trunk Pacific bill which will be handed down A further special outlay will be made on elevators and huge central store-houses, not only in the interior and at Port Arthur, but at lake ports, like Midland, Collingwood, Goderich and Sarnia, the idea being to store as much these as possible at these points ba As a further explanation of the

As a further explanation of the com-pany's decision to run through Winni-peg it was stated that when first the project was taken up it was not thought that it would be possible to build through the city and on this ac-count a line across the narrows of Lake Superior was surveyed with a branch line running south to Winnipeg. From the latter point the line will run in a northwesterly direction through the Saskatoon district to Battleford. From the latter point a branch will be constructed to Calgary, while the main line will continue on to Education wheat as possible at those points be-fore navigation closes and then carry it to Canadian winter ports. COULD HANDLE MUCH GRAIN. constructed to Calgary, while the main line will continue on to Edmonton. From this point there will be two lines to the coast, one passing through Yel-low Head Pass to Bute Inlet and the

ond through the Peace River Pas Port Simpson. An extension from note at Ontario lake ports in readithe latter line will be run north dian seaboard during the winter. FROM NORTH BAY TO QUEBEC.

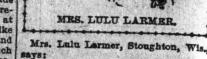
The eastern end of the line will ex orth Bay to Quebec. Thi tend from North Bay to Quebec. This bortion will, of course, be carried north of the St. Lawrence, with a mileage of about 525 miles of new road. The new bridge just above Quebec will be used for crossing the St. Lawrence to Levis, the present eastern terminus of the Grand Trunk system, and from Levis the line will be built to the Can-adian winter port tant portions of the Domini adian winter port. of no little merit.

adian winter port. The distance from Quebec to Port Simpson by the Grand Trunk Facilite will be 3,265 miles, or about 50 miles shorter than the distance from Quebec to Vancouver over the Canadian Pa-cific. Port Simpson is nearer the Yukon by about 500 miles than Van-couver. There is an excellent harbor and a mild climate, the mildness so far north being due to the prevalence of the warm Japan current in the Pacific the warm Japan current in the Pacific

From an eastern point of view th ce of the new route is apparent. The Grand Trunk serves al ent. The Grand Trunk serves almost al the leading places in Ontario and Quebec, Toronto, Montreal, Hamilton, Québec, London, Kingston, Brantford, Windsor, Sherbrooke, Guelph, Peter-boro, St. Thomas, Strafford, St. Cath-erines, Belleville, Chatham, Brookville, Gait, Dundas and Bowmanville.

The Grand Trunk proper carries east

CONNECTIONS TO BE DIRECT. Each of these centres with the coun-try adjunct to it will be put in direct connection with the Northwest through the construction of the Grand Trunk Magnates.



BUSY HOUSEWIVES

Pe-ru-na a Prompt and Permanent: Cure for Nervousness.

"For two years I suffered with nervous tro ble and stomach disorders until it seemed that there was nothing to me

"I was very irritable, could not sleep? Mr. Hays is of opinion that with rest or compose myself, and was certa ly unfit to take care of a household. first-class main line traversing the West with numerous branches collect-ing grain, as well as with a well "I took nerve tonics and pills without benefit. When I began taking Peruna equipped outlet to Port Arthur, he will be able, in conjunction with an ade-I grew steadily better, my nerves grew stronger, my rest was no longer fitful, and to-day I consider myself in perfect quate fact of lake steamers and with the lines of the Grand Trunk proper, to handle at least 30,000,000 bushels of wheat every season before lake navihealth and strength.

" My recovery was slow but suro, but I persevered and was rewarded by perfect health."-Mrs. Luin Larmer.

PARRSBORO NEWS.

Mrs. Anna B. Fleharty, recent Super-intendent of the W. C. T. U. headquar-Whether these large anticipation ters, at Galesburg, III., was for ten years one of the leading women there. Her husband, when liwing, was first Presi-dent of the Nebraska Wesleyan Uni-versity at Lincoln, Neb. are realized or not, it is within the mark to say the Grand Trunk Pacific will help to keep Northwest exports within the Canadian routes and to es-

tablish competition of rates and to es-lieve the congestion now grown chronic; whilst on the other hand it will aug-In a letter written from 401 Siriy-seventh street, W., Chicago, Ill., she ment the trade of older provinces with the West and tend to bind those dis-"I would not be without Peruns for

ten times its cost."-Mrs. Anna B. to the heart itself, a service Fleharty.

