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## HON. MR. BLAIR SHATTERS THE GOVERNMENT'S IMPRACTICABLE AND FOOLISH RAILWAY POLICY IN THE ABLEST SPEECH HE EVER DELIVERED.

A Athat little remains to be said. His remarks

was cheered throughout and was congratu , lated at the close. He spoke for four

Ottawa, Aug. 11-(Special)-In the hou today, Sir Wilfrid Laurier moved that Mr.

as received with cheers, said:

ly been a member and there are and there

PRC

of the government from the charge which has been frequently made against him gince this difficulty has originated. The y-sight honorable gentleman has been charged the with having made a suggestion to me that I should, having the opinions which I entertained in respect to the railway scheme that the government have de termined upon, remain a member of the government and should quietly and silently continue to act as a collegene with him government and should quietly and silent ly continue to act as a colleague with him in the administration. The charge which has been preferred is that this proposition was made by himself. I am bound to say in justice to the right honorable gentle man that the proposition did not emanate from him and I make this statement not the instance. at his instance but as a matter of far play to him and of fair play to myself.

sons which I thought had rendered it impossible for me to favorably entertain such a suggestion. I did it because thought that there were perhaps member of the council who think I was over punctilious in declining to pursue the course and I was glad afterwards that had mentioned it in the correspondence because there are many warm persona friends of the government who between the time that my resignation was know, and the time that the explanations wer made have criticized me because I had no pursued the very same course I say there pursued the very same course. I say, there fore, that I very gladly avail myself of the present opportunity to make that matter

"The right honorable gentleman has laid before parliament and before the countra statement of the reasons why he has for the people of Canada a great tran-continental railway which will afford the people of the east and of the w the shortest and cheapest route for carriage of their traffic. And at the sa time and in the same connection my rig honorable friend, with a good deal of se satisfaction, I am sure, and with apparently much pride, told us that this great project was to be a grand national all-

considered in all its bearings and so studed that a just conclusion could be reached that it was a proper and necessary woo in the interest of Canada, if such a pr man to say that if the grace of cloquen if the finest and choicest language, if c quence coupled as I know it was with a sincerest conviction that the measure was a proper and judicious one, if these this could have carried conviction to the min of the members of parliament then I say that members of parliament and the coun

"But, sir, speaking for myself and for myself alone, while I was impressed with the singular ability of the right honorable gentleman, and while I feel that all had been said by him that could be the said by him that been said by him that could be said by anybody, and much more than could have

Hon. A. G. Blair on the national transparent of the content of the content of the country, realizing that it is perhaps a measure without parallel in the history of this country, realizing that it is perhaps a measure without parallel in the history of the pointed out that the paralleling of the Intercolonial was not only a waste of public money but would result in its destruction.

A full report is given below. Mr. Blair that the objections which existed in my mind against this measure almost in its manure almost in its manure almost in its entirety had not been removed except but in a very small degree. (Cheers.)

"The government of this country, realizing that it is perhaps a measure without parallel in the history of this country, realizing that it is perhaps a measure without parallel in the history of this country, realizing that it is perhaps a measure without parallel in the history of this country, realizing that no question so momentous in its nature and involving such large responsibilities on the country had ever been presented to parliament since the confederation of the provinces of B. N. A., realizing that this decision and determination to carry this project through it is natured and involving such large responsibilities on the country had not been removed except but in a very small degree. (Cheers.)

"The government of this country, realizing that it is perhaps a measure without parallel in the history of this country, realizing that no question so momentous in its nature and involving such large responsibilities on the country had not been removed except but in a very small degree. (Cheers.)

"The government of this country, realizing that no question so momentous in its nature and involving such large responsibilities on the country had not been removed except but in a very small degree. (Cheers.) mind of almost everybody from one part of benada to the other that this question

had not been deliberation, he did not af-firm that the government of the country had availed itself of proper sources of in-formation and had waited until they had exhausted all the means in their power to ascertain what the conditions were in the various portions of the country which this road was to traverse, he did not tell us the need which had arisen for us to jump headlong into a scheme of this kind, he did not tell us that he had summoned, to his assistance the wisest counsel which the country could affird, he did not tell us firm that the government of the country had availed itself of proper sources of information and had waited until they had exhausted all the means in their power to ascertain what the conditions were in the various portions of the country which this road was to traverse, he did not tell us the need which had arisen for us to jump headlong into a scheme of this kind, he did not tell us that he had summoned to his assistance the wisest counsel which the country could anofird, he did not tell us that he had sought the assistance of experts in order to know what the traffic conditions were which would make this railway desirable; he did not even pretend to tell us that he had done these things; but, sir, I will quote his language as to what he did say in order to repel what was almost the self-accusation which had arcoved his might be did not the country and the much preferred that the had done these things; but, sir, I will quote his language as to what he did say in order to repel what was almost the self-accusation which had arcoved his might be definite and the was almost the self-accusation which had arcoved his might be definite and the conditions were what he was almost the self-accusation which had arsoved his sire as an and the road and they are just as transcontinental, in the case and they are just as transcontinental, in the conditions my colleagues in this transaction. (Hear, hear.)

\*\*Caroegie and Uncle Sam

'My right honorable friend having distributed as one of them at least is owned by the government of the country itself. For my self I would have much preferred that this argument at all events had not been presented by my hon. friend, I would have much preferred that the had been left to somebody else to declare to the world at large that the Canadian people are at the somebody else to declare to the world at large that the Canadian people are at the somebody else to declare to definiteness and ability which we know the canadian people are at the somebody else to declare to the world at large that

and serious attention to this parliament and of this country to the statement which the right honorable gentleman has made.

As I said, it is not a denial of the charge that there has been a want of delibercharge that the government has not studied the question and before I conclude my observations on this bill, this resolution and this contract, I think I will convince the majority. Well, I will convince the majority of this house at all business ruined by the action of the people was threatening you and we are going to save you from the possibility of having your commerce destroyed and your minds of the majority of this house at all business ruined by the action of the people was all the charge that the government has not studied cued you from that dreadful danger which was threatening you and we are going to save you from the possibility of having your commerce destroyed and your the majority. Well, I will convince the majority of this house at all events that what is alleged against the government in this regard is absolutely and entirely true. (Cheers.)

Sir Wilfrid Laurier, mean when he says, The flood tide is upon us that leads or

"Senator Cox Cannot Wait."

"What does the right honorable gentleman mean when he says, 'If we let it pass the voyage of our national life, bright as it is today, will be arrested in the shal-"What does the right honorable gentle

nan mean when he says 'We cannot wait because time does not wait.' all respect to my right honorable friend, that it would have been as correct if not so poetic for him to have said, 'We can-

nan mean by saying, 'We cannot wait ernment of this country and have never because in these days of wonderful develution at the country and have never felt even a thrill by reason of that possing the country and have never felt even a thrill by reason of that possing the country and have never felt even a thrill by reason of that possing the country and have never felt even a thrill by reason of that possing the country and have never felt even a thrill by reason of that possing the country and have never felt even a thrill by reason of that possing the country and have never felt even a thrill by reason of that possing the country and have never felt even a thrill by reason of that possing the country and have never felt even a thrill by reason of that possing the country and have never felt even a thrill by reason of that possing the country and the country are considered as the country and the country are considered as the country and the country and the country are considered as the to be destroyed because, perchance, we take the proper time in order to study what we are doing and in order to reach a wise and just conclusion with regard take the proper time to study what we are doing and to reach wise and just conclusions in regard to an enterprise vaster and greatly vaster than has ever before

Not a Feature of the Grand Trunk Pacific Scheme Escaped Dissection by the Former Minister of Railways—He Says Senator Cox is Responsible for the Haste With Which It Has Been Put Forward, Exposes the Manifold Weaknesses of the Hybrid Plan and Presents the Gravest of Reasons Why It Should Not Be Endorsed—Cheered Throughout as

He Riddled the Scheme.

perts in order to know what the traffic conditions were which would make this railway desirable; he did not even pretend to tell us that he had done these things; but, sir, I will quote his language as to what he did say in order to repel what was almost the self-accusation which had entered his mind."

Mr. Blair read from Hansard what Sir Wilfrid said.

Continuing, he said: "Now, Mr. Speaker, it is only fair that I should call the grave and serious attention to this parliament and of this country to the statement which ation and undue and improper haste in this matter. It is not a denial of the charge that the government has been a want of deliber he was to relieve them of their distress and anxiety by telling them. 'We have charge that the government has been a want of deliber he was to relieve them of their distress and anxiety by telling them. 'We have

> "Now I want to ask the calm reason "Now I want to ask the calm reason and judgment of this parliament and if need be the appeal will have to be made by some of the calm judgment and reason of the people of Canada, whether, having had the bonding privilege between Canada and the U. S. in existence for all these years and when if ever there was a danger that danger has been minimized, when the that danger has been minimized, when the conditions existing in the U. S. are just as potent to prevent the possibility of an such action being taken by the U. S. government, when the number of American eriment, when the number of American railways crossing our territory from one portion of the country to another and the shipping which comes to the leading ports of the U. S. are carrying to the merchants of Canada, and from the dealers in Canadian goods which are a profit to them, when they would be actually striking at and destroving their own trade and comwhen they would be actually striking at and destroying their own trade and com-mence if they adopted such a course why my homorable friend should feel imperiled at this late date after all these years and after we have been seven years in the gov-

"It must be because there is an absent 

mind of almost everybody from one part of Ernada to the other that this question had been sprung with undue haste and without deliberation.

What Was Not Explained.

"The right honorable gentleman undertook an answer to that phase of the case and I will give the house in his own words and I will give the house in his own words and I will give the house in his own words are not plating.

by an act of this parliament to a scheme of such large and extraordinary proportions, it is only just to the people of Canada that they should have a chance to talk it over at all events and think about it; that the press should discuss it and know what the government are contemplating.

"I cannot help feeling that it is rather roads which run to the province of New Plating.

"I cannot help feeling that it is rather roads which run to the province of New Plating.

to protect herself, or what is much the equivalent, that it requires the expenditure by Canada of one hundred and odd millions of money in order to get relief.

"I do not think that there is any such question today to be feared as the abrigation of the bonding privilege.

Time for That Fear is Passed.

"The period when we might have feared it has long since passed away, and what ever may be the merits or demerits of this government scheme which we are now discussing. I do trust that no man's judgment is going to be influenced in the property of the influenced in t is going to be influenced in favor of what he would otherwise consider a defective, unjustifiable measure because of this boggey of the abrogation of the bonding privilege has been raised. (Cheers.)

"The next leading proposition which the hon. gentleman presented was that we need an all Canadian transcontinental line from

an all Canadian transcontanental line from ocean to ocean. Let me again quote the hon, gentleman's language in order that we may be entirely accurate.

Mr. Blair here quoted from Hansard.

Continuing, he said, "I feel, sir, as on

judgment to the question which came up, having somewhat more experience in the matter of railway construction and railway operation than many of my colleagues, being charged particularly with the government's business in that regard.

"I felt that on me would rest a larger measure of responsibility, and I was entitled to know and to see into the matter far enough to justify me in asking parliament with a clear conscience and well settled conviction to give its assent to the proposition to be laid before it.

Too Hasty Action, Says Mr. Blair.

"Why is it that my hon. Triend and the government for whom he speaks come to us now in that frenzied rush, that impetuous haste which has inspired this legislation and tell us that we are in deadly peril and that the utmost danger of having our commerce destroyed by the action of a friendly government. I ask the members of this house why this pretence is put forward or this argument. I will not use any term knowingly offensive to any of my friends. Why is this argument put forward?

"Barely six months ago this question was first mooted. Six months is not a long time to consider and weigh and look into a project of this kind which had not been mooted before; particially when it is borne in mind that during a large portion of this six months was occupied by the sitting of the parliament when every mind in the fully engrossed with the business of parliament and when some have particularly important measures pending before the house. In that I speak for myself betally "Barely six months ago this quest parliament and when some have particularly important measures pending before the house. In that I speak for myself because as minister of railways I was charged with the carrying forward of a piece of levistation, which of legislation which was very important and which required the best thought and attention I could give it in order that it

"This being the case, was this the time

once passed is beyond recall, which when once paised is irrevocably done, so that the people of Canada will have more to say whether this thing should be.

"My honorable friends have taken the precaution, I do not say they have unfairly taken the precaution, but the precaution has been taken of making a contract with somebody representing the Grand Trank Pacific, a company not even yet incorporated, somebody who undertakes to speak for the Grand Trunk Pacific as to what the commany will so

swallow the whole project, the whole. (Cheers.) Whence the Pressure?

"Now I want to know also in all calm "Now I want to know also in all calm-ness and all frankness from the members of this parliament from whence this irre-sistible and computive pressure under which we must drive this thing through now. The thing was never mooted before and the government took no action until the G. T. Railway convinced them that it the G. T. Railway convinced them that it would be in their own interests to hit some railway project oberally aided by the parliament of Canada which they desired to promote. That is the secret of the whole business, that is where it originated, all the other considerations fell upon unheeding ears, all these fell, dangers never struck our minds never seem to have entered into our calculation. It never occurred to us that we were under such imminent peril, it never was suggested by anyone that the great future of Canada and the life of Canada was at stake until the G. T. Company made a call and laid their propositions before my honorable friends and colleagues of the

demand this legislation. I will commence with the province of British Columbia and ask you. Is there any call loud or weak from the province of British Columbia that any railway should be put through the passes of the Rockies and carried to Fort Simpson. If there is I have not heard it. I would like to see the proof that can be absorbed in a property of any such state. be brought in support of any such state ment: Such a feeling does not exist.

What British Columbia Wants. "I have no doubt that the people of the

province of British Columbia, if this rail-way venture is going on, would like to see wherever else the cry may come calling for the building of such a line as my hon. friends propose that cry doesn't proceed from the province of British Columbia.

No Demand from Ontario.

"Well, have we heard any loud appeal from the sister province of Ontario. Have we heard even a whisper of it before the thing was suggested. Of course I do not deny that the very moment it is known that the government of the country is determining upon carrying out this project you will hear cries innumerable in favor of it. Then all the papers and all the men who are friendly to the government will who are friendly to the government wi take up the cry, if their judgment or the consciences will allow them to do it. When the project is announced, then the cry will

"You might build the railways that are now built and are serving the settlements where they are constructed in the southern potion of the N. W. T. as far north as the railways extend. These people have had no difficulty at all from any other cause than the shortage and shrinkage in the equipment upon these railways. If you have read carefully what has been said by these people, you will find that there is a general concensus of opinion that was the trouble and not because they wanted other railways to be constructed just now in

railways to be constructed just now the three roads, an I am incluing the Man-itoba & Northwestern for although they are branches they are still extending large-ly to the west and northwest, they are

railway facilities that are needed at present. (Cheers.)

agitation in the maritime provinces or in the Province of Quebec. In the city of Quebec and neighborhood there is quite a much the same routes and so far as that sentiment has been expressed it is entitled to consideration. I myself have been in sympathy with it and I am going to state fully what my opinion is in that regard before I called my observations. But I the northwest for a grand transcontinent line from ocean to ocean. There has been existed. If there had been any deman-for it I would have heard it. No bod

almost incredible that under such circumstances no heed should be paid to an appeal that we should go slow, that we should see what we are doing, that we should carefully study the bearings of the question in all its aspects. I am sure there is scarcely a minister in the government burdened with all the duties which are cast upon members of the covernment.

a tract of country 150 to 200 miles on each side of it will ultimately be settled but the case is abundantly clear that we have done amply well this year at all events 000,000 towards the construction of the Canadian Northern. We have done that after two years of consideration and only came to a final conclusion during the present session of parliament.

Extend the I. C. R. to Georgian Bay.

"Now my own view would be that if R. to Georgian Bay by acquiring the Can-adian Northern. Of course, Mr. Speaker.

"It would involve the government doing "It would involve the government doing something to which many people are not well disposed. I regret I am sure as much as any man can, that unfortunate visit which the right honorable gentleman paid to Depot Harbor on the occasion he mentioned in his speech. It left an incredulous impression upon his mind fatal to all ideas of government ownership, fatal to any projects in that direction. It is enormously regrettable because that impression cannot be removed. No amount of argument, no amount of reason, no amount of visit on that occasion referred to. I know that some former colleagues of mine were not a bit more friendly to government ownership than he was, whether it is ow-ing to the visit to Depot Harbor I am all

concerned. (Cheers.)
"The impression that has been created upon my own mind is that they had made this question of the I. C. R. so much a battle dore and shuttle cock business in former times when they were on the other side of the house that my honorable likely to be submitted to parliament for an extension of this line to Monoton, there has been no press agitation in favor of it during the last six months, no platform agitation, no discussion in parliament, no body has arisen in any numbers of or even units and said that we want another transcontinental railway, moving motions urging the government to that course. No body has been calling for this, therefore it is a mistake, it is misleading to say that there is a great cry in the country which impels this government to adopt the policy that has been determined upon.

