

OTTAWA LETTER

Government Speakers Fail to Intelligently Criticize Borden's Policy.

An Able Speech by Mr. Ganong of Charlotte County on the Present Great Railway Question.

Costigan and Emerson Pounded Their Desks at Every Attack on Their Political Godfather, the Ex-Minister of Railways—Hance Logan of Cumberland Soars as an Orator.

(Special Correspondence of the Sun.)

OTTAWA, Aug. 22.—Out of the many liberal speakers who have followed H. Borden not one has ventured to make an intelligent criticism of the policy of the opposition. From Sir Wilfrid Laurier down, the government and its following seem to be very much at sea as a result of the splendid and progressive policy outlined by the conservative leader. It was not a matter of surprise that the liberals were somewhat dumbfounded the night of Mr. Borden's speech, but it was expected that they would recover their senses and make some sort of showing long before this. A representative cause, which included the name of Mr. Blair, the praise of Sir Wilfrid Laurier and the misrepresentation of conservative speakers and the conservative and independent press, seems to be about all the government has to offer in the way of explanation of their own policy and condemnation of that of their opponents. As the liberals know nothing about the Grand Trunk Pacific, and are unable to know less about Mr. Borden's scheme, the country is likely to be offered in the way of an explanation of the balance of the discussion on the Grand Trunk Pacific deal.

Hance Logan, Cumberland's representative, was the first to rise in the dark at the opposition policy and from figures which will be quoted later on, it will be seen that he is not a financier by any means. In the course of Mr. Borden's speech, Mr. Logan, it will be remembered, attempted to interrupt the leader of the opposition and the latter asked the member for Cumberland whether he favored the Intercolonial being given control of any new road which might be built from Lewis to Moncton. Mr. Logan replied that he would answer the question later. It may be said in explanation that on the day that this incident occurred, Mr. Logan looked very much like a blushing schoolboy when Mr. Borden was through with him. On Thursday, however, Mr. Borden left Ottawa to attend the banquet of the Chambers of Commerce of the Empire at Montreal. Mr. Borden's speech, it is clocked train and just about that time Mr. Logan screwed up his courage sufficiently to make an attack on the conservative policy. It may have been good judgment on the part of the member from Cumberland to wait until his opponent left the city, but the courage displayed by Mr. Logan is not quite so apparent. However, he will probably hear something more about the matter in a later stage, and then, no doubt, his constituents will see him annihilate the leader of the opposition.

Mr. Logan made a calculation as to the cost which will be involved in the carrying out of Mr. Borden's proposals. His figures were as follows:

Table with 2 columns: Item and Amount. Includes Bridge at Coteau and road to Montreal, Cost of Canada Atlantic railway, Road from Sudbury to Sault Ste. Marie, etc.

Mr. Logan reached this wonderful conclusion by merely misrepresenting Mr. Borden's entire speech. In the first place the leader of the opposition spoke of a road from Edmonton to the coast as a line to be constructed at some time in the dim and distant future, when the needs of the population called for it. So that the \$30,000,000 which Mr. Logan estimates this division will cost, must be dropped from the calculation. Having disposed of a road from Lewis to Moncton and the Colonization road from Quebec to Winnipeg, the member from Cumberland places the cost of the Lewis-Moncton line at \$15,000,000 and the Quebec-Winnipeg line at \$10,000,000 so that another \$25,000,000 must be dropped from his statement. Having disposed of these three items a cool \$10,000,000 of misrepresentation is accounted for. Thus as the Quebec-Winnipeg road is not to be built until it is needed, it will be unnecessary to provide rolling stock for it, and this disposes of another \$25,000,000.

Let us now look at the actual prospective cost of the extension of the Intercolonial, as proposed by Mr. Borden. These are the real figures: Bridge at Coteau and road to Montreal, \$1,000,000; Atlantic railway, \$12,000,000; Road from Sault Ste. Marie to Sudbury, \$3,000,000; O. P. R. from North Bay to Port Arthur, \$5,000,000; Rolling stock for O. P. R. division, \$5,000,000.

