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NOTICE.

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Sample copies cheerfully sent to any address on application. The subscription rate is \$1.00 a year, but if 75 cents is sent ONE YEAR IN ADVANCE the paper will be sent to any address in Canada or United States for one year.

SUN PRINTING COMPANY, ALFRED MARKHAM, Manager.

NOTICE.

When a subscriber wishes the address on the paper changed to another Post Office, the OLD ADDRESS should ALWAYS be sent with the new one

THE SEMI-WEEKLY SUN.

ST. JOHN, N. B., JULY 18, 1903.

DOT COUNTING CONTEST.

Letters containing estimates of the number of dots are coming to the Sun office by dozens, and while the manager tried to provide for all contingencies that could arise, it appears to be necessary to further explain THAT NO PERSON CAN ENTER THIS CONTEST WITHOUT REMITTING TO THE SUN OFFICE PAYMENT FOR A SUBSCRIPTION TO THE SEMI-WEEKLY SUN IN ADVANCE, THE SUM OF SEVENTY-FIVE CENTS, and no subscriber now in arrears can enter the contest without paying all arrears at the rate of a dollar a year, but for each dollar paid he has one chance to win the 50 or other prizes, also for every 75 cents paid for a year's subscription in advance one chance for the first and other prizes is given.

NEW BRUNSWICK IN THE CABINET.

A curious report is in circulation that there will be no New Brunswick successor to Mr. Blair as the head of a department in the government. This would be a remarkable state of affairs. At Confederation two portfolios were assigned to members from this province, Sir Leonard Tilley and Hon. Peter Mitchell were strong men and held two of the most important departments. When the change of government took place, the department of marine and fisheries went to Sir Albert Smith, and Mr. Burpee became minister of customs. After 1878 Prince Edward Island obtained a portfolio, and after a short time Sir Leonard Tilley was the only New Brunswick minister, but Mr. Costigan was called to the cabinet and from 1882 to 1886 this province had two portfolios. The department of finance, usually held by the premier, was in charge of a New Brunswick representative nearly the whole time from 1873 to 1886. Mr. Foster was next in command to the premier during the latter part of his official career, and was for a considerable period leader of the house of commons.

There was a feeling that the province was somewhat effaced when Sir Wilfrid, in forming his ministry, took only one colleague from New Brunswick. But it was explained that Prince Edward Island had in Sir Louis Davies a man who could not be passed over, and that Mr. Blair was a man of strength and influence equal to two common ministers. So, he resigned alone. Even when the Prince Edward Island minister retired the change did not restore the position of New Brunswick. It gave one more portfolio to Quebec province, which has now five departments, besides the solicitor generalship, and has also the prestige that comes from the position of the first minister.

New Brunswick still had the department of railways, a position of great local importance. But the resignation of Mr. Blair transfers this department to another province. It may leave New Brunswick with a single and

comparatively important office, but it can hardly be that the barren honor of a minister without office will be all that is left. Mr. Emmeron would never be a party to such an arrangement. He would surely refuse a place in the cabinet without office if it meant that New Brunswick would be left without a working minister out of the fifteen portfolios, more or less, in the gift of the premier.

THE OTHER FATHERS.

Of those who took part in the Quebec conference which prepared the plan of Canadian union six were alive last February. This does not include Sir Ambrose Shea, whose colony did not enter the union. The death of Sir Oliver Mowat and Senator Dickey reduces the number to four. These are Hon. William McDougall, in his eighty-second year; Sir Hector Langevin, aged seventy-seven; Sir Charles Tupper, who recently addressed an out-door audience on his eighty-second birthday; and Senator McDonald of Prince Edward Island, who is not yet seventy-five.

Those who died within the last ten years were Hon. Peter Mitchell, Sir Leonard Tilley, Hon. T. H. Haviland, and Sir Alexander Gait. During the previous decade, Sir Adams Archibald, Sir Alexander Campbell, Sir John A. Macdonald, Chief Justice Palmer, Judge Gray, Judge Henry Col. Gray, Hon. J. C. Chaplins, and Hon. J. Cockburn passed away.

Between the date of the union and 1883, death took Hon. Charles Fisher, Hon. George Brown, Lieutenant Governor Chandler, Hon. W. H. Pope, Judge McCully, Hon. George Coles, Hon. W. H. Steeves, Sir George E. Cartier, Hon. J. M. Johnson, Hon. T. D. McGe, and Hon. E. Whelan. Sir E. P. Tache, who presided over the conference, died before the union was accomplished.