"Moreover, Mr. Speaker, it is fair to add that when this scheme was moved, they moved for a much more limited scheme, they moved for a scheme which involved aid to a railway to North Bay, as they told us publicly. That was their idea. Those other features have been added on since and I suppose it was considered necessary by reseaso of the fact that these honding.

ment burdened with all the duties which are cast upon members of the government but would have hesitated to take a step of this magnitude during the present session.

Moving in the Dark, He Declares.

"Well, sir, we have the scheme before us and we must deal with it. I think that a different scheme might have been with greater advantage to the country devised. If we were to consider the interests of the country as being paramount to any desires or any wishes of any railway company I think a different scheme from

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western country had to say and what r wishes were in reference to this railthey would have heard that no cy would commend itself to their betjudgment so heartily or so unquestionas the policy which will ensure the 
struction of a railway through the 
term country which shall be owned and 
cated by the government.

Now we have been told a good deal by my right honorable friend in regard to the disadvantages of the I. C. R. by reason of its circuitous route and I have said whatever the right honorable gentleman said in that respect is absolutely correct. He said what I have said over and again in explanation of way better read results had not been accompish-over that road. But because it is a in respect to the I. C. R., it does which take place, because in my view the more territory to extend the road into which shall be productive, the better it will be for the I. C. R. and the more it rill equalize and bring up the general re-ill equalize and bring up the general re-ults. The I. C. R., while it is long when on task about building a road—and I do not want to anticipate the subject but then you talk about building a road hough the central part of the province of New Branswick in order that you could et a cheaper and better route than the i. C. R., I point to the experience of the C. P. R. which crosses the State of Maine.

year when the C. P. R. was barred by reason of its crossing the United States in consequence of the embargo laid upon cattle, from carrying cattle, because they would have to be carried through the State of Maine. We were called upon on the I. C. R. to carry the cattle from the west because they could not go by the C. P. R. We carried them and what did we succeed in doing when we carried them?

"No man can say that there would no be a mint of money made by any com-pany that would operate a railway through that country. But the fact of the matter is that we know nothing about it. We have no information about it. The government is not in possession of any infor-mation about it or at all events if any are I have never known of it and they have not put this house in possession of it. And if it be that this country is not a local support for a railway, if it be that settlement cannot be invited into that country; if it be that the rest of Canada will fill up with settlement before settlement will go into it; if there is nothing but pulp wood in that country which will fertile country, if it be that there is no would enter into competition with the labor of British Columbia which is much

they are asking us to approve.

MR. BLAIR'S PROPOSITION. First Explore Country it is Thought to Open Up; Then Build as Conditions Required.

ought to have come before parliament as a government and we ought to have said to parliament and to the country, We are favorably impressed with the importance of the early construction of another trans-continental railway, but, as business men,

get an appropriation from parliament in order that this whole country, which it is proposed the railway shall traverse, in-

through, that we should then call a halt until the necessity arose for further extension through the western country. We would have our officials on the alert and they would see when the growing needs and prospects of the country would justify a further extension and when that time came, then, if nobody else entertained it, and even if they did my idea would be that we should continue our road along, go right along through, go along just as we required to do it in the true interest

tude. Now, sir, I am brought naturally to call attention to some features of the con-tract in connection with the observations which I have just made. On the first page employed in the preamore; whereas and trade of Canada and especials ness and trade of Canada and especials and trade of Canada and especials ness and trade of Canada and especials ness and trade of Canada and especials ness thereof and with ern provinces and in the west, and the affording of transportation facilities for such territory, and for other reasons, the

"You will observe further on that i ment will go into it; if there is nothing but pulp wood in that country which will not be hauled out until after all the pulp wood which is handler to the market is taken away from the other vast areas of Canada in which it is to be found; if there is no labor there except the labor that would enter into competition with the labor of British Columbia which is much handier to get and better in quality; if that is all the business that a railway can take out of that country, what a calamitate out of that country, what a calamitate out of the country which we are opening up and developing a common railway him. when d further advance with my arguitable to seeking an outlet from the lead of that country. When the calaming its support to this scheme.

"At all events I am entitled to ask, so far as I represent the people of Mew Brunswick. I am entitled to ask, so far as I represent the people of New Brunswick. I am entitled to ask as any other man of this house is entitled to ask, that I should have enough evidence before me, that I may be satisfied in order to arrive at an honest judgment so that I shall feel that I am not by any possibility committing a grave and an egregious error which will deal disaster to the future of this country. (Cheers.)

"Now, Mr. Speaker, such a rallway as I would favor could be used for colonization purposes of course, and for whatever other western traffic could be attracted over that road, whatever other western traffic would find its way there in preference to seeking an outlet from the head of the lakes. If all that our friends confidently expect and believe with regard to the future pro-pect, of the advantages which would come to the west from that railway is fully realized, so much the better, and we will all be able to appreciate such good results; but we do not know that there is any possibility of such beneficial results, we have no information that would lead us to form an opinion on the matter and therefore I say that the government may fairly consider whether they

volving all the millions of expense w

ortained and made known to the people of Canada, laid before parliament at a later day and then if these reports are favorable it is our fixed purpose to ask parliament to justify us and authorize us to go along with railway construction in favorable it is our fixed purpose to ask parliament to justify us and authorize us to go along with railway construction in that territory.

"My idea would be that we should go as far as we could reasonably and as the necessities would justify and when we got through, that we should then call a halt until the necessity arose for further extension through the western country. We have either to die at, some particular point has either to die at, some particular point.

things attended to, or take your time and stay on the road. In that case you have to pay your board or be looked after in that way. You would have to provide rest houses for your men and engine houses for your engines. Every company would have its engine houses, and its rest houses, every one of its trains would have to lie over after they had gone as far as they could in a day, until it rested and was ready to go on again the next day. Would that not be a very comfortable way of conducting the railway business of the country?

conducting the railway business of the country?

"You could not do that, you say, that would be absurd. Well, what else would you do? There would have to be some authority in charge, which would have spare locomotives and spare men whom you could utilize to look after and repair them at every 120 or 140 miles along this

to make them suppose that they are have a grand transcontinental highway their disposal to be used in common in the way this bill declares and this con

Put Commission in Charge, Says He.

"One of the bases on which this thing is being pushed forward now with this prodigious haste will bear no weight by reason of its utter impracticability of working out in actual railway practice. The way to do this, as I have said, would be, if you like, to put a commission in charge of the road. Then you might rest assured that, with a commission that have no interest in either of the competing sys-

p trains at this place or that and carry hem, if necessary, with their own crews on hundreds or thousands of miles, we are being led into a kind of hysterical are opposed and absolutely impracticable, and which show that a little thought and a little time, and a little more thought and a little more time and still a little more thought and a little more time would not

"Now, for these reasons, I am unable to principle of government ownership down to that point, what are the reasons, what operation from the principle of public ownership and hand the road over to the operation of a private company? There is no reason to my mind which at all ought to commend this idea to one's reasonable judgment.

"Therefore I complain of that feature of the scheme. I think it is in this respect, radically defective, and that it cannot be will prevent rather than promote the successful working sout of financial sults. And it will strike a blow which I regret to see struck by the government of this country at the principle of government ownership.
"Of course this contract contains a very

great many clauses for the purpose of securing this and assuring that. But I have yet to learn that you can frame clauses which will meet the ingenuity of company officials or prevent a company which may be operating the road from having very much its own way in the premises And when you consider that railway in terest in this country has become so pow-erful that, even within a few weeks of the sprung upon the country involving many millions, what reasonable hope have you, what ground have you for expecting that, in these minor things which affect only the few individuals doing business with the road, you can enforce the clauses and provisions which you have incorporated in the contract in order to bind and hold them? I think we are building upon very slight foundations and hope which my hon-

THE PRAIRIE SECTION.

Mr. Blair Sees a Curlous Condition of Things Developed There

"Now, passing from what is called the eastern section, I wish to make a few ob-servations upon the question of the prairie section. A curious condition of things is developed here. The policy of even gov-

on balancing the advantages and disadvan-

concerned as some others.

"It might not yield us large dividends, because you might not develop the same large amount of business. But the people of the country—and it is the people whose would certainly be better secured by con-tinuing a policy of public ownership and also carrying out the principle of public operation when you come to the fertile belt, that portion of the road which is going to create traffic for you.

As to Need of Another Line Through Northwest Country.

barking in another railway through the northwestern country? Are we not actually anticipating the requirements by a considerable number of years? Now the idea, if it is entertained, that the whole western country can be filled with railways, and that it will attract innumerable millions of people to fill it up at once is not well founded. Yet that is the idea that seems to underlie this proposition. There does not seem to be any impression that "Now there are some reasons which ap-"

dian Northern is required at this time that it will be required in the immedia future. I have no means of knowled myself upon that point, but is it not matural query to raise? How many train continental railways do you want to construct in one year? One has already bee sanctioned. Is there no limit, or limit only the number of demands

"Now that is not the proper limit, tha s not a legitimate limit, that is not a imit that this parliament should respond whether there is real need for another country. I can understand that if it was thought desired thorize the construction at enormous cos of two lines of railway through that cour

Should Be No Grant or Guarantee "Now I want to direct attention for

moment to the question of the location of this new railway. I have heard it raid by people who profess to know whereof they speak, that the G. T. P. have some assurance or expectations that they are going to be allowed to run south of the Canadian Northern and through some of these other roads that are already constructed in that section. Well, if that be true, and I cannot believe it is true, I think I find evidence, conclusive evidence, that it is not true, but if it is true then I that it is not true, but if it is true then I that it is not true, but if it is true then I provide a common railway highway which provide a common railway highway which fore you will be required, it appears to me that it is true that it is not true, but if it is true then I provide a common railway highway which fore you will be required, it appears to me from what I can gather to lay down any true. say unhesitatingly that no railway com-pany that comes to parliament and gets a charter to construct another line between them south of the northern line and north them south of the northern line and north of the southern line, ought to get one dollar of money from the public exchequer or one dollar of guarantee. I say it would be an outrage upon the people of Canada. "After that country is beginning to be peopled, after a traffic exists in a rich country like that if a company gets a charter and is allowed to go in and build a railway with its own means and ing should pass from the treasury of this country in aid of its construction. If another railway was considered to be needed

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there, it is the government that should be added to the portion of the line. Why should it be thrown is the line. Why should it be thrown is the line. I fail to understand, that is, if fail to reconcile it with any interest not be so, and I will tell you why. I find

Vital Information Not to Hand.

"That is information that we have no

"Whereas, having regard to the growth of population and the rapid development of the production and trade of Manitoba and the Northwest Territories and to the

"Now that is creat."

"Now that is creat."

"Now that is creat."

"Now that is creat."

go outside the range of the country which is supplied with railway service and where is supplied with railway service and where will that take us? I think that is a simple question easy of solution, it must take us north of the Canadian Northern after you north of the Canadian Northern after you of Manitoba, and perhaps before.

try and of the people who are to settle there. In other words, it is the business encouraged to scatter in isolated settlements far apart from each other. They ought to be brought together as closely as conditions will warrant. Many reasons require that they should not be scattered too far apart. The social conditions call for it, the comforts of life demand it, municipal organization and municipal government all call for the same thing. The educational advantages of these people require imperatively that they should be settled as closely together as convenient; and when losely together as convenient; and when

me in then further portions of the coun try can be opened up.
"But to build two or three different rail ways at one time through an unsettled country, and drop down the people here and there, ten, fifty or 100 miles apart and continue that policy for a long period of years when they must remain for an in reniences of life, is to my mind a great nistake not only in the interest of that jure the prospects of our western country

Urges Government to Hesitate.

"Therefore when you are building anoth Therefore when you are building another road in the west in addition to the one you are sanctioning this year, you are contributing to bring about these undesirable results. And I say the government should hesitate, if there was no other reason, they should pause before going further; they should be able to tell us what are the reasons what are the prospects, what are the reasons which have induced them to ask us to legislate in th roposed direction and under the condi

these other companies may send their the settlers who are going in: We have trains over. That, sir, can never be been told that settlers are teeming into the latter feature of this scheme involvin poration will defeat the possibility of this road being utilized to any extent by any other road doing business in the western country.

the construction of this road by the gov-ernment called for its operation by the overnment ownership can accrue to the nership I do not necessarily mean the orporation of the road by the railway epartment. It does not matter a jot trol of the government or some tribunal which the government may create. It must be operated by an independent tri-bunal which has no interest in any other railway that is competing for the traffic railway that is competing for the traffic may be carried over the line therefore I say that when the government took the responsibility of building this line it should also take the responsibility of owning and operating it. They should not have parted with it for a period of fifty years. Their leasing of it for fifty years is equivalent to the giving up its ownership during that period. They ought to own it and operate it and in this way confer on the country the advantages, whether great or small, which follow from whether great or small, which follow from overnment ownership. The people could hen enjoy those advantages which they vill not do now under the system adopted The Handing Over of the Line.

"After going to the enormous expense of building the line, the government intend handing it over to the G. T. P. railway for fifty years. Thus during two generations this property will be out of their hands. But they say 'Oh, we have put some very binding clauses in the contract, we have tied them up hand and foot, we

this thing and the other. That does not help the government in the least. I don't say that these restrictions will be of no

honorable friend thinks they are or will be, if the tendencies will be in favor of with such speed as if our works thing with such speed as if our works. water route, when the government lease it to the G. T. P. railway they give it into the absolute operating control of that

f investigation able to watch those men

ble you to provide yourself with safetages to themselves and withholding them from others. The G. T. P. R. is its pracact upon their suspicions even though these might not be well founded. The Prairie Section Premature.

all the facts of the soleme which was to get a cheaper and better route than the get a cheaper and better route than the facts of the soleme which was to be adopted before they were irrevocably them at every 120 or 140 miles along this railway.

I. C. R. and C. P. R. Cattle Carrying Test.

What is the fact?

The f. C. R. has had a contest with the C. P. R. a contest in one sense—at all evernts a test between the two roads affect route north of the leight of has contest in pace. When did it take place, and with what result? It took place last with what are the natural resources of the experience of the adopted before they were irrevocably the declares?

Would make experience of the some time does not seem to look after and repair does not seem to look after and repair sole that on that the same to work may be underlike his proposition. There does not seem to look after and repair sole that are experience of these committed to its adoption, (Cheers) and they can be adopted before they were irrevocably to look after and repair sole and their and repair sole country look after and repair who was to seem to look after and repair sole country look after and repair who was to seem to look after and repair sole country look and there. Are you or any government when a get of advantage, the time taken some pains to seem to look after and repair sole country look as the time at every 120 or 140 miles along the country look as the time at eve settlement north of the C. N. R. which during the present year.

om that part of the country, what are How many people can go and find suitable land, can find desirable settlements within that area before settlement begins to overflow and spread about. The lowest stimates that have been given me by any ne individual to whom I have address the question has been 5,000,000 of people. I do not know whether that is right or wrong. I am giving it to the house frank-y just as it has been given to me. I have asked the que tion and the reply given to me is that five millions of people can be comfortably located within an area in that western country which these two railways, the C. N. R. on the north and the C. P. R. main line, can provide railway facilities for.

"If that is not true, I should think it would be capable of being very easily answered and the only ansyer is that I think we ought to be capable of being informed authoritatively and officially just what the capabilities of this section of the country anything like truth then is it unreason able to say that with room for five millions more today within the belt surely here can be no occasion for us to spend more money in order to provide for set-

Not Needed for Settlers Yet

"At the rate of 100,000 a year as they are get your five millions of people in there I hope it may be doubled and I hope it will still further increase beyond that, but

he road after you once lease to so incurred by your parting with its ons incurred by your parting with its ontrol and putting the road into the particular section of the country through which this railway is to run, why build the railway now? Why not wait

be, if the tendencies will be in favor of this road securing transatlantic traffic with equal advantage compared with any dependency with equal advantage compared with any control with equal advantage compared with any control with such speed as if our very life dependency with equal advantage compared with any control with the is there any dark cloud overshad

"Is there any congestion away up in this country which requires a railway to be built? Is it through any depression in business? We hear about the employment

organs of public opinion in this country which seems to be most extremely anxious are the conditions which exist now which may not exist five, ten or fifteen years hence? Then it says further that it mat-ters not how we have drifted or been

was made by this leading organ this statement appeared. I thought it was striking, and I took it to ponder over, and I have pondered over it. It matters not how we have drifted. If we had drifted we would not have moved with such celerity. We have more than drifted. We have drawn

"This editorial article says that we are face to face with a grave crisis and there fore this railway should be built. It must be built from the east to the west, fi ocean to ocean and even if \$150,000,000 has to be expended upon it, because we are like some one to tell me where or what the crisis is. Where is it located? Surely, if there is a crisis we would all like to know about it. If it is a tangible thing we would like to feel it. Let somebody who does know locate it.