Total, \$31,000,000.

It will be seen at a glance that Mr. Logan overestimated the expenditure, which will have to be met in connection with the extension of the Intercolonial, by just \$12,000,000. This of course is a mere bagatelle from a lib-

eral standpoint. The brightest minds in the liberal cabinet are unwilling to say within \$10,000,000 what the cost of the Grand Trunk Pacific will be and it cannot be expected, therefore, that an everyday member can come within hailing distance of ten million dollars, when he attempts to prepare a statement of the cost of a road of which he knows nothing. In Mr. Logan's case the financial expert is found to have been over sixteen times worse off than any of his leaders, and by his very exaggeration destroyed the usefulness of his argument.

But what about Mr. Logan's promise to answer Mr. Borden's question as to the destruction of the Intercolonial railway? If silence is taken in this case to mean consent, then the member for Cumberland is in favor of annihilating the Intercolonial by a better road, paid for by the people, and handing this better road over to a private company. He opposed the people getting the benefit of any better facilities and has ranged himself alongside of the followers of Senator George Cox. How can he explain his position to his constituents? If Cumberland is to benefit by the Grand Trunk Pacific scheme, that portion of the Intercolonial will not be destroyed until the middle of October, in the present session will be a record breaker so far as Canada is concerned. That will be the first time in demand for a railway builder. If he can do all he says he can in the way of financing the seven months—something unprecedented in Canadian history. The delay of the closing of the bill will not come before Friday; then the bill must be introduced and passed. This will take some little time because a number of amendments will be offered. What promises to further delay the closing of the bill is the alleged intention of the government to bring down supplementary estimates for over twenty-five million dollars. It is not clear that in order to get the government supporters, who are opposed to the Grand Trunk Pacific scheme, to range for the different constituencies through which the proposed new transcontinental line will not pass. Of course, the government will require large sums of money to go all round and to the expenditure for the year 1903-4 promises to eclipse the expenditure in any previous year by millions of dollars.

One noticeable feature of the Grand Trunk Pacific debate is the use of the word "railway expert" who has pronounced upon the scheme has condemned it in the strongest possible language. Hon. G. W. G. Ganong, speaking of the two ex-ministers of railways, said no virtue in it. Samuel Barker, an ex-minister of railways, said that P. B. Oiler, who is a promoter of the Canadian Pacific Railway and is known throughout Canada as one of our best business men, are also shrewdly dealt. Each one of the quartette criticized the government programme for the use of the word "railway expert" who has pronounced upon the scheme has condemned it in the strongest possible language. Hon. G. W. G. Ganong, speaking of the two ex-ministers of railways, said no virtue in it. Samuel Barker, an ex-minister of railways, said that P. B. Oiler, who is a promoter of the Canadian Pacific Railway and is known throughout Canada as one of our best business men, are also shrewdly dealt. Each one of the quartette criticized the government programme for the use of the word "railway expert" who has pronounced upon the scheme has condemned it in the strongest possible language.

What has Sir Wilfrid done for the Trans-Canada people? He has arranged that the Grand Trunk Pacific buy out their charter? The premier in the house, in answer to a question by Mr. Monk, the member for the Intercolonial, said that the government did not propose to do the buying out, but it is self-evident that something of the kind is being done to remove the opposition which prevailed in Trans-Canada circles early in the session. If that be so the government will not only undertake to construct the eastern division of the trans-continental line and square the Quebec Bridge Co. but it will look after its interests in the Trans-Canada enterprise. It seems to be the intention of the government to look after the interests of the Trans-Canada people and it would not be surprising if certain railway interests in New Brunswick were treated generously as the Trans-Canada promoters. There are a number of railway charters held by supporters of the government, which cover ground through which the Lewis-Moncton section will pass, and if there is to be a general distribution of public funds why shouldn't everybody be treated alike?