None of those who have passed away lived to be nearly so old as Senator Dickey. Mr. Chandler and Judge Palmer lived to be 80, Sir Adams Archibald died at 78, Sir John Macdonald, Sir Leonard Tilley, Sir Alexander Gait and Col. Gray at 76, Judge Gray and Mr. Mitchell at 75. Among those who died young was Mr. Whelan at 43, and Mr. McGe, who was the same age when he fell by the hand of an assassin. Mr. Brown was 43 when he was murdered.

Of the original senate created by royal proclamation there are now, we believe, only two survivors, Hon. David Wark of this province and Hon. William Miller of Nova Scotia. There were five when the Parliamentary Compromise of 1861 was printed. Senator Wark, as all know, is nearly a centenarian, but Senator Miller was called to the red chamber when a young man, and there are a score of older men than he in parliament.

STRUCK DUMB.

An order must have been sent out from Ottawa muzzling the subsidized press. The two issues of the Telegraph have contained no editorial mention of Mr. Blair's resignation. Not for six years have two consecutive numbers of that paper appeared without some word of approval of the minister of railways. But there was never a time when the readers of the Telegraph were so much interested in Mr. Blair as they are now. He was the single minister for this province. He held the department in which this part of Canada had the largest interest. He was at the last moment dealing with a railway problem of deep concern to New Brunswick and to all Canada. Moreover Mr. Blair is the representative of the city of St. John and the Telegraph has frequently told us that he was the greatest friend this town ever had. Yet he passes out without a word of notice or a sign of regret. There is not even a suggestion that his retirement will be a loss to the ministry or a bad thing for the province. There is no expression of good wishes for Mr. Blair's future. His picture is not printed. His friends are not interviewed. There is not even an alleged joke about him in the silly paragraphs.

MR. BLAIR AND THE RAILWAY QUESTION.

The correspondence brought down and the explanations made yesterday in the house of commons show that the common opinion as to the cause of the rupture between Mr. Blair and his colleagues was not far astray. Mr. Blair was not able to persuade even a single one of his colleagues to support his policy of the extension of the Intercolonial to the Pacific, or even to Winnipeg. Now was he able to prevent the adoption of the Grand Trunk benefit scheme which was prepared by other ministers in conference with the Grand Trunk manager. No doubt the situation was complicated by the fact that Mr. Blair was not invited to participate in the original negotiations. Other ministers who had nothing to do with the railway department were called into the conference, but the responsible head of the railway department was not even informed by his chief that they were going on. This was a little more than discourtesy. It was an intimation of want of confidence. Though Mr. Blair says that he did not allow his treatment to influence his subsequent action, one can see that it would affect his point of view. Whatever ascendancy Mr. Blair may have acquired over politicians in this province, it appears that he has

not been able to gain much influence over the majority of his colleagues, or over his leader. In this matter, as in several others, they have not even treated him with the decent respect that is due to his position in the cabinet. That is a personal matter, and outside of the cabinet it is not known whether it is the result of any fault on Mr. Blair's part.

The public is more concerned with the public issue. Here it must be said that Mr. Blair makes a strong case. His letters to the premier are evidently prepared with a view to publication, and they clearly set forth several grounds of objection to the government policy. With nearly all these objections our readers are familiar. They have been stated in the Sun and in other papers and must have occurred to most thoughtful persons. Mr. Blair objects to the duplication of the Intercolonial, to the construction of a railway over a route where no railway was yet needed, to the extravagant concessions of the Grand Trunk, which gets all the fat while the government takes all the lean, and to the impossible condition that the Grand Trunk shall control the road over which companies have the right of way. He thinks that if the people pay for the road they ought to own it.

All this and much more Mr. Blair sets forth in terms that carry conviction to fair minds who were not convinced before. It is not so clear that the public will go with Mr. Blair in his statement of the terms that he would be willing to make with the Grand Trunk.

It is clear that Mr. Blair could not remain in the government. The terms on which Sir Wilfrid seems to have asked him to remain would have been brought worse trouble upon the whole minister than even the loss of the minister.

THE EX-MINISTER OF RAILWAYS. Over two days of silence on the most interesting and important incident in recent Canadian politics, the Telegraph appeared yesterday with a leading article concerning Mr. Blair's retirement from office. We reprint this article in full, for it is an inspired statement, the first that came from an organ of the former minister for a long time.