"If somebody has it in his pocket let him produce it. But, sir, we have been left in blissful ignorance down to this very moment that we were in the midst of any erisis. Somebody did try to make a little the department of railways and canals but that is a very small thing. This one we are speaking of is a grave crisis, it is a grave crisis that we are called on to face and because it is a grave crisis we must build this early. I do wonder, sir, that such strained advocacy as this should find impression in one of the leading organs of the opinion of this country and that it ever should be considered as carrying any weight or import of this project.
"I think, sir, that the crisis ought to

be disclosed. If there is a crisis we should



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sults to the interests of Canada then I for one, and I am quite sure the general body of this house, will be prepared ever

quarter that we have got to decide now whether we will go into the undertaking. Mark you, we have now to decide or it will slip away from us to our inestimable and irreparable loss. Well, sir, I have heard expressions of that kind used in some of the auction shops, but I cannot imagine how anyone can think that such some of the auction shops, but I cannot imagine how anyone can think that such kind of argument will impress the mass of the intelligent people of this country. One would think that the credit of Canada at the present moment was such that we would incur a liability of this kind but if we did not incur it at this very moment or if we allowed a year or two to pass by that we might obtain information to enable us to proceed with this project we would then not be in a position to carry it out because we had not decided on it right away. Well, that kind of reasoning is futile to my mind. Sir, Canada will be all the stronger in the estimation of

### QUEBEC TO MONCTON.

### By Paralleling He Means the Proposed Road application. When the transcontinental scheme from I C. R, Practically Destroying It.

"Now, sir, I come to a question which has something of a new character, something rather which is an appendage to the original proposition and which concerns more directly the department of government in which I have been serving. I refer to the extension of this railway from Quebec to Moncton. Let me say that while I do not profess to know anything with regard to these other things and can only conjecture as to what would be the result of them, I do profess to know something about the axtension of the railway from Quebec to Moncton and do profess to know, something about its effects upon the public interest in relation to the I.C.R.

"My objection to this railway being con-

ought not to have competition in any form because it has always had competition and new competing lines have been chartered Jury. But all the same it has been done, I presume, in the interest of the people and therefore nothing can be said. I assume and believe that in every case in which any little line or branch line diverting traffic from the I. C. R. was authorized there was reason behind it or otherwise it would not have been done.

"But, sir, where is it proposed to locate the line. I understand from the explanation that was made the other day by the right hon, gentleman that the road is to run back from Levis until it crosses the height of land south of the I. C. R. and is then to this duplication of the line of the land south of the I. C. R. and is then to the done. by parliament and subsidized by parliament from time to time much to its in-

made during the past few years to improve the character of that railway, to give it a better standing and a better foothold and to promote its earning capacity as it never had been promoted before."

An honorable member—"What do the

Conservatives say to that " Some honorable member-"Hear, hear." Mr. Gouriey-"You fellows are trying to

Hon. Mr. Blair-"We have expended government proposes to spend \$15,000,000 more in order to make the I. C. R. less valuable and less effective and in order to injure materially the people who live along that line."

them that for the purpose of carrying out an idea, the origin of which I do not absolutely know and the purpose of which I have not been able to discover up to this moment, these people are to be decided because the suggestion was too monstrons for anybody to follow. A few days was only necessary to pass an order to discover this grand transcontinental road. What would have happened if it had not been discovered? this moment, these people are to be de-prived of these advantages and to be put, as it were, on a back street and on a local road and deprived of these facilities on Mr. Blair said that the

ory serves me right, it is \$7,000,000.
"It came to Montreal to get business.
It extended its line to secure through traftions in connection with that exte the extensions and improvements in the izing of the I. C. R. That has been the policy continued for seven years constant.

ly without variation, uniformly without a
t doubt expressed on this side of the house
as to the wisdom of that policy until to-

Condemning Now Policy for Years.

be all the stronger in the estimation of the financial men of the world if before entering into a proposal of this kind Canada shows that she is moving in it with judgment and discretion.

this house that a little thought and consideration would have led to the staying of the hands of my colleagues who were determined that this thing should be carried out. It is a curious question as to the origin of this idea. We had this grand, ocean to ocean, trans-continental, all-Canadian line. We had all that, we

house, I am told by those who profess to know, I do not know myself, and if it is not true it can be contradicted, that the greason why the Moncton extension was reason why the Moncton extension was proposed was that when the Grand Trunk Pacific bill was going through committee, it was thought by those opposed to that hill that it could be defeated by a proposition of that kind, nobody would swallow it, and the whole bill would be thrown out.

continental, all Canadian line, something that was never thought of before. What would have become of this scheme if the

termined upon within the short period which elapsed down to the present from the moment when it was first introduced

But, sir, I maintain that in respect to this duplication of the I. C. R. by the extension from Quebec to Moneton there is no necessity, there is no reason, there is no object good, bad or indifferent to be attained. (Cheers) 'Yes, it is absolutely useless. It is a total and absolute waste of the public money. It is not only a destruction of the I. C. R. but it is a sheer unjustifiable and and absolute waste of the public money (Cheers.) "I cannot speak less strongly because I can realize, as gentlemen in this house can realize, the efforts which have been made and the successful efforts which have been made during the past few years to improve the character of that railway to the second of the cannot absolute which have been made during the past few years to improve the character of that railway to the second of the cannot absolute which have been made a better steam. of the railway as they are now contemplating they will administer to that grand all Canadian, trans-continental line, a very black eye before they get through, because I believe it will be found that in order to that it has made a useless experiment build a line at all capable of carrying any traffic they will have to slip into the American territory and run down a bit, and come back into Canada before they get through.

Mr. Blair, after declaring it an absolute waste of money to duplicate the I. C. R. and showing that, after he had been striving seven years to give the I. C. R. a better foothold, it was now proposed to spend \$15,000,000 to make former expenditures less useful and effective, to make the I. C. R. less valuable and to injure the interests of the results along the line. injure materially the people who live along that line."

Some honorable member—"Hear, hear."
Hon. Mr. Blair—"Yes, Mr. Speaker, I say in order to materially injure those people because I take it that it is a matter worthy of some little consideration that of the people who have been living on the line of the I. C. R., who have been living on the line of the I. C. R., who have been enjoying the advantages of the service it affords, and it has been a good service. These people have built on this line of railway at different points in expectation that this condition of things would continue but now the prospect is held out to them that for the purpose of carrying out A few days was only necessary to pass an

Mr. Blair said that he knew nothing about the section from Levis to New account of which they have invested their money in the expectation that they would always be permitted to enjoy the same consideration.

Big Increase in I C R. Business

"You will notice that the I. C. R. has greatly improved its business in the last

about the section from Levis to New Brunswick, and his impression was that they would impression was that they would not know anything about the expectation that they would not know anything about it either. He had a suspicion that they proceeded with the construction of the line are people who would be served by such a portion; where is this going to land the government of this country? What will be the end of that grand all-Canadian transcontions and who would desire to reach these points to through they would find that the line had the line are people who would be served by such a portion; where is this going to land the government of this country? What will be look altogether either to Quebe or to look altogether either to Quebe or to works as a necessary consequence of this new scheme. (Cheers.)

Some hon. members—"Oh, Oh."

Mr. Blair—"My hon. friends laugh, don't the section from Levis to New Brunswick because the people who would be served by such a portion; where is this going to land the government of this country? What will be look altogether either to Quebe or to look altogether either to Quebe or to work as a necessary consequence of this new scheme. (Cheers.)

Some hon. members—"Oh, Oh."

Mr. Blair—"My hon. friends laugh, don't the section from Levis the last scheme in the properties of the L. C. R.

What for? In order that they might the extended line—down to the centure of New Brunswick because the people who would be served by such a portion; where is this going to dismantle those works as a necessary consequence of this new scheme. (Cheers.)

Some hon. members—"Oh, Oh."

What schem

to slip into the United States and then out again; that it would have to be built for some distance on American territory, in order to make the route practicable at all. He therefore ventured the prognostication that this part of the road would not be built by any such route as that which was laid down by Sir Wilfrid Laurier.

South along the valley of the St. John river on the west, so that this railway is leaving the population far removed from

is leaving the population far removed from it on either side.

"There are a few settlements here and there on the rivers which will be crossed, but these settlements are mostly all reached by railways constructed along these rivers. The country which is to be traversed is largely a wooded country, or has been wooded. Very much of the timber has been cut away, the lumbermen have been forced further back and there is not much promise of a umbering business, because lumber word not be taken by the railway, but by the rivers as it is today.

### NEW BRUNSWICK SITUATION,

## Mr. Davey's Survey Not Acceptable to Mr Blair-Saving in Mileage Not of Conse-

"You would have, therefore, a railway crossing the river and the heights of ground at right angles and you have to cross a great water-shed which divides the Gulf of St. Lawhence from the St. John river, and the other waters on the west. all-Canadian line. We had all that, we were advised that the Grand Trunk Railway Company was formed to make this application.

When the transcontinental scheme from Quebec to the Pacific was in contemplation we had discussed it for a long time before we heard of that idea. When did we first hear of it? We first heard of this Moncton extension when the session was half through. It was first mooted when the Grand Trunk bill came before the house, I am told by those who profess to only conjecture as to what would be the result of them. I do profess to know the rails was shought by those opposed to that the result of them. I do profess to know the rails it was shought by those opposed to that the result of the rails was something about it at attention of the rails was from Quebec to Moncton and do profess to know something about it at attention of the rails was found to the profess to know something about it at attention of the rails was from the public interest in relation to the I.C. R.

Son Made an Essential Feature.

"My objection to this railway being constructed to Moncton has been stated in general terms in my letter to the premier in which I stated that I made appeared on a motion to amend the bill requiring that the line should extend to Moncton has been stated in appeared on a motion to amend the bill requiring that the line should extend to Moncton and the further proposition and the further proposition of the rails and the work and one by Mr. D. I. C. R. I trust that no person who that I have just a motion to amend the bill requiring that the line should extend to Moncton and the further proposition and the further proposition and the further proposition and the further proposition of the rails of the first that it was proved the profess to know that a series of the life of the trust of a support to a support to a support to the support to the

through traffic, the largest portion of the traffic which the I. C. R. would have which it would be calculated to carry. I meant that it was going to be a competitor and a rival for much the same business as the I. C. R. does.

"I meant that the government was setting up another railway building out of its own money a railway whereby the present greater would be depleted of its business and would be practically destroyed and that all the prospects of the I. C. R. and all its hopes and the interests which naturally centre around it would be materially prejudiced and impaired. That is what I think I can establish to the conclusive satisfaction of all persons who may care to hear me.

"I am not going to say that the I. C. R. ought not to have competition and which elapsed down to the present greater thas always had competition and which elapsed down to the present from the force that it is adopted to the proposition of the propositio

way which can be laid out in New Bruns-wick that can reach St. John under as favorable conditions as the I. C. R. You may save fifty or sixty miles in distance

R. can bring to bear on the electors will justify the outrage proposed to be perpetrated. The new line will have heavy grades and, besides, will go through an unsettled country and we know how finportant an element local traffic is to a railway. How long will it then be before to be correct it is 501 miles and from Levis to be correct it is 501 miles and from Levis to be correct it is 501 miles and from Levis to be correct it is 501 miles and from Levis to be correct it is 501 miles and from Levis to be correct it is 501 miles and from Levis to be correct it is 501 miles and from Levis to be correct it is 501 miles and from Levis to be correct it is 501 miles and from Levis to be correct it is 501 miles and from Levis to be correct it is 501 miles and from Levis to be correct it is 501 miles and from Levis to be correct it is 501 miles and from Levis to be correct it is 501 miles and from Levis to be correct it is 501 miles and from Levis to be correct it is 501 miles and from Levis to be correct it is 501 miles and from Levis by the Levis by

in public life and, knowing what I do of its operations, I will not permit the character and quality of that road and its eervices to be minimized or depreciated without entering my protest. I do not know why we should have this new road.
"Who wants it? We have had a resolu-

Who wants it? We have had a resolution passed by the council of Moneton. They think that they want it. But if I know anything about the possibilities and probabilities of the future, they will yet say they wished they had never got it running. Another railway will not do them any good. There will not be another them any good. There will not be another pound of traffic passing through that city which would not pass through if the G. T. Pacific were never built. But there will be this result. Moncton is now a great locomotives and other plants required on the I. C. R. in that town. All the ma-chinery that would be required has either

sacrificed and will the government sacrifice its own infant? I do not think it is going to see its own well-beloved strangled. It is going to stand up for it and the poor I. C. R. has got to suffer the penalty; there is no manner of doubt about that. I say that if you take away the through traffic as you would from that road and leave it a local road you necessarily make necessary the dismissal of a large proportion, I would say half of the men employed in the workshops in Moncton.

"My hon friends laugh. There are many things that have occurred in this whole matter that would provoke laughter but not laughter such as that of my hon friends. There is the laughter which suggests the want of knowledge of facts, and I say that want of knowledge exists. I appeal to my hon, friends every one of them, to know whether they ever took a single employe of the I. C. R. into their confidence, whether they advised with a single man of them as to what would be the effect as to the construction of that line upon the bushess and interests and condi-tions of the I. C. R. The whole matter was decided upon without a single I. C. R. official being called into conference, and asked to say calmly and with his know-ledge, what would be the effect upon the I. C. R. of the adoption of such a policy as this. That is the conviction of the officials of the I. C. R. and I think they ought to know. It is my conviction that it will dismantle the road, it will cut off the control of the cont

"Now as to Halifax, I do not know what the attitude of Halifax is upon this subject. This much I do know that no-body had better wish for Halifax than I

ed the object to the fullest possible tent of his power. Why is it he builds railway to Moncton if his object is get to the ocean by the nearest way?

## WHAT ABOUT ST. JOHN?

## Port Passed By.

some importance and doing a very considerable business now under existing ciroffer. The harbor is open all the year round. No man questions the advantages of St. John as an ocean port. It is free

avoids what is a great source of trouble to many other ports; and it has this great advantage that there is a staple product which is always available to make up a balance of a cargo if required.

"You can always make up the balance of a cargo with lumber if you cannot get other things. This is an advantage which St. John possesses in greater degree than other ports on the Atlantic coast. Way is St. John passed over? If the shortest line is the object why do you go 100 miles out of the way? St. John is only 428. Riviere du Loup and the St. John valley.
"Buy that road if you want to get to the ocean or expropriate it if you cannot buy. According to the statement of Mr. Davis, the distance is 150 miles. It is really 170 miles, as II shall show you.

"Why do you want to travel 170 miles

further than is necessary? There is no necessity for it in any business interest. St. John is passed by. The distance from St. John to Levis by the line I have spoken of is as I have said, 563 miles from Levis to St. John by the L.C. R. and 578 miles to Halifax by the Moncton and centre of N. B. line is 597 miles. You have therefore 96 miles by the best possible figuring you can make by the Moncton and centre of N. B. line, 96 miles further than there is any need for going or any justification for

are giving you the shortest and speediest way to the sea, why tell them this if you do not mean to give them the shortest route do not tell them you are giving it route do not tell them you are giving it to them, don't speak, about it in your bill or announce it in your policy, but tell them it is not a commercial line we are building, it is a political line. I do not object so much to these hon, gentlemen doing that if they think it proper and if they think they are going to make friends by doing it, but let them not pretend to the people that they are giving them the shortest line and then withhold it from them by iron will and determination.

"Mr. Speaker, as to part of the line which the government is proposing to construct from Levis to Moncton a portion of it, as the house understands, to of it, as the house understands, to be built to the south of the I. C. R. be

tween what might be described as the mountain range, and the American boundary, on a portion of that line I have been given to understand that there are considable settlements and that a good deal of business could be done. "It does not appear to me that in order to give railway facilities to the people in to give railway facilities to the people in being since the world began. that section it is at all necessary to proceed with the extended line—down to the Back to Deficits on the I. C. R.

dinarily call them in that direction,
"All the government would need to do
would be to give such assistance to a
railway chartered for the purpose of Means Sacrifice of I. C. R.

"It is one or the other of these is to be sacrificed and will the government sacrifice its own infant? I do not think it is going to see its own well-beloved strangled."

"It is one or the other of these is to be sacrificed and will the government sacrifice its own infant? I do not think it is going to see its own well-beloved strangled."

tion to make numerous surveys to the

Surveys in N. B. by Sir Sanford Fleming.

was located through New Brunswick in order to ascertain what would be the shortest and most desirable route for the

its business, it will reduce the number of men employed. There would be no G. T. Pacific shops in that locality. The people of Moncton ought to wake up to a knowledge of the facts that if they favor, as they appear to favor, the construction of this railway they favor a policy which would be most injurious to their interests and which the people which would be most injurious to their interests and which account nossibly the of the slight. which will more than confirm my estimate as what, under the best possible circumstances, can be saved in mileage by the effect of this new construction. I quote from page 44, sessional papers No. 8, for the year 1865, referring to what he

call line nolo.