There is one point on which certain members of the liberal party fail to agree. The prospective cost of the construction of the Grand Trunk Pacific does not seem to strike them all in the same way. Mr. Fielding, it will be remembered, saw the figures of the Grand Trunk Pacific would cost the country. The actuary looked wide and told Mr. Fielding that the cost of the line from Lewis to Moncton would be \$2,847,576 of the surplus. The portion from Moncton to Quebec, according to a survey, will call for an expenditure of \$3,324,748. The total cost of the line, therefore, according to Fielding and his actuary, will be \$11,726,703.

This is rather casual, in view of the statement of Hance Logan of Cumberland, who in a criticism of the position, said that a colonization road from Winnipeg to Quebec would cost at the lowest calculation, \$49,000,000. He is a member of the Liberal party, and Mr. Logan, however,

do not intend to confine themselves to a road to be used for purely colonization purposes, they are to have a line with small curves, low gradients and modern equipment, competing with any road on the continent. Well, if a colonization road is going to cost at least \$49,000,000, and the Moncton-Quebec division \$15,000,000, how in the name of common sense did Mr. Fielding go to construct it for \$2,847,576? The fact, then, that Mr. Logan says he secured his figures, and a prominent and competent railway man, while Mr. Fielding went to an actuary for his information.

If this question is further investigated it will be found that Mr. Fielding is going to construct a road from Winnipeg to the coast at \$2,847,576. Mr. Logan says that a line from Edmonton to the coast, a distance of only 1,000 miles, will cost at least \$38,000,000. Mr. Fielding undertakes the responsibility for the payment of at least half of this \$38,000,000 under the contract. Yet, under the Grand Trunk Pacific contract, he tells the country that eighteen million dollars will be required to construct a line from Lewis to Moncton, a distance of only 1,000 miles. Mr. Fielding should be in demand as a railway builder. If he can do all he says he can in the way of financing the seven months—something unprecedented in Canadian history. The delay of the closing of the bill will not come before Friday; then the bill must be introduced and passed. This will take some little time because a number of amendments will be offered. What promises to further delay the closing of the bill is the alleged intention of the government to bring down supplementary estimates for over twenty-five million dollars. It is not clear that in order to get the government supporters, who are opposed to the Grand Trunk Pacific scheme, to range for the different constituencies through which the proposed new transcontinental line will not pass. Of course, the government will require large sums of money to go all round and to the expenditure for the year 1903-4 promises to eclipse the expenditure in any previous year by millions of dollars.

In the first place the government as yet has shown itself unprepared to make an intelligent estimate of the actual cost of the proposed undertaking. G. W. G. Ganong, speaking of the two ex-ministers of railways, said no virtue in it. Samuel Barker, an ex-minister of railways, said that P. B. Oiler, who is a promoter of the Canadian Pacific Railway and is known throughout Canada as one of our best business men, are also shrewdly dealt. Each one of the quartette criticized the government programme for the use of the word "railway expert" who has pronounced upon the scheme has condemned it in the strongest possible language. Hon. G. W. G. Ganong, speaking of the two ex-ministers of railways, said no virtue in it. Samuel Barker, an ex-minister of railways, said that P. B. Oiler, who is a promoter of the Canadian Pacific Railway and is known throughout Canada as one of our best business men, are also shrewdly dealt. Each one of the quartette criticized the government programme for the use of the word "railway expert" who has pronounced upon the scheme has condemned it in the strongest possible language.

Speaking of distances reminds one that the distance from Lewis to Moncton is 1,000 miles, and the distance from Moncton to Quebec is 1,000 miles. The total distance from Lewis to Quebec is 2,000 miles. The distance from Lewis to Moncton is 1,000 miles, and the distance from Moncton to Quebec is 1,000 miles. The total distance from Lewis to Quebec is 2,000 miles.

THE NEW PROPOSAL

(The Thomas S. Clarkson School of Technology confers a degree of "bachelor of science in domestic engineering" on the inventor of the course in household sciences.)

Priscilla, when I gazed upon The aspect of your eyes, I do not see the glory of the dawn And peace of twilight skies. Please note my blushing and my sigh, No girl has ever loved me so, But say the word that you'll be my Domestic Engineer.