There is no doubt that Mr. Blair's heart was set on the policy of extending the Intercolonial railway to Winnipeg, and operating the whole as a government line. That policy which had the endorsement of the St. John Board of Trade is obviously better than the policy of building the railway to Winnipeg as a government work and then giving it away to the Grand Trunk company.

Mr. Blair is authority for the statement that the disappearance of Mr. Tarte from the ministry did not leave a ripple on the political waters. Will the disappearance of Mr. Blair be followed by a tidal wave?

The Toronto News had positive information on Monday that the general election would take place this autumn. But that was before Mr. Blair resigned.

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CHIEF ARTHUR DEAD.

WINNIPEG, Man., July 17.—P. M. Arthur, grand chief engineer Brotherhood of Locomotive Engineers, died at the banquet of the closing of the annual convention of the Brotherhood of Locomotive Engineers which was held in session for the past few days.

Mr. Arthur had just arisen to respond to a toast and repeated the words: "It may be my parting word to many of you" when he fell backwards and expired a few minutes afterwards.

SACKVILLE.

Auspicious Opening of the Summer School of Methods.

SACKVILLE, N. B., July 16.—The school of methods for Sunday school workers opened very auspiciously Tuesday evening with a public meeting in the Methodist Church. Dr. Allison gave a hearty address and was followed by Rev. W. H. Langille, president of the N. S. conference, who spoke briefly. Short but excellent addresses were delivered by the expert Sunday school teachers, Rev. E. P. St. John and Miss Martha K. Lawson of New York. A social hour followed the successful meeting to a close.

On Wednesday morning the regular lecture work was begun. There was a large attendance and expressions of satisfaction with the exercises so far are heard on every side. Great praise is given Prof. St. John and Miss Lawson, whose talks are markedly good. So far 150 students have been enrolled and more are expected. The university residence is now full and some are being entertained at Dr. Allison's cottage. The ladies' college will next be put at the disposal of the students when they are arriving daily. The management of the school are highly delighted with the success of the undertaking and without doubt the meeting of the school will be a most successful one. Among those in attendance are Mrs. E. W. Halpenny, Indianapolis, Ind.; Miss Florence Jordan, New York; and Misses Edna and Thelma Davy, New Jersey. The visitors express themselves as being much pleased with Mt. Allison institutions with Sackville and school. They are all glad to be in the marshes. An exceedingly pleasant time was spent. Friday afternoon will be given up to an excursion to Fort Cumberland.

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FAIRVILLE NOTES. A school picnic held at South Bay Sunday July 12th was one of the best of the season. Miss Ella Lowery was very interesting affair. The superintendent, Charles Robinson, made an arrangement possible. Miss Lowery and wife, Miss Lowery, and her husband, Mr. Robinson, were present. The picnic was a success, and all enjoyed it very much. The school children were very well behaved, and the picnic was a most successful one.

OTTAWA, July 15.—As Rufus Curry in tendering his resignation submitted it to Laurier instead of to Lord Minto, he is still senator until it goes through the proper form. When this is done, ex-Premier Papes of Amherst will be named as his successor. Senator Dickey likely be replaced by Hon. T. R. Black.

Official correspondence having reference to complaints as to the quality of hay, oats, flour, canned meats, etc., Mr. Borden's attention was directed to the department of agriculture, which were working in factories across the border, when under a sound fiscal policy they would be employed in Canada.

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 Mrs. Smith, 2nd term 300

HOW FIRES MAY START.
 Several Things That Will Cause Spontaneous Combustion.
 Lamp glass will ignite from the rays. The same can be said of waste moist with lard or other oil. Lamp glass and a little oil will under certain conditions spontaneously ignite. Nitric acid and coal create spontaneous combustion. New printers ink on paper when wet with a steam pipe will ignite. Boiled linseed oil and turpentine in equal parts on cotton waste will in a few hours under a mild heat will in time create enough heat to spontaneously ignite. Cassia's resin. Bituminous resin. Acid and stored where it will come in contact with wood partitions or columns or warm bottles or steam pipes. This coal should not be stored if it is to be kept on storage for a period. If piled in the basement building it should be shallow and from moisture and under good ventilation. That liable to absorb moisture should be burned first. On a small quantity of water show up on this kind of coal cokes it and dis any great supply of water being the fire, thus necessitating overhauling of the pile. Iron chips or turnings should not be stored in a shop in wooden boxes. The waste which is not infrequently among them adds to the danger from this source. The sweep from the machine shop, if kept on, should never be placed over ironings. This mass of disintegrated iron is enough to ignite heat and common. Iron and steel filings and shavings when mixed with oil will spontaneously ignite after becoming a steam-pipe against wood will in the latter to ignite spontaneously being carbonized, particularly super-heated steam enters thus increasing the temperature.