"Summer Catarrh," a book written by Dr, Hartman en the subject of the ner-vons disturbances peculiar to summer, sent free to any address by The Peruna Medicine Co., Columbus, Ohio. MANITOBA WILL NOT MAKE ANY GRANT.

(Special to Montreal Herald.) WINNIPEG, May 6.-Hon. R. P. Roblin, premier of Manitoba, when seen by the Herald correspondent with regard to the announ

DORCHESTER.

the Grand Trunk Pacific line would pass through Winnipeg and the centre of the province of Manitoba, stated that if they did so it would have to be PARRSBORO, N. S., May 2 .- Rev. D. H. McQuarrie, who recently re-signed the charge of the Baptist church here, will preach a farewell entirely at their own expense as the provincial government did not intend sermon at Parrsboro and Diligent to give any cash or land subsidy to River to any new railway company.

River tomorrow. Paul Gillespie, who has been taking a course in medicine at Baltimore, has returned home for the summer. Miss Bessie Cochrane, manager of the Parrsboro branch of F. B. Newcombe & Co., is making a business visit to Boston, New York and other American cities. "I consider," he said, "that there is how, so much business to be done hroughout the province that any comable to secure without the slightest difficulty sufficient business to guarancee good profits being made. We Harry Gillesple, who was for some into the province, but we do not pro-pose to help any line to do so." welcome any line that will come the province, but we do not pro-to help any line to do so." PROJECT IS DISCUSSED. The Grand Trunk proper carries east into proper carries east intraction in the second of the domain of the company would do without aid. In time it reaches Canadian lake ports on the Grand Trunk Pacific line would pass through the city of Winnipeg was the subject a situation in the second damage was doubtful. To Mr. Fowler, Sir Rivers and that a facilities for handling indefinitely would be Quebec, and that the Grand Trunk Pacific reaches the upper lakes in order to feed the line. Winnipeg to put a fact of states to feed the lake ports. Minipeg to put a fact of states to feed the lake ports on the lake ports on the super lakes in order to feed the lake ports. Minipeg to put a fact of states to feed the lake ports. Minipeg to put a fact of states to feed the lake ports. Minipeg to put a fact of states to feed the lake ports. Minipeg to put a fact of states to feed the lake ports. Minipeg to put a fact of states to feed the lake ports. Minipeg to put a fact to feed the lake ports. Minipeg to put a fact to feed the lake ports. Minipeg to put a fact to feed the lake ports. Minipeg to put a fact to feed the lake ports. Minipeg to put a fact to feed the lake ports. Minipeg to put a fact to feed the lake ports. Minipeg to put a fact to feed the lake ports. Minipeg to put a fact to feed the lake ports. Minipeg to put a fact to feed the lake ports. Minipeg to put a fact to feed the lake ports. Minipeg to put a fact to feed the lake ports. Minipeg to put a fact to feed the lake ports. Minipeg to put a fact to feed the lake ports. Minipeg to put a fact to feed the lake ports. Minipeg to put a fact to feed the lake fact of the states in conder to feed the lake ports. Minipeg to put to the fact of the states in conder to feed the lake ports of the states in conder to feed the lake ports of the states in conder to feed the lake ports of the states of the states in conder to feed the states in conder to feed the lake ports of the states of the states ports of the states of the states of the sto port of the states were towald The announcement that the Grand signed his position and returned home, where he has accepted a situation in



Hampton on suspicion of having ire to the Tweedle residence last w charged, as he was prove an alibi. The following charters are repor Schooner Elma, New York to M Guadeloupe, coal, \$4; Thomas B. R Perth Amboy to Kennebunkport, c \$1.50; Louvima, Santa Cruz, Cuba,