"This is unquestionably one of the most direct lines between Halifax and River DuLoup. Possibly it may be found to be but it is impossible to speak with certainty without more information than is at present possessed.'

subject. This much I do know that mobody had better wish for Halifax than I had and nobody more wishes to see the traffic of the I. C. R. increase and increase under such conditions that Halifax will get a fair share of the traffic over that line. But I fail to see how the interests of Halifax can be in the slightest degree subserved by the policy proposed in these resolutions.

"There is not going to be more traffic over the two lines than there would be over the two lines than there would be over the two lines than there would be over the I will show before I sit down why I say that. The conditions will be

### A Triffing Savings and at the

"You would have, therefore, taking tha tine No. 10 a total of 62 miles difference between the mileage of the L. C. R. between the mileage of the L. C. Rearound a circuitous route as it is alleged, and the mileage down through the centre of the province. Now that is a very triffing saving indeed. You take the 115 miles off, which is the distance between River DuLoup and Levis and compare the result with the figures which Mr. Davis has given. That still further reduces the advantages, which the reduction in mileage would make, and it goes to show that any speculative statement as to 120 or 140 miles being saved, is quite unsustained and these investigations which were made by Sir Sanford Fleming.
"He gives the mileage of all these ten

figures I draw the conclusion that an en-gineer of the capability and standing of Sir Sanford Fleming, supported as he was by some of the best men that could be secured for the purpose of surveying that line of road, has given us the most favor-able estimate which could be made of the difference of mileage that could be saved the L.C. R. hetoven he cost

## Not Likely to Pay Interest

"Now, sin, this proposition taken in connection with the development of the L.C. R. is one which I think it will be impossible to defend or justify. Both these lines after they are built will have to be maintained, both of these lines will undowheelly continue to be a undoubtedly continue to be a very heavy charge upon the exchequer of the country, because the revenues of the I. C. Rare only sufficient to pay the cost of operation. So in the case of this new railway the maintenance of the road, if it is ex-pensive and it must necessairily be expensive and it must necessairly be expensive, according to these grades, there will be a loss and whatever the loss is it will fall directly upon the exchequer of the country. The interest upon the money which is expended upon it by the government will not in all probability be paid when the road is being operated under the disadvantages which this road will suffer from

## I. C. R. Can Carry the Traffic

"In so far as the I. C. R. itself is con cerned further, there is no earthly necessity for having another railway through that country. The I. C. R. has been fully competent to take all the taffic that it is carrying today. Theref . from the standpoint of the capacity to handle the traffic, that question is absolutely settled and settled according to the judgment of

## A TRUE STORY.

How a Young Wife Regained Her Health and Beauty.



with patent m are worthless i one, am glad to found one that i

than is claimed fo "My wife was v weak, nervous and no "One day I happen Albert's store, S. A. B. h., Gersy Alberounty, Va., and noticelly tour in time he had there for sale.

"I thought it might help my wife I brought a bottle of it home and w

t week she commenced to est an how the is hungry all the time and of half the medicine has been taken. We both agree that it beats any medicine to bring on an appetite and to put the nerves in good shape that we have ever had anything to do with. We had our family thing to do with. We had our family thing to give her medicine and he did

weak, and could not eat, that I had begun

Grower, Affon, Alb county, Va.

remote period if at all that they were able to pay interest.
"Owing to the difficulties of operating a railway through the country in that there is no local business for it to do, and winter being the only portion of the year when they will have any business at all to carry, and with the disadvantages which it appears to me to nosses from every point appear to other honorable gentlemen this house, a single redeeming feature any phase of it from beginning to end.

## NEW BRUNSWICK DID

NOT ASK FOR THE ROAD. "I have yet to hear of the first men in the province of N. B. asking that this road shall be constructed. I do not mean to say that since it became the declared tion was made I never heard of a single individual asking for its construction. "We know that there has been a feeling —I do not know whether it continues to exist in the province of Nova Scotia—that they would like to have a shorter line of railway and that they would be very glad if perhaps the shortening of that line even by the construction of another railway. western country. But, when they have studied the situation and when they have

because there is no railway that can be constructed that can give Nova Scotia or the port of Halifax the same thorough, complete and advantageous service which they are getting and will get from the I. C. R. for the carriage of all traffic they might have to handle from QueBece to Halifax and St. John, and Mr. Haye' have to service when the carriage of all traffic they might have to handle from QueBece to Halifax and St. John, and Mr. Haye's manyer was foot the slightest difficulty in tive competition.

"You might go down to my own province of N. B. where there are many men who are perfectly able to take advantage of such traffic could be carried as guvantage on such traffic could be carried as guvantage on such traffic could be carried as guvantage on such the such traffic could be carried as guvantage on such the such traffic could be carried as guvantage on such the world." (Hear, hear.)

"Now, sir, under that arrangement the traffic could be carried as guvantage on such the world." (Hear, hear.)

able assistance that the government could give as a commercial enterprise. They know there is nothing in it.

## "They have never asked for it; yet,

are told in some of the newspapers that this railway will be a gift from the res of Canada to N. B. I disclaim the gift I think I speak the sentiments of the great majority of the right thinking people who are considerate and upright in my own province when I say that we do not ask for any such gift at the hands of the people why, sir, infinitely better is it to take the

"When we do ask for something we will

any hope or expectation of the I. C. R. being able to pay its working expenses?
We will relapse into the period of large defiaits because the heavier the opposition which is brought to bear against us by this new road the larger will be the deficits distributed will invested for a railway which will not durpicate and destroy the existing roads which are possessed and expected by the requirements and exercised and expected by the requirements. ask for something that has merit in it, of something that can by justified upon its merits. If we want a railway we will ask for a railway which will not duplicate and destroy the existing roads there are:

"We have existing roads which are possessed and operated by the government and therefore I have no thanks to offer to these people who say that we are setting this as

people who say that we are getting this as a gift from the people of Canada. If I extend the control of the con to make good these deficits to the extent of half a million or three quarters of a million a year as the result of carrying out the policy which is now outlined and adopted. And of course upon this line they will be running a very great and very probable risk of not being able to pay the interest.

"I do not care whether it is at an early will continue to be used by the same and will continue to be used." No doubt the people lying along the line is unit. period or not, it certainly would be at a remote period if at all that they were able to pay interest. much reduced and interior efficiency and therefore the railway will be operated and maintained but that the road will not be discredited cannot be said by anyone who has studied the situation or who knows the

### facts as they exist. There Was Another Way to Act

"But there is a final and to my mind respondence which I had with the prime minister I called attention to indiconsideration I am now about to speak of I did more; at an earlier stage when this question was first mooted, at tode occasion in jection to the enterprise being carning down through the centre of N. B. to Moneton and I stated there was no occasion for it, because, whatever traffic there would be brought over the G. T. P. R. to Quebac would be no difficulty whatever in arranging with the G. T. P. R. if it came to

## Mr. Hays Was Agreeable.

"It is possible and more than possible; it is probable and more than probable, it is absolutely certain that such a thing come to realize that there can be nothing done in the way of new construction that will give them better conditions than they have by virtue of the operation of the I. C. R., I think that if there is any enthusiasm over this project it will rapidly abate, because there is no railway that can be constructed that they have by the constructed that they have because there is no railway that can be constructed that they have about the slightest the constructed that they have a because there is no railway that can be constructed that there can be constructed that there can be constructed that there can be constructed that they have could be arranged. When this question was being discussed in the railway committee and when I was stating my objections to it I took occasion to ask Mr. Hays, the manager of the G. T. R., whether in his opinion there would be the slightest that

concerned; nay, more advantageously and more beneficially than it could be carried by any new railway that could possibly be constructed or by any other means than that of the I, C, R, itself. There is no manner of doubt at all that the I. C.

no manner of doubt av an R. with its present splendid equipment and with its officers and every form of admired for the purpose could machinery adapted for the purpose could transfer this freight at mates lover than is possible, under any other section I do

## Better Carry it at Cost.

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., SATURDAY, AUGUST 15, 1903.

THE SEMI-WEEKLY TELEGRAPH. graph Publishing Company of St. John, company incorporated by act of the legisl-ture of New Brunswick. C. J. MILLIGAN, Manager. ADVERTISING RATES.

IMPORTANT NOTICE.

AUTHORIZED AGENTS. The following agents are authorized to can ass and collect for The Semi-Weekly Tele

W A. Ferris.

### semi-Weekly Telegraph

ST. JOHN, N. B., AUGUST 15, 1903. HON. MR. BLAIR ON THE RAILWAY

particulars, and as a whole, in no sense

There was in Hon. Mr. Blair's address ntire railroad question than the country

At the beginning the former Minister Laurier. Mr. Blair then took up in turn the reasons given by Sir Wilfrid in sup Premier's eloquence Mr. Blair had found himself unconvinced. He pointed out that while haste had been urged the govern road shall traverse. They had not summoned experts or taken the advice of men tide was upon us and that all would be rushed through at once, that "we canno

manded, and give the country ample time t it forward. Such support as it has fronical. Never until the Grand Trunk case. Let the privilege be abrogated. What then? Canada has a railway which crosses New Brunervick with both of which connection can be made, so that it would not be necessary to cross a foot of Ameriprivilege bogie, clearly, will not serve. As for the need for a new line from present form.

to be sacrificed, yet the road should be tween the C. P. R. and the Canadian 5,000,000 people. If they come at the rate section for twenty-five years, yet it is proposed to build another road through the unsettled region north of the Canadian

When he reached the Levis-Moncton sec

tion Mr. Blair was not only on his own at once the claim that the road to Monc jecture that perhaps it was Senator Cox by Sir Sanford Fleming for the governthe centre of the province, the most favorable gave a line 496 miles in length between River de Loup and Halifax, which niles-the distance between Levis and River de Loup-the advantage in favor of miles was not only merely speculative but

two roads down through New Brunswick position as the natural winter port of th and could serve no good purpose. The was not only reversing its own policy but condemning it and writing that condemobliterated.

closely reasoned, clear and practical, unquestionably places the railway question under these circumstances. The bonding only bad council can lead the government to attempt to force its plan through in its

It is Mr. Blair's conviction that the pr R. it is 836. At most then the saving, even route proposed is practicable. If, for ineferred to again, in which case the I. C talk of a saving of seventy or eighty miles between Montreal and Halifax? The Inter olonial's level course would make it for built along or near the route proposed by

of curious engineering feats which are no easons behind the plan than Monctor ould advance, the government would bandoning of the plans to build cars and

And St. John? St. John's future lies in ts growth as an ocean port, in taking ful

it is forgotten because, as Mr. Blair sug-

ture to which the government stands committed was not difficult to avoid, unless present circumstances is not to be snee pressure was brought to bear from some

### A SAMPLE CRITICISM.

ies by reverting to the awkward facts who read it with care. The Globe charge

The Globe fights shy of Mr. Blair's critweak life-ine to the I. C. R.:

"It is enough for the present to call at nental railway will include a considerable portion of the Intercolonial, namely, from Moncton to Halifax and Sydney; that the remainder of the line will be as efficient

Levis-Moncton section of the G. T. Pa-And does the Globe believe that the I. be no shorter than the Intercolonial and which must be fed by traffic which the Inercolonial should handle? The Globe is timistic enough, surely, but its optimist might well be fortified by a few facts.

## A PECULIAR AFFAIR.

ext minister of railways. It was thought hearted and kindly purpose of the Sun too, there was much of that friendly solici tude for the Liberal party and that evident anxiety to arrange its affairs happily

### A GREAT WAR GAME.

ritain has not weakened any of her fleets

## INFORMATION WANTED.

eme ought not to close until some Grand Trunk Pacific people will permi the government to begin building it.

n the dark on this matter. The government may have little enough respect for to put them in the ridiculous position o voting for an outlay not named and for The members of parliament themselve might be expected to entertain some curi

osity on these points. They are citizen of Canada. More than that, they are pul

an estimate. They ought to be willing take the responsibility of guessing. It be given to an unnamed commission to build a railway no one knows where.

## And instead of ser

intil quite six years old.



## BIG PRICE CUTTING on YOUNG MEN'S SULTS.

The great interest taken is to suppliment Another list of \$4.50 and \$4.00 Sun \$7.50 uit \$6.75 suit \$6.00 Suit

Suits formerly sold any of t Will buy any of for \$8.00 \$8.75 or

Men's and Boy's Clothier,

199 and 201 Union Street.

Haying Season Will soon be here and our stock of Waterville Brand Haying Tools is large and complete. We have found that the farmers like this brand of tools better than any other on the market. They are all made of the very best materials.

IN SCYTHES WE HAVE

"York's Special." "Sibley" Pattern, "Cornwall's Choice," "King's Own." Send for our new Price List.

W. H. THORNE & CO., Ltd. Agents for A G. Spalding & Bros,' Athletic and Sporting Goods.

## ST. JOHN MAN DRANK WOOD ALCOHOL; IS DEAD.

Street, Sailor on Schooner

Abbie Keast, Was Temporarily Insane—Tragedy Occurred in Brooklyn.

The family of Edward Upton, Brook Mr. Upton had died suddenly on Wednes-The message received by Mrs. Upton just gave the sad news of his death, but a

porarily insane. The Telegraph's despatch reads:

"Edward Upton, a sailor employed on the schooner Abbie Keast, lying at the foot of India street wharf, Brooklyn, died last night from the effects of drinking wood alcohol, while in a fit of insanity.

"Upton was a native of St. John (N. B.), was 53 years old and had been somewhat deranged for the last five days, at times becoming so violent that it became necessary to guard him. The officers on board the schooner are at a loss to account for the man getting the wood alcohol which caused his death."

The deceased was born in Hawkesbury (Cape Breton), and has been in this city for a number of years. A month ago yester-

aboard of the schooner Abbie Keast. The schooner returned to Digby (N. S.), where she was loaded, and went again to New York. The deceased was 53 years of age, and leaves a widow and six children to mourn their loss. The eldest son, Edward, works in the Bell Cigar Factory, and is well known throughout the city.

The telegram received by Mrs. Upton stated that particulars would be forthcoming later, but up to 10 o'clock Thursday night no communication was received.

# CORBETT AND JEFFBIES

The Champion Was Never in Better Condition and "Pompadour" Jim is in the Same Fix for The

San Francisco, Aug. 13-Never in this He never looked more fit in his life. He "It's just a little work to keep limbered up for the big event," said Trainer Deliney. "Jeffries will neither spar nor

He added: "I know that Jeffries is

big, rough fellow, but nothing can dis-courage me. If the betting were 100 to 1 in favor of Jeffries it would make no dif-

## WANT A DOMINION SABBATH LAW.

day night at Brooklyn (N. Y.), where he | Sir Wilfrid Laurier Promised Lord's Day Alliance Delegation That Something Would Be Done to Remedy Matter.

> Ottawa, Aug. 13-(Special)-The Lord's Day Alliance waited on the premier to-day and asked for the enactment of a Sabbath observance law that would be ap-plicable to the whole of the dominion. Rev. Dr. Potts introduced the delega supported the views of the delegates.
>
> Sir Wilfrid Laurier said that on a recent visit to his fatherland he was painfully impressed with the effect of French revolution on the French Sunday. In some way the views of the delegation would be met and nothing would be permitted meantime to prejudice this being done when the time arrived.

## Fighting in Macedonia.

Solonica, Aug. 13.—Insurgent bands frequently visit Kastoria. A big fight is pro-Trustworthy information from Chegani in the district of Florina, says, the Turks'

ing to the threatening attitude of the Turkish soldiers. It is stated that the French and Italian consuls are in danger

Fighting is proceeding at Chernarcka, near Gumenje, to which place reinforce-ments have been sent. A great movement of troops is proceeding at Mitrovitze, Salonica and Sorovitch.

Friend—How do you like your new beacher, Freddy?" Freddy-"I don't know; I haven't misbehaved yet."

No. 4—Express for Point du Chene. 11.00
No. 26—Express for Point du Chene. 11.45
No. 8—Express for Sussex 17.10
No. 134—Express for Quebec and Montreal. 10.00
No. 10—Express for Halifax and Sydney. 23.25 TRAINS ARRIVE AT ST. JOHN.

All trains rugs Atlantic Standard Time; 24.00 o'clock is midnight. CITY TICKET OFFICE, 7 King Street, St. John, N. B. Telephone 1653.



THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., SATURDAY, AUGUST 15, 1903. THE

### LOCAL AND PROVINCIAL.

William Dickie, of Campbellton (N. B.) has been granted a patent on a shaft holder by the Canadian government.

On account of the severe storm upon the North Shore, by which the fishermer lost heavily, the government has extend ed the lobster season for ten days.

The old Colwell candy factory on Union street is to be torn down and will be replaced by a handsome structure for the street railway company.

The body of Christie Stevens, son of Benjamin Stevens, of Pleasant Point, who was drowned on August 10th, will be buri-

Garnett Ord, C. P. R. fireman, who was in the Greenville Junction railway acci-dent last winter, is now at the Muskoka health resort in Ontario.