What joy! Your knowledge so exact Would ever charm my soul— You know best how to extract Heat units from the coal. No girl has ever loved me so, But say the word that you'll be my Domestic Engineer.

A life with you—it could be but A fate serene, divine. For even pies must all be cut By your domestic hand. No janitor could me defy— His voice I should not fear. Priscilla, please, will you be my Domestic Engineer?

THE LOSS OF THE ROYAL TAR. Story of One of New Brunswick's Worst Sea Disasters.

Burned in Penobscot Bay in 1835 —32 Lives Lost—A Scene of Horror.

The loss of the St. John steamer Royal Tar, in the year 1835, was in many ways one of the most remarkable marine disasters in the annals of the maritime provinces. The Royal Tar was the pioneer steamer of the coast between St. John, Eastport and Portland, Me. She was built at the shipyard of William and Thomas Reed, and was launched in November, 1832, and was launched at a cost of \$40,000, one half interest being owned by John Hammond, and the other being held between Daniel McLaughlin and Mackay Brothers & Co. The steamer was commanded by Capt. Thomas Reed. The trial trip took place in the harbor on Monday, the 2nd of May, 1838.

The Royal Tar sailed from its berth at Potters wharf on Friday, October 21, having on board the crew of 21 and 72 passengers, including a number of women and children. Captain Reed, Francis Blood, second engineer, and John Kebo, second engineer; W. G. Brown, steward and Margaret Reed, a fresh shock awaited Capt. Reed. His son had died on the very day the steamer was burned and was buried a few hours after Capt. Reed's arrival. His name is found on a stone in the Old Burial Ground.

THE FIRES OF ECZEMA. So keen is the suffering of many people who endure the itching, itching sensation of eczema that they speak of the skin as being on fire. By its soothing, healing, antiseptic influence Dr. Chase's Ointment positively cures Eczema, Salt Rheum, and every form of itching skin disease. It is of inestimable value in every home, and when once introduced becomes a household necessity. Dr. Chase's ointment is the standard world over, and has no worthy rival.

WIFE OF A RICH MAN'S SON.

Sister of May Nannary Suing for a Separation. The following is from a recent issue of the New York American. The Mrs. Blinn referred to is a sister of May Nannary and was a member of the Nannary company which played at the Opera House and turned the proceeds over to the poor. She is now at No. 159 West Thirty-sixth street.

A TYPICAL JOHN BULL. Sydney Brooks writes entertainingly in the current Harper's Weekly of Sir William Harcourt, the famous English statesman. "A typical John Bull," Mr. Brooks calls him. As a speaker, Mr. Brooks says, he has always been unimpressive. He is an effective, rushing, overbearing speaker, with a rare turn for the elementary arguments and obvious personalities that come well within the range of a tory squires comprehension. Add to this a goodly presence, a grave aspect, a loud and resonant voice, a double eye-glass, and in a solemn I-come-to-bury-Caesar style, and the effect is exceedingly impressive. Sir William's whole case is got up in the good plain black and white. There is nothing to puzzle, confuse or distract. A pork butcher could understand him. To listen to him addressing a popular audience is to hear John Bull at his best. No one can announce that two and two make four with an air of more elaborate conviction of his own originality. Mr. Gladstone never admitted anything of the kind, though he might grant, as a basis for argument, that two and two do make five."

ALBERT FOUND GUILTY. BANGOR, Me., Aug. 28.—Closing arguments were made this afternoon in the case of William H. Albert, who is charged with the murder of Policeman Jordan, and this afternoon Justice Peabody charged the jury. The jury retired at 4:34 and returned a verdict of guilty in the first degree. Albert will be sentenced on Monday.

SNATCHED FROM DEATH IN MID AIR. The Scaffold Falls; Brunner's Brother Catches Him Ninety Feet Above Ground.

Both Men Suspended by One Strong Right Arm—Fellow Workman Killed By Fall; They Reach Kope and Glide to Safety.