GITY NEWS

recent Events in and Around

New York, cedar and mahogany, William R. Cameron, of Green Susan E. Wilson, of this city, inited in marriage yesterday at

Free Baptist parsonage, Victoria st by Rev. D. Long. The happy co nt up river on the steamer Arthur Dingee, one of the best kr treet railway conductors, has resins position and has entered the loy of the L. C. R. as Pullman ad Moncton. Mr. Dingee's n

ds wish him all success The following charters are repor Schs. Britannia and Hibernia, Jack ville to Cayenne, lumber, \$9; str. Co ga, Bangor to Greenock, spool 45s., July: bark Hooding, Mirami

Liverpool, Birkenhead, Belfast or I in, deals, 40s.; sch. Moama, south to North of Hatteras, sugar, and 14c.

HOW ONE MILLION IS SPEI Not less than one million dollars nually spent by people seeking solute cure for Catarrh, Bronch Consumption. Numerous are dies, but the one standing inently above all others is Cat ne. It cures these diseases be is sure to reach them. Catarrho inhaled into the lungs, throat nasal passages, and bathes every p of the diseased membrane with cerm-killing, healing vapor. You ply breathe Catarrhozone and it c 1 ३1 वा

son & Co., Kingston, Ont.

A meeting of the creditors of the D. Branscombe. estate, was held Chapman & Tilley's office yesterday ternoon for the purpose of winding the estate. The business, howe was not concluded. Mr. Branscom first offer to the creditors was 15 ce on the dollar, but a few refused to

cept this and forced an assignment The probable result will be that a dividend of about 7 per cent. WHEN LIFE IS NOT LIFE. Without health life is not life; i

Daily a state of languor and suffer -an image of death." The use of Chase's Nerve Food gives the we languid and discouraged a new hold life. It makes the blood pure and r

meates new force and instils mergy and vitality into the whole

ng. It makes weak and sickly pe

trong and well by building up

SMALL FRUITS IN NOVA SCOT

The D, A. Ry, officials here say t according to freight indications th will soon be a great increase in small fruit productions of the An polis valley. This spring an unus quantity of young trees, principally different varieties of plums have pe ed through St. John from nurseries Upper Canada and the States for v

cous places through the valley. The cent success of the pioneer small growers over there coupled with unprofitable apple crop of last s is the cause of these importation

cerned, and so far as winter traffic is moving. Railway employes would like concerned it makes not the slightest to handle more freight, artisans need During this session many such high of promoters, after the first group had difference whether the eastern term- raw material, factories require machininus of the Grand Trunk Pacific is at ery.

The scheme is a failure. The St. Gohn and Halifax elevators have been empty all winter as they were hast year. The Intercolonial terminus at prover med at an for through traffic, and would have been used still less if it had not been raiswere most in bringing the prover dettill business at Canadian Pacific prices. That is the proverment road could not compete the intercolonial handle the traffic area of the distance is too great. To the same reason the Intercolonial the distance is too great. So tar as St. John and Haliffax are con-

more exciting than a house debate. the road and present it to a new group

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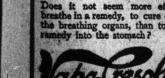
way com THE GROWTH OF AN IDEA.

FAIRVILLE NOTES. May 4: The public temperance meet-ing on Saturday night was attended by a select audience and the addresses by the G. W. P. C. W. Hamilton, the G. S. Col. Armstrong, and Rev. Mr. Dykeman were well received and re-sulted in the organization of Fairville Division, No. 437, with the following officers: W. P., Rev. W. J. Kirby: W. A., Miss Lester; R. S., Miss L. May Kirby: A. R. S., Marshall Stout; F. S., Mr. Godsoe; Treas., Mr. Donaldson; Chap., Rev. Mr. Dykeman; Con., Miss Annie Shanklin; Asst. Con., Miss Lem-ereaux; I. Sen., Mr. Leggett; O. Sen., Mr. Campbell; Supt. T. P. Work, Mrs. Campbell; D. P. G. W., Rev. W. J. Kirby. A. Rev. Mr. McKenzie, a young Cate-









Ketablished 1879. Cures While You Sleet

ause the air rendered stru carried over the disease

Is a boon to asthmatics