J. S. Frost had one of his feet quite severerly crushed in his warehouse on Symthe street. The accident will confine him to the house for some days.

The double tracking of Douglas avenue by the Street Railway Company has been about completed, and work will now be commenced on the Carleton side of the

The dredge International, owned by Michael Connolly, has not been sold to the dominion government, but negotiations are on for the charter of the dredge to work on the Saguenay river.

dered Father Davenport at the Mission church Thursday. After an impromtu programme was carried out, refreshments

The summer dwellers at the Chalet have about decided to have the name of the place changed to Renforth, in memory of the old boilt-racing days. Other names suggested were Hazendale and Lucerne, but a compromise was made on Renforth and it is thought that name will be adopt-

The case of Seely vs. Dalton for the re-covery of \$20 lost on the Kiley-Eatman race, was finished Thursday morning, the magistrate giving his decision in favor of race, was finished Thursday morning, the magistrate giving his decision in favor of Dalton. The magistrate took the view that betting on a foot race was not a gambling that the free exhibition of such scenery · betting on a floot race was not a gam

A most successful pie social and dance was held in the Orange Hall, Welsford, on Wednesday evening when \$34 was realized to be donated to the Halifax school for the blind. Much credit is due Miss the blind. Much credit is due Miss Mammie McDonald, of Welsford, a suc-

Andrew Sherwood has lately organized three new courts of the I. O. F. in the Tobique region. F. W. Emmerson, high secretary was also up there lately. Mr. Sherwood landed a twenty-two pound salmon on the Tobique waters a few days ago, his first experience with fly fishing

There are still some register keepers required for the Sussex matches and appli-cations should be made to the secretary. Competitors are to be granted single fare rates by the C. P. R. and Intercolonial railways on the standard certificate plan, so each should procure a certificate wh purchasing his ticket.

The stockholders of the New Brunswick The stockholders of the New Brunswick Electric Telegraph Company held their annual meeting Monday afternoon at Rothesay and a dividend of 4½ per cent was declared for the past six months. The old board of directors was re-elected, and at a later meeting Louis J. Almon was elected president and D. C. Dawson secre-

Frank H. Beattie, Glace Bay, representa-tive of the Sydney Daily Record, arrived in the city Thursday and will go across the bay on a short vacation trip. Mr. Beattie says that Chace Bay is flourishing on a sound basis, and is growing in pop-lation. The last voters' list contains about 3,900 names, an increase of about 900 over

In the St. John market there has been an advance in the price of butter during the past few days, and choice dairy tubs have sold at 18c. and better. Eggs are firm. Vegetables are easier, except peas, which have advanced. The fish market is dull, but stocks of both fresh and cured dull, but stocks of both fresh and cured fish are light. Salmon are about done. There has been no decline in the price of Ontario oats. The hay market is very

George Campbell, of Lombard street, an employe of the J. C. R., became suddenly ill yesterday morning while at work. He was conveyed to his home and Drs. Thos. Walker and Murray MacLaren nummoned. They pronounced Mr. Cambell to be suffering from neuralgia of the brain, and last evening his condition was critical. Mr. Campbell is regarded by the

gagements yet to fill as follows; Lake wille, Aug. 12; Shediac, Aug. 13; Dorcher ter and vicinity, Aug. 14, 15 and 16; Por Elgin, Aug. 17; Sackville, Aug. 18; Fair Elgin, Aug. 17; Sackville, Aug. 18; Fair-ville, Aug. 20; Carleton, Aug. 21; Pisarinco, Aug. 22; Fredericton Junction, Aug. 24; Harvey Station, Aug. 25; McAdam Junc-tion, Aug. 26; Hampton, Aug. 28, and Gage-

The two story frame building, with shed and outhouses, situated on the Marsh Road, about two miles from the city, were Road, about two miles from the city, were burned to the ground Tuesday afternoon. The house was formerly the property of Mrs. Lizzie Pierce, who it will be remembered was so badly burned there a few months ago that she died from her injuries. After her death the place was various until two months ago when House months ago that she died from her inmonths ago that she died from her inmonths ago when Howard
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Police Sergeant Hipwell is reported as Miss Iva A. Baxter, lately teacher in the MacDonald Manual Training School, Truro, has been apopinted one of the teachers in the Normal School at Fredericton.

Henry Crawford, the Union street plumber, has been given the work of fit-ting up the water tank in the new I. C. R. round house and has begun work.

The golden rod has flung its tassels out by the country waysides, and also blooms in the hands of persons coming into town from suburban resorts.

The house burned on the Marsh Road Tuesday afternoon, and owned by the estate of the late Mrs. Lizzie Pierce, was insured for \$1,200 in the Commercial

Dr. Borden has succeeded in raising about \$8,000 in Nova Scotia for the Sack-ville Ladies' College building fund, including a \$1,000 subscription from Frank Davisors of Pridesectors.

The nuptials of the Rev. J. W. Godfrey, curate of St. John's parish, Truro, and Miss Minnie Morrow, of Souris (P.E.l.), will be celebrated in Souris, on Wedn day, August 19.

The P. E. I. contingent, which had been attending the Artillery camp at Fort Dufferin, departed for home on the moon train. They belonged to the 4th R. C. A.

W. B. Bowness, of Summerside, has sold his trotting mare Nellie Wilkes to Mr. Barnaby, St. John. She was one of the finest mares raised on the Island for some time.—Charlottetown Patriot.

The efforts of Yarmouth merchants and others to have the D. A. R. steamer Prince Edward placed on the Halifax-Yarmouth route for a few months have resulted in failure.

vey, preparatory for drill work in September. From Sussex Major McDougall goes to Aldershot (N.S.), to make a simi-

In speaking of the I. C. R. pictures was considered a treat by the very best

Drilling or boring for coal at Hantspott is a thing of the past. Funds have run out, work has ceased, and the plant is being taken down to be shipped to Cumberland county by vessel. The boring was nearly 1,500 feet, and the last piece of core brought up was clear, light sandstone. The cost of the work has been about \$5000.

\$5,000. Walter J. Murphy, a bright, promising North End boy of fifteen, died Wednesday after a month's illness at the home of 'is parents, Mr. and Mrs. John Murphy, Harrison street. He was one of the altar boys in St. Peter's church and planned leaving next year for the Redemptonist College in Pennsylvania to study for the priesthood. For the bereaved relatives there will be general sympathy.

George A. White, of Hartford (Conn.) and his sister, Mrs. Mary Brown, of Chi-cago, have been in the city for the past few days visiting their nephow, Policeman William White. They left Thursday for their former home at White's Cove, to visit B, L. White. It has been 24 years since Mrs. Brown has been at her o'd home, and Mr. White has been away for

The funeral of Mrs. Daniel Bogle took place at the Oak Point church on Tuesday and was very argely attended, the church being completely filled. An impressive being completely finled. An impressive ermon was preached by Rev. Mr. Cody. The deceased lady, who was a daughter of Daniel Morley, was much esteemed. She had not attained her 30th year and

Says the Yarmouth Times: "The operetta presented by the young people of Yarmouth on Friday evening and Saturation was well attended. The Yarmouth on Friday evening and Saturday afternoon was well attended. The principals were Miss Marshall of Hebron, Miss Hilda Bingay, Miss Elizabeth Killam and little Miss Haze. Hoffman, of St. John, grand-daughter of I. H. Kaplan, of Yarmouth. They all acquitted themselves well, but Miss Hoffman was the bright particular star."

tain Geo. P. Ryder, has been notified that she has won the Charlotte county scholar-This entitles her to \$60, which would pay tuition fees for two years. Unfortunately Miss Ryder's age is below that at which students are admitted to the university and consequently successful series of meetings in Kings and Albert counties during the past two weeks. He is employed by the Independent Order of Good Templars and has engagements yet to fill as follows; Lake

occurred Wednesday after an illness of several years, there passed away one who held the esteem of a large circle of friends. Mr. Bridgeo was forty-six years of age, the eldest son of Daniel Bridgeo, of 280 Germain street, and until illness came was prominent in Catholic church society matters, being particularly active in the Young Men's Society of St. Joseph, whose president he was for a time. He is survived by his father, brother and sister.

Now that the water works system has been established in Rothesay it is proving very convenient to the citizens and general public. Something that has been a long time needed was a place for the thinky horse to drink, and Councillors you down; reach for, grasp and hold fast to that which will save.

But I must close. Before doing so I wished that the president and supering fearth and supering for the problem and have made arrangements.

# KNIGHTS OF PYTHIAS

Flowers Strewn on the Graves of Departed Members Thursday.

A LARGE PROCESSION

Past Supreme Prelate James Moulson Delivers an Eloquent Address on the Significance of the Day and the Lessons it Should Teach to Members of the Order.

With appropriate ceremony, the Knights of Pythias Thursday afternoon visited the graves of their departed brothers in Fern-hill, Church of England and Methodist cemeteries, and decked each grave with

floral tributes.

At 2 o'clock about 200 members of the order assembled at Castle Hall, Germain street, and then, headed by the 62nd Regiment band, marched to Queen's Rink. Here the barouches laden with flowers Regiment band, marched to Queen's Kink.

Rhodes, Curry & Co. have a contract to supply ten first-clars passenger cars for the Intercolonial, to cost \$15,000 each; they have also a centract to supply 100 refrigerator cars for the C. P. R.

The date has not yet been fixed for the commencement of the preliminary trial of Fred-Goodspeed, the boy charged with the attempted murder of C. F. Marr, the guard at the Industrial Home. It is expected that it will commence soon, however, probabilities latter part of the week.

Major Ji A. McDougal, of the Eighth Hussur, is in Sussex, where he will be engaged some days making a military survey, preparatory for drill work in September. From Sussex Major McDougall goes to Aldershot (N.S.), to make a similar survey.

Regiment band, marched to Queen's Kink. Here the barouches laden with flowers were waiting. They took the lead in the procession—then came the Knights of New Brunswick Lodge, No. 2, after them Union Lodge, No. 2, under Chancel to Commander Sutherland, then the 62nd band followed by Company, No. 1, of Uniform Rank, under Captain Hoyter.

The first halt was at the Church of Enggland burying ground, where a hymn was suing, and graves decorated.

Similar proceedings took place at the Methodist burying ground, then the procession—then came the Knights of New Brunswick Lodge, No. 2, after them Union Lodge, No. 2, under Chancellor Commander Sutherland, then the 62nd band followed by Company, No. 1, of Uniform Rank, under Captain Hoyter.

The first halt was at the Church of Enggland burying ground, where a hymn was suing, stripting read, and an address delivered by James Moulson, past supreme prelate, in a previous list of Pythian graves to Aldershot (N.S.), to make a similar variety was Forever With Lar survey.

The first hymn sung was Forever With the Lord, after which Major Ralph J James Moulson gave his address as fol-

are surrounded not by that which reminds you of the world and its pleasures, but by that which reminds you of death. Here you are surrounded not by stately stone maissions or beautiful wooden structures, but by green mounds, little hills of clay, which mark the place in which were laid some to whom you were inked by the strongest ties of brotherly love. Some who made your homes bright and heappy, whose friend hip and love filled your hearts with joy, whose lives itself as sunfixens across your path.

When standing at a grave or roaming through the city of the dead, what solemn thoughts are forced upon the minds of all. It matters not at what time, whether it be when the cold form is laid away, or years after when their frame has returned

the happy or unhappy life lived, and the part you took in making it; the duty you owed to those who are gone, and whether or not you discharged it or you should. There is the knowledge of the way your example and influence led them. If it was upward toward a higher and better life your recollections are pleasant, but if it was downward toward darkness and sin, regiret file your heart. But it comes too late to benefit those who are gone.

Let a realization of this cause you to make a greater effort, to show such an example and exercise such an influence as may lead others to paths of safety, peace, and happiness. As Pythians it is your duty to live so as to brighten and to bless. Are you so living, or does your life cast shadows across your own and the path of others? Pythianism teaches grand lessons. You may with puide point to its declaration of principles. You may talk of its impressive ceremonies, and boast of its financial condition, and its large and increasing membership, but this alone will avail nothing in accomplishing the great object of the order.

This can be accomplished only by individual and united effort by each, in his daily life exemplifying its teaching.

vidual and united effort by each, in his daily life exemplifying its teaching. Are you doing so? You are under obligation to do this, and if you do it not upon you and you alone must rest the burden of the biame; but you and your fellowmen urge you to make a greater effort to live up to all required by the solemn obliga-

up to all required by the solemn oningations you assumed, and thus will you d In the death of Wm. J. Bridgeo, which securred Wednesday after an illness of several years, there passed away one who

press our gratitude for such genuine do-nations of flowers, and our appreciation of the assistance given by our lady friends

n arranging them.
In closing let me remind you that today you pass another mile stone on the great nighway of life. For some it may be the last. You know how uncertain life is. None can tell when the slender cord may break, and they go hence and unknown

Since last memorial day Brother John A. Watson, whom we expected to have A. Watson, whom we expected to have among us for many years, completed the journey, and Brother James Ross, of Monoton, sleeps among our dead. Others whom I see here almost finished the voyage. They were brought to the brink of the dark river, but they were spared. of the dark river, but they were spared. Instead of beautiful flowers being placed upon their graves today, they laid floral tributes upon the green mounds that mark the resting place of others. Heed the warnings that have been given.

Let me urge you to be prepared for the call. It may come like a thief in the night. It came to others in this way. Why not to you? Be ready.

The closing hymn was There's a Land Major Haughton offered prayer and pronounced the benediction, and after sing ing the doxology the procession re-formed and returning to their hall disbanded shortly before 6 o'clock.

The following is a list of the deceased nembers of the order, whose graves were

Fernhill-William Collins, Wilmot Kennedy, Jas. Denny, John Campbell. Simond A. R. Nicoud, Robert Parkin, Joseph Duf-A. R. Nicoud, Robert Parkin, Joseph Duffell, Adam Young, jr., John A. M. Hunter, Thomas S. Tayes, William S. Baldwin, Joseph W. Jenkinson. James Adam, G. R. Prichard, Thos. S. Adams, A. R. Wilson, John Slater, jr., W. H. Murray, Robt. Willies, Thos. W. Peters, John A. Russell, James Ross, Joseph F. Whittaker, J. A. Simon, M. D., F. L. Hea, Sydney W. Dinsmore, J. H. McGivern, M. D., Thos. H. Foster, Wm. Robb, H. V. Cooper, S. Piercy, Wm. T. Miller, Thos. H. McAlpine, Thos. A. Crockett, Fred Fowler, Robt. Ferguson, Frank H. deForest, J. Runciman, J. F. Fraser, B. A. Stamers, D. J. Hatfield, C. R. Scott, C. M. Palmer, H. Duffell, R. D. McA. Murray, John A. Watson.

Watson, Church Burying Ground-Andrew Law-son, W. F. Patchell, David Rolston, J. H. L. Dougherty. Cedar Hill, W. E.-B. S. Creighton, J. hamberlain, R. K. Salter. Methodist Burying Ground-John S.

Hampton—Ross D. Goggin, Richibucto—J. Warren McDermott, St. Andrews—Wm. A. Clark.

Wedding Bells. Cox-Mowatt.

his brother, Edward Cox, of Maugerville. The bride was becoming attired in a traveling costume for greys cloth, with whate lating ellow and black trimings. The processing the processing of the processing of the processing of the cost of the pale blue trimings. Dr. and Mrs. Cox will tour Nova Scotia before taking up their residence in Chatham.

MoLean-Irvine.

Wednesday at 29 Portland, street, that that rivine was unded in marriage to Mich it Michan, of Upper Woodstock. Rev. W. 42 Methane performed the emony. The beide was attended by her cousin, Miss Cora Higgins as maid of honor. Mr. and Mrs. McLean left on the morning train for Woodstock, where they will readle. The bride was the recipient of many presents, among which was a beautiful silver cake basket from T. O'Brien, editor of the Monitor. The groom's present to the bride was a cheque

At the residence of Sydney J. Wake county. The ceremony was performed by Rev. David Long in the presence of quite a number of guests, including relatives of the parties. After the ceremony a reception was held.

Campbell-Walker.

William C. Campbell, of Brunswick (Me.), and Mabel Una Walker, of the came place, stopped off at Moneton Wednesday morning and were married by Rev. D. MacOdrum at the parsonage. Both the parties were formerly of Harcourt, and were on their way there on a vacation. Mr. Campbell is an engineer on the Boston & Maine Railway.

At Revelstoke (B. C.), on Tuesday occurred the marriage of Charles William Purdy, formerly of Plymouth but now of Vancouver, and Miss Elizabeth Inez Boyd, of Arcadia (N. S.) Miss Boyd left home for New York, July 31st, and after spending some days there with friends, proceeded on her journey to Revelstok where Mr. Purdy awaited her.

Weddleton-Burrill.