NEW YORK, Aug. 27.—Falling through the air, ninety feet above a paved courtyard, Edward Brunner, a painter and veteran of the Spanish American war, was caught yesterday standing on the window sill of the top floor of the schoolhouse at No. 596 West Forty-fourth street, and snatched from the death that had just claimed his fellow-workman, William Carpenter, who was instantly killed by his fall.

It was a thrilling moment when George Brunner hung suspended by his right hand from the slippery window ledge, while he held his brother by his left hand. It was a feat of prodigious strength. George Brunner lives it was his love for his brother that enabled him to endure the strain. George and Edward Brunner, with Charles Eppinger of No. 307 East One hundred and First street, to paint the walls of public school No. 515 yesterday they began on the north or rear wall.

They were on a swinging scaffold. The west end was held up by ropes around a stone and brick chimney. They had painted the fifty story of the building and were just finishing the window sills. George Brunner stepped off the platform to the window sill to put a shab, while Edward and Carpenter remained on the scaffold. It was just 2:30 o'clock in the afternoon when they heard a warning cry. They looked up, but could see nothing wrong with it.

They worked on talking and laughing. Brunner had just gotten the inch of rope when suddenly a scaffold crashed and the scaffold beneath him gave a lurch that threw him off his feet. Edward's coat caught ten feet, but did not fall at once. With the crash there came a shower of bricks and stone. Carpenter was knocked off the scaffold by the rain of bricks, and with a shriek went falling through the air, turning over and over until he struck the courtyard.

The scaffold's coat sagged ten feet, gave way altogether at the west end, where it had been released by the collapse of the scaffold. Brunner, who was sliding, his brother caught hold of him, and together they slid to the ground, the friction burning the skin of their palms. They fell in a heap by the body of their dead fellow laborer.

They were so overcome with excitement and nervous strain that they wept like babies. It was some time before they recovered strength enough to go for a policeman. An examination showed that the back work seemed substantial enough to stand even more than the weights put upon it. Both George and Edward Brunner are married. Edward lives at No. 159 West Thirty-sixth street. George lives at No. 238 Third avenue.

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Advertisement for Pure Hard Soap, featuring an illustration of a soap box and the text 'SURPRISE'.

Advertisement for SNATCHED FROM DEATH IN MID AIR, featuring an illustration of a man falling and the text 'SURPRISE'.

Advertisement for THE FIRES OF ECZEMA, featuring an illustration of a person's face and the text 'SURPRISE'.

Advertisement for WIFE OF A RICH MAN'S SON, featuring an illustration of a woman and the text 'SURPRISE'.

Advertisement for A TYPICAL JOHN BULL, featuring an illustration of a man and the text 'SURPRISE'.

Advertisement for ALBERT FOUND GUILTY, featuring an illustration of a man and the text 'SURPRISE'.

Advertisement for MASONIC, featuring an illustration of a Masonic lodge and the text 'SURPRISE'.

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FAKE RACES.

A Horse Dropped Dead On the Track.

ger, Its Owner and Its Driver

elled from National Trotting Association Tracks.

GOR, Me., Aug. 28.—Dr. Wilkes

VED DEATH IN

RAZING OIL SHIP.

Man of Fire Engine

Company Volunteered

When Two Were Asked

and Their Captain Overcome

Hold—Others Made a Human

less in Rescuing Them.

YORK, Aug. 28.—Forewarned

LEAD, BUT NOT SEND.

BOARD OF TRADE.

At a Largely Attended Meeting in the Room

Friday.

Discuss'd the Proposed Grand Trunk Pacific Scheme—

Will Stick to Their Previous Stand Re Govern-

ment Ownership of Trans-continental Lines

—Reason Why the Resolution Prepared

Was Not Adopted.

A special meeting of the St. John Board of Trade was held Friday afternoon to discuss the new railway project.

These resolutions were carefully considered and passed unanimously at a large and well attended meeting.

On the 19th February another resolution was passed embodying the same ideas with the following clause in addition: "And further, that the proposals for any transcontinental lines should contain distinct provision for the extension of such line through the maritime provinces to the winter seaports in these provinces, and that guarantee should be exacted that only Canadian seaports will be used both in summer and winter."