UNITE.
 Single lives are stretched round an embracing sea.
 Joined to all that has been, bound up all that is to be.
 Past and future meet and cross in life's ocean in no loss.
 Minute of the summer dawn, in the stars, is a sure dawn withdrawn.
 A single mystery, a heart-blend with these corners whirling spirit in each shy retreat.
 The soul with these things, union close and sweet.
 In itself may be but kiss aspiration; paved with fire the path that leads from pain.
 Unfilled desire, guides to that content above, name on earth is love.
 Romance Earle Coates in the Reader.

ANOTHER DELAY.
Tenders for the Sir Wm. McDonald School

Considered too High—Supt. Inch Will Ask for Instruction from Sir William's Agent.

The tenders for the Sir Wm. McDonald school building at Kingston have been opened, but no action has been taken and it is understood that nothing will be done in the way of making a contract until the facts are submitted to the agent who is acting in the place of Prof. Robertson. It will be remembered that the tenders called for some time ago and that the figures submitted were considered too high, as the cost would be considerably greater than Prof. Robertson estimated. Accordingly some modifications were made in the plans to reduce the cost and a new call for tenders was issued. When the last lot of tenders was opened it was found that they came from about the same individuals as the old ones and that the prices were higher than before. In fact, the lowest offer for a wooden building was higher than Prof. Robertson estimated for a brick structure. It is also said to be higher than the contract price of the McDonald school at Middleton, N. S., which is considerably larger and is to be built of brick. In view of this development Dr. Inch will probably ask Sir Wm. McDonald's agent for instructions, seeing that the Montreal capitalist pays the bills.

FEAR IN THE GRIT CAMP.
Blair's Move Causes Consternation in the City—Opinions of Leading Liberals.

(St. John Star.)
 There is consternation in the grit camp today—blind panic is entering into the hearts of the faithful and the half-hearted words of cheer from a few who still hope for the best are of little effect.
 Every street corner, every doorway, every telegraph post today is surrounded by anxious groups discussing with held breath the one topic being Blair's resignation. "Why," they ask, "what will he do?" and "How will it affect us?" are among the quotations whisperingly debated. The answers are still to come.
 The most pitiful part of the whole show is the strained assumption of cheerfulness by those mourners when a sympathetic political opinion is expressed. But to these they are silent, and a Star reporter who made calls of condolence upon some of the leading Liberals today received very little information for his pains.
 Here are some of the important statements given out in answer to enquiries regarding opinions on the situation:
 Premier Tweedie: "I am in local politics. I decline to be interviewed with reference to this question."
 Hon. H. A. McKenna: "I have nothing at all to say."
 Geo. Robertson, M. P. P.: "I shall be delighted to talk to you on this question as soon as some more information is received regarding the causes for Mr. Blair's retirement. At present I must decline to say anything."
 John L. Carleton: "It is a matter of deep regret and will prove to the great detriment of St. John. I have yet given no thought to the political aspect of the question."
 George McAvity: "I have no information of Mr. Blair's retirement other than the reports in this morning's papers. As things are I prefer not to be interviewed."
 Etc., etc. But these few mighty deliverances from the chiefs will serve to show the sentiment prevalent among the St. John Liberals. The situation is serious indeed when some of these men won't talk.
 There is much querying as to the exact resignation will have upon the same enterprises here in St. John which largely owe their existence to Mr. Blair's political interest. The Federated management are not applicants for membership in the Don't Worry Club. Regarding the new paper the Star is informed that it will be started as under previous arrangement and will be maintained as Blair's personal organ fighting with or against the government according to the feelings of the ex-minister of railways.

MOAT HOUSE MURDERER DEAD.
Dougal, the Killer of Miss Hall and Five other Women, Hanged Yesterday.