James B. Weddleton and Mrs. Harriot G. Burrill were united in matrimony in to Yarmouth to take up their residen at the groom's home, South End.

Smoked herring are being shipped from



# OF FRED GOODSPEED

Blindly Refuses to Believe That the Boy is at All De-

prayed.

A PATHETIC FAITH.

Believes He Was Not Given a Fair Chance or He Would Have Been a Good Boy-Does Not Think He Intended to Kill the Guard, But Simply to Escape

"I don't know what could have got into Freddie to act as he did in trying to escape from the reformatory," said Mrs. Good from the reformatory," said Mrs. Goodspeed to The Te-egraph Thursday.

Mrs. Goodspeed was seen at her home
yesterday, while attending to her household duties, and she feels keenly the latest
trouble that her young son has got into.

In speaking of her son she said that she
feels positive that the boy had no intention of killing Guard Marr when he swun the iron bar down on the man's head She thinks that he simply wished to disable the man so that he could escape. She said that Freddie has not had the chance to do better since his imprisonment in the Industrial Home. Before he left the count jail, where he was imprisoned for week in a cell, the boy asked his mother on day when she called on him if she coul not arrange to have him put in some pl not arrange to have him put in some place where he could get something to do; that if he remained in a cell six months longer with nothing to do it would kill him.

Mrs. Goodspeed said that from the time the boy was sentenced to the reformatory it seemed that those in charge of the the stitution were down on him. After his sentence he was locked upon a seell in the country call for five weeks before he was

emoved to the Boys' prison, and on reach in there he was again placed in a cell, where he was kept for a couple of months. The last time she visited her son was or Good Friday, and she asked the superintendent if the boys were not taught some trade by the people in the city, and Mr. Longley said that the men who instructed the boys in trades only visited the lace about once a year. She asked Freddie nen what he was doing, and the boy re

op in a cell all the time.

Once recently when the prisoner's sister called on him it was some time before he was brought from his cell to meet her. His clothes were ragged and he looked white and showed his confinement plainly. She asked him if he went to school, and the superintendent replied that he had deprived himself of that chance. When asked if he could see out of his cell, Goodspeed told his sister that he could look out on the hay, and that he saw the war.

She did not know how the boy had bee used while in the institution, but have that a boy who got out of the in stitution a short time ago said that he was not treated right. She thought that if the boy had been given a chance he would have done better.

As far as securing counsel for her son, she said that her son-in-law was looking after the matter, and at all events no

she said that her son-in-law was looking after the matter, and at all events no matter what would turn up she would look after the boy to the last. Mrs. Goodspeed said that Freddie would not kill a chicken, and showed the reporter a clipting taken from a recent issue of the Dally News, of Salem (Mass.), in which it stated: "Those who knew Goodspeed while he was in this city say that he was a most exemplary young fellow, and dei clare that he must have been corrupted by bad companions after going to New Brunswick." elegates.

The Victim of Monday's Drowning Accident at New York.

The man drowned in an excursion crowd panic at New York on Monday last, has been identified as Christie Stevens, son of Benjamin Stevens, Pleas ant Point. He was about 27 years of age and left here about a year ago for the benefit of his health.

steamer and during some excitement fel-with others between the boat and the dock ter a brief search, the body was recovere and will brought home for burial.

A feature in connection with the Fred training (Sloyd) schools in the maritime provinces. Valuable gold and silver medal will be awarded for the best work in the various grades. Prize lists containing all particulars may be had upon application to W. S. Hooper, secretary, Frederictor

The Hospital Improvements. The contracts for hospital improvement were signed Tuesday and are as fol

## R.K.Y.C. CREW GO TO SYDNEY TO TRY TO GET BACK THAT CUP.



The Coronation Yacht Cup-

pete with the Cibou, yet it has been felt that an effort should be made to re-capture the cup. The opportunity for effort in that direction came when W. B. Ga-

GEORGE A. DAVIS,

KNIGHTS TEMPLARS.

Formerly of St. John, Again Brought into Sovereign Grand Priory in Session at Samla Prominence in Honolulu.

Sensational proceedings before the storeme court yesterday ended in the disarment of ex-Circuit Judge A. S. Humph eys and Attorney Geo. Davis. Attorney Thompson is suspended for a year. The ases grew out of the scandal in the case of an aged capitalist, Jno. Sumner, who was forced to fight relatives who declared

This is doubtless Geo. A. Davis, former ly of Carleton, who went to Honolulu

British and Foreign Bible Society. The following meetings have been ar anged for the delegates of the British and foreign Bible Society in New Brunswick:

Wednesday, Sept. 3 Woodstock, Rev. Archdeacon Madden; St. Stephen; Rev. Thursday, Sept. 4 Fredericton, both delegates.

Thursday, Sept. 5 Hampton, Rev. Archdeacon Madden; Sussek, Rev. G. H. Bon-feld.

Sunday, Sept. 7-St. John, the delegated will accept city pulpits; mass meeting a the Opera House at 4.15 p. m., addressed by both delegates.

Monday, Sept. 8-Moncton, both dele

Monday, Sept. 15-Sackville, Rev. Mr. Wednesday, Sept. 17—Chatham, Rev. Archdeacon Madden; Newcastle, Rev. G. I. Bonfield.

Thursday, Sept. 18—Campbellion, both Boston, are visiting A. J. Charlton, St.

dates fixed and make arrangements for hour and place of meetings. parent society at their cost we trust suite eatertainment during their visit.

Ministers of the various churches will greatly assist if they will kindly intimate from their pulpit these meetings on the Sabbath previous.

By order of the N. B. Executive Co.
J. G. FORBES, Secretary.

## LOCAL NEWS.

The county of Kent, for the first time n eighteen months, is entirely free from smallpox. The last house in quarantine was released by the board of health on

The remains of an old man named John Watters, who died in the almshouse a Norton, were interred Thursday. He was an American by birth, and an old miner and had drifted through life to die in

The body of the late Capt. Shannon was on Wednesday, the services at the grave being conducted by Deacon Belyea. A large number of the deceased's friends were in attendance at the service.

of the Maritime Provinces, Cryptic Rite, Grand Royal Arch Chapter, and Grand The concert at Rothesay, Wednesday vening, in aid of St. Paul's church rectory fund, was a decided success. A. O. Skin-ner occupied the chair, and solos were

members of the Masonic fraternity here. The annual meetings of the Grand Council

rendered by Mrs. C. Taylor, of New York and Miss Kee, of Boston. The receipts of Harbor and Salmon River on Wednesday, says the Halifax Chronicle, and are to go to Labrador on the steamer Viking. Fifevening to go with them. They will remain at boarding houses until the Viking health is the reward for using Ferrimont main at boarding houses until the vising hearth is the reward for using Fence control the Dickie camps to replace men who have been there a year and are returning to their homes.

These men go to the Bickie camps to replace men who have been there a year and are returning to from The Ferrozone Company, Kingston, Ont. Get a supply of Ferrozone today.

Interprovincial sport received a notable impulse when the Sydney yacht Cibou came to St. John and carried off the Coronation cup. While it was known that there was no yacht in these waters that could combined to st. John and carried off the Coronation combined to st. John and carried off the Coronation cup. Wr. Gangoong is himself in British Columbia, but all lovers of sport will be glad to learn that the Glencairn will be in the race at Sydney on Sept. 7, manned by a crew from the Royal Kennebecoasis Yacht Club, and will endeavor to wrest from the Cibou the cup so gallantly captured in the races in St. John harbor.

The Telegraph understands that the following gentlemen will be the crew of the Glencairn: Howard Holder, captain; S. L. Kerr, Fred Heans, Edward Herrington and George Roberts.

The races are to be held on Sept. 7th, but it is understood that the St. John men will go over on Aug. 28th, to get in some

will go over on Aug. 28th, to get in some practice for a week before the event trans-

pires.

Commodore Thomson, on the flagship Scionda, will be at Sydney at the time of the races, with a party of gentlemen, and no doubt sportsmen from this city will also be in attendance. Great interest will maturally be felt in the contest by all the members of the R. K. Y. Club, as well as by the citizens generally, and yachtsmen all over the provinces. Whether the Glencairn win or lose, the spirited action of the St. John club will tend to arouse much more general interest in interprovincial sport.

The crew picked to man the Guencairp form an aggregation of experienced yachts-men and include at least two of the found-ers of the R. K. Y. C. They ought to make a good account of themselves and success will be eagerly anticipated. After the races, the Glencairn will be brought to St. John.

Grand Priory Knights Templars of Canada met here at 10 o'clock this morning, David L. Car'ey of Windsor (Oat.), Kupreme Grand Master, in the chair. Hon Senator Gibson, Deputy Grand Master, is in attendance, as are many other grand officers. So far the only maritime province men present are Luther B. Archibald, representative of Malta Praceptory, Trure; Murray Huestis, Sussex, and John V. Ellis, St. John, representative of the Encampment of St. John. The address of the grand master was an interesting presentative master. some years ago, and a couple of years ago the grand master was an interesting presentation of the business of the past year. a Honolulu judge relieved of his job. The irrepressible George is well remembered as a vigorous counsel in cases before the police magistrate, and also as a member of the city council. He had only been a short time in the Sandwich Islands when the outside world began to hear of him, and his well known fighting qualities application to have got him into some trouble.

British and Foreign Bible Society.

British and Foreign Bible Society.

tions from other places, including Sydney, Cape Breton.

The banner, Preceptory as respects ments bers admitted is Malta, of Truro, and Mr. Archibald is working to have the next session of the Grand Priory at that town. The next grand master will be Hop Mr. Gibson, of Beansyille (Ont.); Will H. Whyte will be re-elected grand chancellor, and probably, Dr. Thomas Walker, of St. John, provincial prior for New Brinswick.

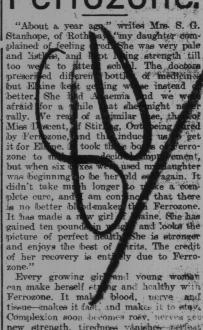
Miss Sadie Harrigan, accompanied by Mrs. Frederick T. Connor, of Boston, is visiting her parents at 59 Paradise Row. J. L. Stewert, editor of the Chatham World, was in Halifax on Monday en route to Lunenburg to attend the Grand Lodge of Odd Fellows. This will be the 23rd session of the Grand Lodge which Mr. Stewart will have attended.

Mrs. W. W. Allen and Mrs. Leonard, of St. John, are the guests of Mrs. James S. Neill, Fredericton. T. Williams, chief accountant and treasurer of the Intercolonial Railway, on Monday of this week completed thirty years cervice on the Canadian government railway, having served six and a half years on the P. E. Island railway, and twenty three and a half years on the Intercolonial

Miss May Gratton, of Somerville (Mass.) is visiting her friend, Miss Mand Roberts,

Her Blood Turned to Water.

And She Became a Prey to Pernicious Anaemia—Cured by the Great Blood-maker. Ferrozone.



THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., SATURDAY, AUGUST 15, 1903

(Continued from page 3.)
purpose out of the exphanier of the country than to load us up with \$15,000,000 or \$17,000,000 of debt in order to build

"If you wanted to enforce the idea of the utilization of the Canadian ports in winter as an outlet for western traffic, why not do it in that way by a subsidy rather than by spending your money whole sale in a useless and unjustifiable manner. I believe, sir, that an arrangement could be made without difficulty whereby a fair profit could be had, perhaps, upon such business as did offer. I am not so sanguine about business to any great extent offering in that way, but if it did offer the I. C. R. would be able to take it. It would increase the tomage of the I. C. R., increase its receipts, utilize its machinery which is available for the purpose and you would have no question of any responsibility in connection with such an outside undertaking as is now to be forced upon us by the policy of the government.

continuing, but with a defenuination to pet the destrict has destricted itself to the destrict of the destrict of the destrict is the destrict of the destrict

"I leave every man to exercise that best judgment which his conscience dictates. I claim the same privilege for myself."

Mr. Charlton Defends G. T. Pacific Deal.

Ottawa, Aug. 12—(Special)—The morning sessions of the house of commons started today. At 11 o'clock John Charlton resumed his speech in reply to this Blair. He said that the ex-minister of sailways had not

continental line was taken with undue haste was not consistent with his speech in Victoria a year ago, when he said that Canada was then ready for a transcontinental line, and not one, but more than one. At that time he said the road was wanted right away. Now he says that line country was not ready for it and that undue haste was being exercised by the government in regard to this proposition. At Victoria Mr. Blair said that the opening up of the Northwest required additional railway facilities, and last night he declared against having too many railways in the west. (Cheers.) Contrast the agreement with the Canadian Pacific bargain, when a whole empire was thrown as recklessly away as stones from a brook. (Cheers.) The government ought to receive congratulations for resisting a land grant. Mr. Charlton reviewed the C. P. R. contract at some length, and compared it with the G. T. P. contract.

Mr. Monk Favors a Government Road.

which is available for the purpose and you would have no question of any responsibility in connection with such an outside undertaking as is now to be forced upon us by the policy of the government.

"I venture to say that the suggestion had not been made to the G. T. R.. I do not think it has ever been made to Mr. Hays other than as I made it in the railway committee of the house of commons. I think if it had been made to him he would have readily have availed himself of it. He would have gladly accepted some such plan as that so as not to be compelled under lease or otherwise to operate this line which is now projected. Mr. Hays would be only too well pleased if a plan of that sort had been offered to him and he would have accepted it without a particle of hesitation. All that it would be necessary to do would be to embody a scheme in this bill, or if your mould come to an agreement be-

become an unknown to them. They wanted also seed of that sort had been offered do not a particle of the country become an approximation of the country be

open up for settlement and pass through an undeveloped country.

The I. C. R. was paralleled by the C. P. R. line to St. John through the State of Maine. The Harvey and Salisbury proposition meant the paralleling of the I. C. R., but the people of the maritime provinces were humbugged in connection with that road and it was not built. The G. T. R. during Joseph Hickson's regime said they intended building from Edmundston to Moncton and applied for \$10.000 a mile subsidy. He understood Sir John Macdonald favored this, but it was not carried because of the competition it would give

There was to be 250,000 shares of common stock, of this 249,000 was to be held in the treasury of the Grand Trunk, there seing only 1,000 shares available for the discours. That ensured the two companies reserving their intimate relations. On the seaton, action, the revenues. estern section the government would arrantee three-fourths of the bonds, and, e old Grand Trunk the balance. The

a first class manner. Any improvements the government had to make on the sec-tion east of Winnipeg during the time of leasing would have interest on cost charged against the company.

. C. R. Trains Could Go to Winnipeg. The government could run their trains out to Winnipeg and even beyond that but there would be no difficulty in running the Intercolonial trains to Winnipeg. The I. C. R. would only have to make the application and the company, would have to grant it on fair and reasonable terms. It was merely a question as to whether it would pay or not. Unless the business was good it would not pay to do it, but the fact that the government had the right to do it, gave the government a lever so as to make fair and reasonable terms for

prominent Conservative, attornely support-ing the project. Such was the opinion of a merchant prince of Montreal. Some have said to let the country make the railways and the railways would make the country

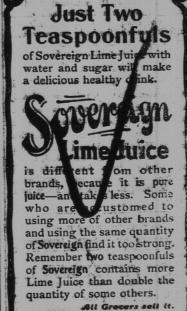
In concluding Mr. Fielding said that the oblicy of the government would stand in-estigation in the country and for a very mall sum would give one of the greatest chievements in its history. (Cheers.)

No Successor to Rampolla Yet.

Rome, Aug. 13.—The Pope today received Cardinal Satolli, who inquired regarding the appointment of a new secretary of state in succession to Cardinal polla and again suggested Vincenzo Vannutelli as the best fitted for the posi-tion. Cardinal Satolli them proposed the appointment of Father Edward Fowler, domestic prelate to the pontiff, which post

The Pope granted the request.

The Pope this afternoon received the ministers of Peru, Uruguay and Argen-



SIMSON BROS. CO., LTD.

HALIFAX, N. S.

## SIFTON AND EMMERSON DEFEND G. T. P. SCHEME.

Minister of Interior Says Government's Lands Will Be More Valuable After Road is Built-Member for Westmorland Says Revenue is Buoyant, and Now

Intercolonial trains to Wennipeg. The I. C. R. would only have to make the application and the company, would have to be a series of the control of the cont

portant parts of the contract was the routing of freight. The member for Hamilton, Mr. Barker, and Mr. Blair said that the officials of the Grand Trunk Railway would issue circulars ordering that the terms of the contract should be obeyed and the servants of the company would not obey these instructions. He did not think that such criticism worthy of contribute that such criticism worthy of contribute the contract was the Booth, E. F. Clarke and W. R. Brock, Mr. P., as in favor of the railway when first proposed.

Mr. Brock—(Hear, hear.)