Mr. Jarvis said that the meeting had been summoned for the purpose of discussing a resolution to ask the government to amend the contract with the Grand Trunk Pacific.

WHEREAS it is of vital importance to the development of the coast traffic of the Dominion that its exports should be shipped via the Canadian ports.

WHEREAS there is reason to fear that a very large portion of the freight from the coast by the proposed line will be carried via such foreign ports contrary to the declared policy of the Dominion government.

of these resolutions so as to make it appear that the Board of Trade in St. John approves of another line of railway being constructed through New Brunswick parallel to the I. C. R. and of the present government railway bill, whereas taken as a whole they are in favor of extending the I. C. R.

And further, that the proposals for any trans-continental line should contain distinct provisions for the extension of such line through the maritime provinces to the winter seaports in these provinces, and that rigid guarantees should be exacted that only Canadian seaports will be used both in summer and winter.

Therefore I move that the resolutions passed on the 18th January and 19th February last be re-affirmed and that this Board of Trade sanctions only a trans-continental railway built and owned by the government.

L. P. D. Tilley said that he believed the first resolution would amount to nothing. "The proposed line," he said, "is not a trans-continental line, it is a line without doubt the most important resolution ever brought before the board and every man should stand up and EXPRESS HIS OPINION."

In his opinion Mr. Blair had acted wisely, and if he was to run an election in St. John tomorrow on those basis he would support him to the hilt.

Mr. Robertson replied that he would be very sorry to see the first resolution pass the board of trade, for since our minister of railways has thought it worth his while to support the resolution, it is a matter of honor to the government to support it.

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P. E. ISLAND LETTER

Killed Fifteen Snakes Most-ly Over Two Feet in Length.

A Chapter of Accidents—Many Prominent Summer Visitors—Recent Marriages and Deaths—General Local News.

CHARLOTTETOWN, Aug. 28.—The marriage took place at Souris on Tuesday of Rev. J. W. Godfrey, now of Truro, and Miss Amelia Morrow, eldest daughter of the late Frederick Morrow of Souris.

Word has been received of the arrival of Sister McQuillan, N. W. T. of Sister McQuillan, who with four other Sisters of Charity left Montreal in April for a mission in the extreme Northwest.

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JAMES G. BLAINE, HERO.

Climbs 40-Foot Telegraph Pole at Augusta, Me., and Helps Injured Lineman to Ground.

AUGUSTA, Me., Aug. 28.—James G. Blaine, who is spending the summer here, performed a daring act this afternoon.

A crew of linemen in the employ of the New England telephone company was at work stringing wire in front of his home, when Edward Finn, who lives in Ellsworth, struck a live wire that heavy voltage, and immediately fell apparently lifeless to the ground.

A fellow workman just above Finn screamed for help. Several linemen stood around at the foot of the pole, but hesitated to go to the rescue, fearing contact with the wire.

The witnesses of young Blaine's feat held their breath as he approached the wire. He climbed the pole with the wire near his head, and with his feet on the cross bars, he reached the top.

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THE BRITISH FARMER SILENT.

Has Not Yet Been Heard on Mr. Chamberlain's Protection Policy.

(Bystander in Toronto Weekly Sun.) Little new light has been thrown on the political situation in England.

It still appears, so far as we can see, that there is a majority against Mr. Chamberlain's policy.

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SHE HAD TO SIT UP IN A CHAIR.

MRS. JAS. KINSELLA CURED BY DODD'S KIDNEY PILLS.

Peculiar Medical Case Ends in Another Victory for the Great Kidney Remedy.

ST. MALACHIE, Dorchester Co., Que., Aug. 25.—(Special.) The medical case of particular interest, especially to women, is causing much talk here.

Mrs. Jas. Kinsella, suffering from Kidney Disease, which had affected her so long that she could not sleep and she was obliged for two summers to pass her nights sitting in a chair.

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Dr. Chase's Ointment advertisement for piles.

Advertisement for a medical product.

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