LONDON, July 14.—Samuel Herbert Dougal, the perpetrator of the Moat House murder, who was convicted at the Chelmsford assizes June 3 of the killing of Miss Camille Cecile Holland at Saffron-Walden, Essex, and sentenced to death, was hanged at the Chelmsford jail at eight o'clock this morning, after making a full confession of his crime.
 The Moat House murder, as it was known, was committed over four years ago and hope of solving the mystery had almost been given up, when the body of the victim, Miss Holland, was found last April buried in the Moat House grounds.
 Miss Holland was the owner of Moat House. About four years ago, Dougal, who was supposed to be her husband, but who, it was discovered subse-

WORLD'S NEWS.
As Received by Wire Very Late Yesterday Afternoon.

LONDON, July 13.—Father Antrony, the superior of Brompton Oratory, is dead. He was regarded a successor to Cardinal Vaughan as archbishop of Westminster in his early career. He was in the diplomatic service and for a time filled the post of second secretary of the British legation at Washington.
 NEWARK, N. J., July 13.—Wm. Eugene Vanderpool, a famous gas engineer, died at his home in this city last night after an operation performed for appendicitis.
 PORT TOWNSEND, Wn., July 13.—A cablegram from Sydney, N. S. W., brings news of the safety of Captain Cretian of the wrecked German bark Edith, that sailed from this port under her laden for Port Pieter. The Edith struck a reef off Caledonia in a terrific gale and broke up March 19. The crew escaped to the boats, but Captain Cretian and eleven men had been given up for lost.

COPELAND BLAMED.
Stipendiary Fielding Forwards His Report on the Windsor Disaster.

The Prothonotary today received a copy of the finding of Stipendiary Fielding in the investigation into the Windsor Junction collision, in which four lives were lost.
 After reviewing the evidence, the Stipendiary made the following report:
 It was the duty of the engine driver in charge of the freight train to stop at Windsor Junction and cross the other train there.
 That he did not carry out such order, and that the accident followed, speak for themselves.
 Nelson Copeland in his evidence admits that his order was to stop; but says that the whistle cord broke or the knot slipped, on this (the Halifax side) of Windsor Junction, and that he then went up on top of the boiler to tie the cord, when he was struck by steam or something, and that he was unconscious till after the accident. This statement is inconsistent with an admission made to a physician since the accident that the reason why he left Windsor Junction was that he was asleep, and with his speaking to another about forgetting himself. He did not give any explanation to his friend, Charles Beswanger, immediately after the accident when informed of the death of Brakeman Thorpe, and when asked, except "Charlie, it's done and that is all about it," or words to that effect. His evidence on other points as to which he said he had no recollection increases the improbability of his professed explanation.
 From the evidence taken before me it is clear prima facie that the death of Wm. Oakley, Thorpe and the other two resulted from culpable negligence on the part of Nelson Copeland, now or lately of Truro, in the county of Colchester, engine driver.

ST. ANDREWS.
The Funeral of the Late Captain Patrick Britt.

ST. ANDREWS, July 13.—The funeral of the late Captain Patrick Britt was held today. At ten a. m. the remains, enclosed in a silver-mounted black cloth covered casket, were by the bearers, Florence O'Halloran, James Henry Quinn and James Gallagher, carried out of the house and placed in the hearse. The casket was covered with flowers, conspicuous among which was a large floral cross. The mourners, under the direction of Undertaker Rigby, were seated in coaches as follows: 1st coach, Mrs. Britt with her three sons and two grandsons; 2nd coach, Mrs. Hawkes; 3rd coach, Mrs. Buckley; 4th coach, Mrs. James Bogue; 5th coach, Mrs. James Bogue; 6th coach, Mrs. James Bogue; 7th coach, Mrs. James Bogue; 8th coach, Mrs. James Bogue; 9th coach, Mrs. James Bogue; 10th coach, Mrs. James Bogue; 11th coach, Mrs. James Bogue; 12th coach, Mrs. James Bogue; 13th coach, Mrs. James Bogue; 14th coach, Mrs. James Bogue; 15th coach, Mrs. James Bogue; 16th coach, Mrs. James Bogue; 17th coach, Mrs. James Bogue; 18th coach, Mrs. James Bogue; 19th coach, Mrs. James Bogue; 20th coach, Mrs. James Bogue; 21st coach, Mrs. James Bogue; 22nd coach, Mrs. James Bogue; 23rd coach, Mrs. James Bogue; 24th coach, Mrs. James Bogue; 25th coach, Mrs. James Bogue; 26th coach, Mrs. James Bogue; 27th coach, Mrs. James Bogue; 28th coach, Mrs. James Bogue; 29th coach, Mrs. James Bogue; 30th coach, Mrs. James Bogue; 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