Mr. Sitton—Yes, before the Quebec and Winnipeg section was mentioned and when traffic would find its way by North Bay and Fortland, I want my Toronto friends to take the responsibility for that. think that such criticism worthy of con-

E. Bliss Morton, station master of the B. & A. Railway, at Bridgetown (Me.), is here for a short visit with his brother,

Mrs. G. T. Morton, who is seriously ill

Deer Island, Aug. 9.-Mrs. W. R. Foun

ST. MARTINS.

BLACK RIVER.

Among the St. John visitors he Mrs. Wilkins and family. Mrs. M

Mrs. M. Mc

Empire, the Montreal Star, Winnipeg Tri-bune, News, Toronto, and from J. R. Booth, E. F. Clarke and W. R. Brock,

to take the responsibility for that.

Mr. Sifton quoted Mr. Borden in the

the railway policy which the government adopted and demanding the government to bring it down. Mr. Sifton quoted Sir Sandford Fleming and J. H. Ashdown, Winnipeg, as giving their views in favor of the project.

In the west, Canada had only one trunk line along the boundary line, while on the

by the American roads. The duty of the government was to relieve congestion of traffic and provide for the future. to keep it in a up-to-date position. Notone so far attacked the government for dealing with the Grand Trunk people and,

per cent was carried by rail.

In conclusion, Mr. Sifton said that the of selling something like 50,000,000 acres of land in territories, and within two years after the construction of the G. T. P. these lands will have acquired a value of at least \$3 per acre. The enhanced value of those lands will be four times as great as would pay for the road.

ing relatives here, is spending a few days

Hon. John Haggart said that nothing ind Mrs. George Noble and child are vis-ting Mr. and Mrs. Fremont McNeill and Councillor E. A. McNeill and wife. until well into the season. Instead of approving of the Moneton section, Sir Sanford Fleming, said Mr. Haggart, talked of it as being an absurdity. The Inter-J. Clement Wilson, a student at the U N. B., is spending his vacation with the F. B. churches of the island. colonial was the most practicable route. The seventh district meeting will convene with the F. B. church at Lambert's Cove on Friday, Aug. 14, and continue onment of the Intercolonial from Levis to Moneton. It meant the destruction of over Sunday.
Miss Maud Fountain, who has been vis iting her sister, Mrs. Chas. Humphrey, at Mohannes, has returned home. than to injure the investments of those alongside of the I. C. R. When the government got the surveys he did not believe it would ever be constructed. The road would not pass within fifty miles of Lake Abittibi and it would be at least 175 miles from its junction with the Tem-iscaming railway, and James Bay. It would be absolutely impossible to sustain a population as the country was alternately muskeg and granite rock, being miles away from the fertile plateau of James Bay. The Grand Trunk never asked for

Hon. Mr. Emmerson.

Hon. Mr. Emmerson replied to Mr. Haggart. The member for Westmorland. said that the argument was made that this railway project was precipitated up-on parliament. This was not the case. to quote one ex-minister of railways against another the ex-minister of rail-Black River, St. John county, Aug. 13— The having has begun around here, but the work has been greatly retarded by

on the 26th of May the statement of Mr. Haggart, when he said that now was the the weather.

The young people of this place enjoyed a very pleasant dance Monday evening at the home of John York. Music was furnished by John F. MoNeil. the proper ones to do the work. He (Haggart) would rather see the Grand Trunk build it than any other company. Taking up the statement of Sir Sand-Guire and family and others.

The schooner Harry Morris which has Miss Catherine Maher, of New York, is visiting here, the guest of Miss Power.

The Russell family, who has been afflict-Brunswick not being practicable, Mr. Emmerson said that Sir Sandford referred to the route of the Temiscouata road, and not the route of the G. T. P.

As far as the route of the Grand Trunk ed with diphtheria is rapidly recovering under the treatment of Dr. Ruddick, of

Pacific in New Brunswick was concerned he (Emmerson) knew it well, for he travrailway route. Mr. Haggart said that the construction of this road from Quebec to ouilt. Mr. Haggart was a minister of the rown and a member of a government that (Continued on page 8, third column.)

### Green, who has been visiting at the St Martins light house, has returned to her home in St. John. Mrs. James F. Brown received the

St. Martins, Aug. 13.-Miss Laura wards of sixty years and had generally en-joyed good health until recently, when he showed signs of failing and about a week news of the death of her sister, Mrs. Alexago his condition became more seriou when symptoms of heart affection wer inder Worrale, of Parrsboro (N. S.) She apparent and the probability was he would not long survive. In the death of Mr. Purvis the community loses a kind neighbor and a man of unquestionable integrity and one whose place in many ways will not be easily filled. Mr. Purvis for several search was been as of Caretown light. to mourn her sad loss.

Mr. and Mrs. Campbell and their two daughters, who have been stopping at the Kennedy House, have returned home to Fredericton.

Miss Hazel DeForest, of St. John, is stopping at the Kennedy House. eral years was keeper of Gagetown light. Five sons and three daughters survive. Two sons, Messrs. George and Fred, and

Fullerion, W. T. Fullerton, Orman Calhoun, Elmer Keivor, Jos. Carnwath and Orland Reid. The deceased was in the 24th year of her age and is survived by a sorrowing husband, and daughter of four months: G. H. V. Belyea, of St. John, who was here attending the funeral, returned home Friday.

The Albert school will open Wednesday with new teachers in both departments. Harry A. Prebble, of Butternut Ridge, will be in charge of the advanced and Miss

partment.
William Peck and Miss Gertrude Beuchanan, of Boston, are siting friends in this locality.
The Misses Beatmont, of Moncton, are

uests of Mr. and Mrs. George Barber.

GAGETOWN.

Gagetown, Aug. 10.-The funeral of

Miss Kate are living at home. For the family deep sympathy is felt.

Rev. Lindsay Parker, of Brooklyn, preached eloquently to a large congrega-tion in St. John's Episcopal church last Rev. Silas James had service in the

Methodist church last evening.

Judge A. W. Ebbett returned Saturday night from a trip to British Columbia.

been spending the summer with relatives here, left this morning for their home at Moncton.

Miss Mary E. Bray, teacher of the primary department of the superior school here, went to Sussex this week to visit friends.

Miss Ethel Stevens, of Memel, left this morning for Springhill (N. S.) to visit her sister, Mrs. Geo. Nelson. She was accompanied by her nephew, Fred J. Newcomb, of this village.

Mrs. Joséph A. Read left last week for Chatham and will sail from there in a few days on the steamer Pydna, Capt. Crossley, for England. Mrs. Read will spend the winter with her daughter, Mrs. J. Harcourt Davies. She was accompanied by her grandson, Master Willie Robinson, who has spent the last two years at Hopewell Cape.

H. B. Peck, of the railway mail service, spent a few days at the home of his parents, Mr. and Mrs. C. A. Peck, this week. The funeral of the late Capt. W. E. Robinson took place this afternoon. The remains were taken to the Baptist church, where a very impressive sermon was preached by Rev. J. B. Ganong, of Hillsboro. Rev. Milton Addison, paster of the Baptist church, at Surrey, assisted. The Choir sang the Hymns, Shall We Meet Beyond the River, Some Time We'll Understand, and The Sweet Rye and Bye. Six nephews of the decased acted as pall-bearers—Clark, Fred, James, Bradbury, Clare and Stephen Robinson. There were many handsome floral tributes. The interment was made in the Hopewell Hill, Aug. 12—Mrs. Thomas I amisson and her daughter. of Memel. Harvey Station, York Co., Aug. 10 .-Haying in this locality is well advanced. The crop is the best that has been cut crops are also very promising.

Councillor Robison shipped two cars of pressed hay to the Boston market last

Hopewell Hill, Aug. 12-Mrs. Thomas

dissolvent of the school at Memel, which was closed the last term.

Mrs. Maria Bacon, an old resident of the school at Memel, which was closed the last term.

Hopewell, who has spent the past two years with her son, Capt. R. C. Bacon, at

Moncton, arrived from the railway town today, in company with Capt. Bacon's wife and Miss Stronach, who will spend a

ALBERT.

Albert, Aug. 10-Mr. and Mrs. W. T.

Jamieson and her daughter, of Memel, were quite badly hurt in a runaway accident on Sunday. In company with Mr. Jamieson, they were driving to church at Curryville, when one of the wheels of the carriage came off causing the horse to Jamieson, they were driving to church at Curryville, when one of the wheels of the carriage came off, causing the horse to run away. Mr. Jamieson, though thrown out, escaped without injury. The little girl who was thrown under the wheels, had her collar bone broken, and Mrs. Jamieson, being caught in the buggy top, was dragged a considerable distance and badly bruised and shaken up, though fortunately escaping serious injuries.

Mrs. Chamberlain, wife of Dr. W. G. Chamberlain, of Fort Fairfield, accompanged by her four children, is visiting her father, D. Glendenning.

Mrs. Chamberlain, wife of Dr. W. G. Chamberlain, wife of Dr. W. G. Chamberlain, wife of Dr. W. G. Chamberlain, of Fort Fairfield, accompanged by her four children, is visiting her father, D. Glendenning.

Mrs. Chamberlain, wife of Dr. W. G. Chamberlain, of Four Fairfield, accompanged by her four children, is visiting her father, D. Glendenning.

Miss Hunter and Miss Grace Robison, have gone to Magaguadavic to visit friends.

Stephen, was at Robison's Hotel on Sat-urday.

PENOBSOUIS

Penobsquis, Aug. 12-Miss Grosset and Miss McNichol, of St. John, who have

SUSSEX.

Sussex, N. B., Aug. 12—Senator Dom ville was in Sussex today and was warm ly received. He inspected the government grounds, having advised the militia d partment to make certain improvements on the river front to preserve the grounds in freshet time. The banks have greatly wasted by the river changing its course.

It was rumored here this week, says

St. Martins.

John J. Mullin and family drove from

the city Sunday, accompanied by James D. Hawks, of Chicago. Mr. Hawks' father

was a former resident of Black River, and his many friends where glad to have a

NEWCASTLE

the Newcastle Advocate, that a company has purchased the Wm. Richards Company. Limited, property on the Miramichi, comprising the Chatham mill, granted land and lands under lease. The sum was said to be in the vicinity of \$500,000, and a number of Americans are said to be interested in the new company. The Advocate could get nothing of a definite

At a meeting of the ratepayers of the town of Pictou, held this week, it was agreed to purchase the plant and franchise of the Pictou Gas Light Company, and the council was authorized to borrow the sum of \$20,000 to enable them to pro-Albert, Aug. 10—Mr. and Mrs. W. T.
Fullerton and daughter, Clara Barton, of Boston, are the guests of Mr. and Mrs.

J. W. Fullerton. Mr. Fullerton is foreman for the Binnerton Printing Corporation of Boston. He has not visited his native town for seven years, and notes many improve-

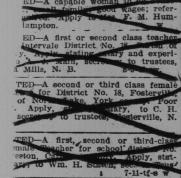
THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., SATURDAY, AUGUST 15, 1903.

That is so wing in in many war in a wall is a fall

### WANTED.

RL WANTED—Girl for general house ork or nurse girl. Apply mornings,

TED—A capable woman to have gen il oversight, and to do the house-work-dary's Rectory, Gibson, opposite Fred i. Family of two. Good wages to be person. Write immediately to Mrs Wolfe Cowie, Sussex, N. B. 8-14-2i-d. 8-16 li w



MONEY TO LOAN.

NEY TO LOAN on city, town, village or country property, in amounts to suit w rates of interest. H. H. Pickett, so-50 Princess street, St. John. 2-12-dw

Sheriff's Sale.

TERN ARE RING IN

From al quarters, asking for Cata Fredericton Business

Jollege. Have you written yet? If not why not, Address
W J OSBORNE,

FREDERICTON, N. B.

ETT-At Riverside, Kings county-my, Aug. 9th, 1903, to Mr. and Mrs L. Burnett, a son. RRSON-At Grey's Mills, K. Co. no Mr. and Mrs. W. W. "Patterson

MARKIAGES. (-FRASER-At Trail (B.C.), on ty, July 29th, by the key. Joseph mas Wentworth Bingay, k. O., of Yarova Scota, to Bessie Grant, sector of ars. Witham Grant-Fraser, B.C.).

STORIA Infants an Children.

### SHIP NEWS.

PORT OF ST. JOHN.

CANADIAN PORTS.

om New York. Chatham, Aug 11—Cld, stmr Pydna, Cross, Brow Head f o. Sathurst, Aug 11, Ard, barque Gerhard,

Liverpool, Aug 11—Ard, stmr Lagom, from Filt Cove. Sharpness, Aug 10—Ard, bark Auriga, from 3augor. Glasgow, Aug 12—Ard, stmr Concordia, Montreal via Liverpool. Liverpool, Aug 12—Ard, stmrs Western-and, Philadelphia; 13th, Teutonic, New

Formentine.

London, Aug 13—Ard, barque Emil Stang, Northport (N S).

Hull, Aug 12—Sld, barque Nova Scotia,

Dalhousie.
Prawle Point, Aug 13—Passed, stmr PanJosia, Antwerp for Halifax.
Havre, Aug 13—Ard, stmr St John City,
St John and Halifax for London.
Liverpool, Aug 13—Ard, stmr Tanagra, St
John for Manchester.
Havre, Aug 11—Sld, stmr Hektos, Canada.
Manchester, Aug 12—Sld, stmr Alburea,
St John's (Nfld).

Sid—Sens Mooningnt, 167 New York; Native American, for Boston.
City Island, Aug 12—Bound south, sens Florence & Lillian, from Bangor; David Currie, from Portland (Conn.)
Bound east—Str Silvia, from New York for Halifax and St John's (Nfd.)
Las Palmas, July 27—Ard, bge Rachel Emery, from Calais for Trinidad and North of Hatteras.

Givan, for Portsmouth; Domain, for Bridgeport.
Vineyard Haven, Aug 12—Sid, schs Harold
J McCarty, from Sullivan for New York;
James, A Parsons, from Blue Hill for New
York; Alaska, from Advocate for New York;
Rewa, from Port Reading for St John; Emma McAdam, from Elizabethport for Calais;
Woodbury M Snow, from Perth Amboy-for
Rockland; Frank W Benedict, from Windsor
for Port Chester; St Maurice, from Port
Reading for Lunenburg.
Passed—Schs Mary Manning, from Philadelphia for Portland; Brina H Pendleton,
from South Amboy for Boston; Mary F
Cushman, from New Bedford for eastern
port; Ervin J Luce, from New Bedford for
Rockport; S P Hitchcock, from Norfolk, and
Lizzle Cochran, from New York, bound east;
Addie Fuller, from Shulee for New York; E
A Sabean, from Quebec for New Haven.
Boston, Aug 13—Ard, stmrs Prince George,
Yarmouth; St Croix, St John; Bergenhuus,
Louisbourg; Schrs Lotus, St John; W R
Huntley, Parrsboro; Emma E Potter, Clementsport; Lizzle Cathanine, Bridgewater;
Bonnie Doone, Nova Scotia.
Sid—Stmr Prince George, Yarmouth; Calvin Austin, St John; schrs Valetta, St John;
Hattie Muriel, St John; Child Harold, Hillsboro.
Boothbay Harbor, Aug 13—Sid, schrs Re-

London, Aug 13—Spoken, barque Havre Chatham for Tralee, Aug 3, lat 48, long 40. VESSELS BOUND FOR ST. JOHN.

VESSELS BOUND FOR ST. JOHN.

Steamers.

Albuera, 2259, at Manchester, Aug 7.

Almora, 2835, at Ardrossan, July 31.

Coringa, 1366, Greenock, July 29.

Evangeline, 1417, at London, Aug. 1.

Gulf of Venice, 1884, London via Halifax, July 28.

Mantinea, 1737, Liverpool. July 31.

Nordkap, 2294, Sharpness, Aug 5.

St. Monan, 1462, Port Natal vis Barbados, May 23; passed St. Helena, June 30.

Barques.

Battistina Madre, 782, at Marseilles, May 18.

Cyprian, 847, Liverpool, Aug 1.

Marla Laura, Trapani via Gloucester (Mass), June 25.

Barquentines. Barquentines. Hector, 498, at Bath, July 31.

Shipping Notes

The following charters have been announced: British barque Snowdon, 1,835 tons, from Portland or Boston to Montevideo, lumber, \$7.50. British barque Ethel Clarke, 397 tons, from Apalachicola to St. John (N. B.), with pitch pine lumber, private terms. British schooner Lady of Avon, 294 tons, Bedgewater to St. Stephen (N. B.), coal, \$1.25. British schooner Leah A. Whidden, 199 tons, New York to Halifax, oil in barrels, 37½ cents.

The schooner Theta which passed City Island Tuesday from Cheverie bound to New York, reports that on July 27. 5 p. m., off Cape Cod, during a heavy northwest wind, seaman Maurice Marsters, aged 16, of Somerville (N. S.), fell overboard off the spanker boom and was drowned before assistance could reach him.

Irish Land Bill Amendments Accepted. London, Aug. 12.-The house of com of lords, except two which are of an un-important nature. It is believed that the lords will accept the bill in its present

The Kind You Have Always Bought, and which has been in use for over 30 years, has borne the signature of and has been made under his per-Chart Hutcher: sonal supervision since its infancy.
Allow no one to deceive you in this. All Counterfeits, Imitations and "Just-as-good" are but Experiments that trifle with and endanger the health of Infants and Children-Expe

What is CASTORIA Castoria is a harmless sul titute of Cas of Oil, Paregoric, Drops and Scothing Syrups It is Feasant. It contains neither Oping, Morphine nor other Narcotic substance. Its age is its guarantee. It less oys Word and allays Feverishness. It cures Diar ho a and W. di Colic. It relieves Teeth in Troubles, cures Constinuation. Colic. It relieves Teeth and Flatulency. It assi Stomach and Bowels, giving healthy and natur. The Children's Panacea—the Mother's Friend.

gnature o The Kind You Have Always Bought

In Use For Over 30 Years.



## OBITUARY.

Daniel Somerville. The death occurred on Monday noon of Daniel Somerville, one of the old-est residents of the Kennebeccasis valley, near Norton Station. He has been in ill health for months past. He leaves a sons are John, of Boston, and Marshal W., of Norton. The daughters are Mrs. Alexander Campbell, Mrs. Seth Humph-rey and Miss Alice. One daughter died ome years ago, and one son, the late Dr. Andrew J. Somerville, of Edinburgh, Scotland. The late Daniel Somerville was a vell-to-do farmer, respected The funeral will take place tomorrow (Thursday) morning at 10 o'clock.

Miss McKenna, sister of William and Owen J. McKenna, of Bathurst, died at he Hotel Dieu at Chatham on Monday She was twenty-two years of age. Her re

Edwin M. Flewelling, Waterford

Suessex, N. B., Aug. 11—(Special)—Edvin M. Flewelling died this morning at its home at Waterford, aged 66 years. He vive him. The funeral will take place of Thursday morning at 10 o'clock.

Moncton, Aug. 10.-Fidele Poirier, a h his store this morning. He was one of the oldest and most respected residents of Shediac. He had apparently been in his usual health up to the time of his death-His death was probably due to heart

Percy Sargent The death occurred at Bridgewater (Me.)

n July 25, of Percy Sargent, whose wife, Jessica, is a daughter of Duncan Buchanan, of Apohaqui, Kings Co. (N. B.) Mr. Sargent was a young man, and highly es teemed. He was a member of the Inde-pendent Order of Oddfellows. Besides his wife he left one child.

Mrs. J. Arthur Freeze Many friends in the city and province gen

Many friends in the city and province generally will learn with regret of the death of Mrs. Freeze, wife of J. Arthur Freeze, the well-known barrister of Sussex. The death of Mrs. Freeze occurred last evening at her home in Sussex.

Mrs. Freeze had been ill for a long time. Besides her husband four sons survive her. She was a lady greatly esteemed by all who knew her.

Sarah J Warrell

The death occurred on Monday evening last of Sarah J., wife of Alexander Warrell, at her late residence, Spring street, Parnsboro. The deceased had been ill only for a week and it was thought that leaves beside her husband a family of five girls and three boys. She was a daughter of John Hoey, of St. Martina (N.B.), at which place her mother, four North Shore Men Held on Charge of Murder Dalhousie, N. B., Aug. 12-(Special)

Following Coroner DeWolfe's inquest of the body of the late Richard Mann, who was found dead on the beach opposit Campbellton came the arrest of Richard Murray, Michael Murray and Archibald Gerrard. The coroner would not accept bail and High Constable Lebel, of Bonaventure county, lodged the three prisoners in the county jail. The preliminary ex amination was concluded this week at New Carlisle before Judge Tremblay and the three prisoners were sent up for As the criminal court is not to meet till Murrays, will proceed immediately to pet

W. A. Mott, ex-M. P. P., represented Gerrard, and great, interest has been taken in the case by the people of Restigouche and Bonayenture counties all the parties are well known.

## Strike Causes Loss of an Industry.

Albany, N. Y., Aug. 12-A gang workmen today began to dismantle the machine shop of the Boston & Albany Railroad at Renssaler, where the machinists are on strike. Division Master A. C. Boyd declared that the shop would be per ing machinists. The strikers claim to moved will be certain old and useless ma-chines. Local merchants heard the news





By Mary Kyle Dallas.

The Hack-Drivers Story.

fare all day, nor, for the matter of that the day before. Perhaps having grown a little seedy, people picked out a sprucer coachman Anyhow, there I sat disconsolate and wretched upon my back floor, with my | cold and still that I was frightened. ook me back to the country place where I ran up the steps of the great house opposite

ples, and a cheek like a peach—a girl who wsist and foot of any girl about-a girl the fellows fell in love with in the most surprising way. I liked her myself, and she might have done what she choose with me, and men richer than I would have been glad to

But she thought of something higher than being a workingman's wife; and when at no need of being civil to common folks any onger, so she just cut us all, and. for a while, some thought that young Benton

gave her splendid presents, and he seemed worship the very ground she trod upon. He kept it up all Summer long, and when he went away she told her friends that he

After a while people began to whisper and talk about her, too, and pretty soon the do with her. She lived with her brother and his wife in a little white-framed house in the village, and a good many people will house-turned out of it in shame and disgrace-going with her baby in her arms to-

bench in all the rain, in its awdry finerv with that strange look about it you can't women, put me in mind of Lizzie Murray. I sat wondering whether it was all fancy or whether Lizz'e Murray had really come to this, and yet looking out for fares all the while, and hailing every man and woman who went past with "Have a ride, sir?' or 'Have a ride, ma'am?' when I saw coming cross the park, with a portmanteau in hias if he had just come off a journey. He or if it is empty and I am driving back, now em at sight, and I got up and held the door

open, waiting for him. It was raining sharply, and mine was the | but the spirits of the two I had for passenonly coach on the sfand, and I saw him hurry when he felt the drops. But just then the woman on the beach sprang up sometimes

and caught him by the arm. I saw that he was nervous about the meeting, and that as he broke away she fol-lowed him; and when, almost without a word, he stepped into my coach, she came close and would have spoken to him again, but he cried out, in an irritated voice: 'If you have anything to say, step i

the street. We can talk as we ride.' And she stepped in. The look on her face as she did so made me think that, whether she were Lizzie Murray or not, she was

'Where to?' I asked, and te ask a question. he said. 'Afterwards to No - Madison avenue, for me.'

pl sin ong to say it in. What do you want? -

and the rattling of the whiels kept the voices from my ear, except now and then

Lwas wondering how the numbers ran, d had not found the right one yet, when and shut the door behind her. The gentleman never stirred; but I did not wonder at that; he was not likely to be very polite to arise from mere nervousness or a slight desuch a poor creature 'Is this the number?' I said.

'No,' she answered. 'It's far enough for me, though. The gentleman wants to go

Then I saw her, by the light of the stree lamps, as I turned my horses, walk away in ment, her poor bonnet half off her head and

her such a pretty, light-hearted girl; and fied that it was hardly in a civil voice that I called, 'Here you are, sie!' and waited for him to get out of the coach.

But he didn't stir. So, after calling again I jumped from the box and opened

We all have our ups and downs, I suppose. My fare was lying against the opposite have had, I know. Once I had not had a window, as I thought, sound as eep 'Hello, sir!' I called. 'We're at No. -.

> He never moved. I couldn't see his face, but I put out my hand to shake him awake, and felt him so When I lifted him up he fell back heavily

upon the seat, and I felt sure something was the matter with him. It was a bad position for me. I thought for a moment what I should do, and then

me and rang the bell. A servant opened it, and a child came running out, calling 'Papa.' That took my breath away, and the sweet lady's face be-

hind in the hall. 'This is No. -?' I sail.

'Yes, said the man. 'A gentleman told me to drive him here. He's in the coach—ill, I'm afraid,' I said.

And I saw the lady turn pale, 'It is not my husband, Mr. Benton!' she

And I said: 'If Mr. Benton is your husband, ma'am,

I'm afraid it is ' Then the servant came down to the car riage with me. My fare was lying where I the coach. We lifted him out and took him up the marble sters into the great

he never stirred. There was blood all over weapon had been plunged into his heart. It must have killed him at once, the doctors said. I think so, too, for I heard no

I had to give my evidence, of course; but it was not worth as much as a bit of pape give to folks who will take them; a queer thing to write such words on as were written there with a pencil. These were the

'I have killed the man who ruined me. ward the road that led to the city. They Ten years ago he blighted my life. I've were, and her sister-in-law would never hear | him, all that time. This is my first chance me and heaven. His fate be on his own

It did not tell me more than I knew b fore: but I kept a'l shut to myself, and was glad they did not find the wretched weman until, one day, a body was washed ashore the face said it was that of Lizz's Murray.

I drive my coach still, and I've had bet-ter luck of late, and am well off enough not to sit brooding often as I did that evening.
But I never drive it in the evening but that
story comes back to me, and I feel glad
when I see my fares get out alive and well, and then I'll f el my blood curdle and be ghost stories they tell were true, who knows gers once might come back to take a horrible ride there, as bad spirits are said to o me

Every Farmer His Own Mas'er.

Don't attract the attention of everybods in life is, on the other hand, almost certainly assured. In the city most men and women are employed. In the country every farmer is his own master, and can utilize his savings to advance his own business; if he prospers, his p osperity is his own.

After all, however, this question of the chance for the lad on the farm is a question of brains, education and energy. With these you may fish in that pool of opportunity and land bigger fish than any ancestors dreamed of, without them—well, when has energy, and both brains and energy fail of their best results without some education — [W. R. Merriam.

Of all causes destructive of family comfort, hardly any is to be more dreaded than the practice of fretting. Only one person need to have the habit to destroy the peace of an entire household. The habit may gree of illness. Indeed, it seems often to apring from almost nothing. It increases with indulgence and become chronic. Then it is fret, fret, fret about something, about anything, about nothing. It is fret in cold, fret in heat, fret in sunshine, fret in storm, fret in the morning, fret at noon, fret at night. There is no end to it, and scarcely any let up in it. And the habit is contagious. If one member of a family frets, the all her handsome hair dropped down her others are apt, after a while to get to fretout.

'It's poor Lizzie Murray, certain,' I said, and drove toward Madison avenue.

If elt oddly enough to think who had ridden in my coach, and that neither of them knew me. It was anything but a pleasant feeling I had to my passenger, thinking, as I did, how he had brought Lizzie to be the poor creature she was, and remembering woman she would be we

Lime juice is the resummer drinks; the ne Sovereign Brand. as well-if you Samuel McClelland has been appointed

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., SATURDAY, AUGUST 15, 1903.

## BARNARD CASTLE ELECTION SETS BOTH PARTIES THINKING.

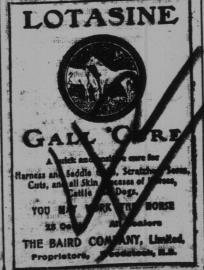
Result May Be That British Liberals May Accept More Labor Candidates in Future-Irish M. P.'s Have No Trade Policy, and Home Rule Alone Interests Them.

Begins and about general management of the posterior of t

The success of Mr. Henderson adds a fillip of interest to the political situation. It is morally certain that after his election the Liberal party will arrange to make larger provision for straight labor randidates. There would seem to be no to cool reason why it should not. Their sause is in the main the same, and one is asily convinced by attending almost any The success of Mr. Henderson adds a fillip of interest to the political situation. It is morally certain that after his election the Liberal party will arrange to make larger provision for straight labor candidates. There would seem to be no good reason why it should not. Their cause is in the main the same, and one is easily convinced by attending almost any debate, that almost every other interest is directly represented. Commercial intrests in China, in Persia, in Africa, anywhere, have their recognized spokesmen. Why should not Labor have its special representatives, especially when the men Labor has sent, men like Burns, Shackleton, Bell. Crooke and Keir Hardie, compel the admiration and respect of their fellows in a higher degree, on the average, than do the representatives of almost any other class? It is pretty clear that Labor is going to have them, and whether they are useful to the Progressive cause when they get there depends very largely on the sort of treatment they meet with in the Liberal nominating convention. There has been talk, lately, of their forming a group, as in the French Chamber. But after next, election it is probable the necessity for this will be avoided.

There is one group in parliament already. The Irish party are just now in high fettle. They have seen the land bill, hassed, and they think they know how

Melbourne, Aug. 12-A conference of Australian chambers of manufacturers held today has sent a cable message to Colonial Secretary Chamberlain assuring him of their friendly response to any scheme of preferential trade within the British emissions.



## MONTREAL CONGRESS TO OPEN MCNDAY.

Thirty British Delegates Arrived Thursday, Among Them Being

special dry tlock committee Thursday, along with George Robertson, M. P. P., but only Alderman Christie and Alderman Baxter, the latter not a member of the special committee, were in evidence. However, the four gentlemen went carefully over the amendments proposed by the special committee and the form of agreement drawn up, and the matter will come before the general committee of the council this morning at 11 o'clock, when it is expected a definite agreement will be reached.

The chief difference of opinion has been with regard to the width of the bridge.

## THE SPRUCE MARKET IS TENDING UPWARDS.

The Timber Trades Journal Says ItThose Who Have Not Bought

## St. John Horse Show and Carnival,

OCTOBER 5 to 10, 1903.

In Prizes and Valuable Silver Cups. Horse Show to be held in Victoria Rak in October 7th and

Athletic Sports on Thursday, and Harbor Aquatic Sports on Friday, Athletic Sports.

## CANADA CUP WON BY THE AMERICA

The Rochester Yacht Took the Deciding Race Thursday by a Slight Margin, After a Battle Royal Between the Boats.

was always on Jarvis should make and checkmated nonon every one.

On the way out the challenger gained over a minute but on the next two legs it was the Strathcona's turn to gain and on the second leg she gained twenty seconds and on the reach home she pulled down the challenger's lead another twenty seconds, being beaten only by a little over a minute on the race.

As the winner crossed the line she was given the warmest reception imaginable by the steamers and fleet of yachts that had come out to see the finish. All along Mrs.

Time 2.25 Class.

Baron Bourbon, G. L. Foss, Fort Fairfield Thomas Hayes, St. John.

7 Golden Gate, Thomas Hayes, St. John.

7 Golden Frince, J. H. Gammon, Calvin Swift, E. B. Ireland, Bangor.

Time 2.25 Class.

by the steamers and fleet of yachts that had come out to see the finish. All along the island breakwater thousands of people had taken up positions where the finish could be seen and as the yachts crossed they were heartily cheered by the crowd on shore. After the beaten boat was across the line she hauled in most of her canvas and Skipper Jarvis went forward to help his erew cheer the victorious craft. The weather was perfect and there was nothing to mar the day's sport. It was the general opinion of the best posted yachtsmen both from the United States and Canada that two such clever skippers had never met on fresh water.

The course was a twenty-one mile triangle, seven miles to each leg. The wind which at the start was eleven miles and fitful from the northwest within half an hour shifted to the southwest, freshened rapidly and by the time the first turning buoy was reached was blowing eighteen miles an hour with a choppy sea. Irondequoit's biggest jib topsail was set immediately on turn of the buoy and dragged her along in fine style. The Strathcona had to sail for three minutes without any head sail aloft, while her jib topsail was taken in and balloon jib set. The latter was a fine sail and lifted her along, but the Irondequoit was on her favorite point of sailing and the Strathcona could scarcely hope to catch her. Both then put their working jibs in order. The first ball and a requirement of the first ball and a first ball ball and a first ball b

Toronto, Aug. 13—(Special)—Canada's cup goes to the Rochester N. Y. Yacht Club and it can be safely said no Canadian regrets it, as they had a better boat and won on their merits and fairly defeated the defender in what was supposed to be her own weather.

Today's race was a battle between skippers and was the first time Commander Jarvis, of the Royal Canadian Yacht Club, has ever been outsailed, but today he had to take his hat off to Coptain Hannan, who bested him at the start and held the lead all the way to the finish, winning his third consecutive race after the Canada all the way to the finish, winning his third consecutive race after the Canada all the way to the finish, winning his third consecutive race after the Canada all the way to the finish, winning his third consecutive race after the Canada all the way to the finish, winning his third consecutive race after the Canada all the way to the finish, winning his third consecutive race after the Canada all the way to the finish, winning his third consecutive race after the Canada all the way to the finish, winning his third consecutive race after the Canada all the way to the finish, winning his third consecutive race after the Canada all the way to the finish, winning his third consecutive race after the Canada all the way to the finish, winning his third consecutive race after the Canada all the way to the finish, winning his third consecutive race after the Canada all the way to the finish, winning his third consecutive race after the Canada all the way to the finish, winning his third consecutive race after the Canada all the way to the finish, winning his third consecutive race after the Canada all the way to the finish.

Woodstock, N. B., Aug. 13.—(