

The Semi-Weekly Telegraph

VOL. XLII.

ST. JOHN, N. B. SATURDAY, OCTOBER 3, 1903.

NO. 5.

G. T. PACIFIC BILL HAS REACHED THE SENATE.

First Reading Passed That Body Thursday.

Measure Will Likely Be Taken Up Seriously Wednesday, and Argument May Last Several Days—More Than \$10,000,000 in the Supplementary Estimates—Much Money for the Maritime Provinces.

Ottawa, Oct. 1.—The senate received the redistricting bill and the national transcontinental railway bill today from the house. Both bills were read a first time. They will come up again on Tuesday. It is likely that the redistricting bill will be proceeded with first. It will take all day Tuesday. The probability, therefore, is that the national transcontinental railway bill will come up on Wednesday, and will last the remainder of the week.

The Liberal majority in the senate is about six. Supplementary Estimates. Ottawa, Oct. 1.—(Special)—The supplementary estimates for 1903 and 1904 were presented today. They total \$10,500,000. Of this amount there is \$4,728,978 to be charged to capital.

There is a big vote for militia and government railways. There is \$125,000 for the militia to be charged to income and \$1,800,000 to be charged to capital. There is \$1,334,334 for the Intercolonial and \$877,100 for the Prince Edward Island road. There are liberal grants for harbors, etc. The details are:—

Table with 2 columns: Item and Amount. Includes items like 'Additional sittings along line', 'Double tracking parts of line', 'Increased accommodation at St. John', etc.

MASS OF WRECKAGE AT BRIER ISLAND.

Vessel's Cabin, Main Boom, and Other Material Washed Ashore.

SPARS PAINTED RED.

Electric Wiring Ran Through Wood-Work—Petite Passage Cable is Repaired After Being Out of Order for Three Years—News of Westport.

Westport, N. S., Sept. 30.—A quantity of wreckage is coming ashore today at Port Point, Brier Island, at the entrance of Grand Passage. A main or mizen boom, the top of a large vessel's cabin, deck planks, glass jars, bottles, new milk cans and other material has been picked up by Charles Burtman, keeper of Northern Point light. The boom is sixty feet long, a portion of which is painted red. The remainder is scraped bright and manufactured from hard pine.

EATMAN EASILY DEFEATS THE MONCTON SPRINTER.

St. John Colored Man Wins from Humphrey in Ten Seconds—That \$4,000 Trunk Found—Methodist W. M. S. in Session.

Moncton, N. B., Oct. 1.—(Special)—The 100 yards dash between J. W. Humphrey of Moncton, and Elbridge Eatman of St. John, here this afternoon, was won by the latter in the fast time of ten seconds. About 300 people witnessed the race, and considerable interest was manifested. Humphrey's defeat was a great surprise and disappointment to his friends. Eatman got a little the best of the start and led the man to the finish, winning by five feet. There was very little side betting. The Monctonians showed a willingness to back Humphrey, but there were few takers, and the grand treasurer, an increase of \$1,000 over last year. The report was most encouraging to the delegates.

CHAMBERLAIN MAY VISIT CANADA NEXT YEAR.

Ex-Colonial Secretary Says He May Come and Thresh Out His Fiscal Scheme in This Country.

Montreal, Oct. 1.—(Special)—A Star special from London says: "The greatest interest is excited among the Anglo-Canadians by today's statement of Mr. Chamberlain giving a conditional promise of a visit to Canada and the United States early next year. Of course the recent invitation from the Chicago hustlers only excited Mr. Chamberlain's amusement. When a well-known Canadian society met Mr. Chamberlain, Chamberlain's position towards his policy and especially the attitude of the French-Canadians and Canadian manufacturers came under some discussion. Mr. Chamberlain's visitor asked: 'Way do you not come out and talk it over with us, Mr. Chamberlain?'

NO FURTHER PREFERENCE FROM CANADA LIKELY.

Such is the Conclusion of Joseph Walton, British M. P., and a Delegate to Montreal Congress.

London, Oct. 1.—Joseph Walton, M. P., a delegate to the Montreal Congress, arrived today. He said, as the result of his visit to Canada, he is highly impressed that the Canadians will make any further resolutions in their support during in favor of British goods over foreign.

SUSPICIOUS FIRE AT BRISTOL, N. B.

Erlon Brooker Arrested, Charged With Setting Fire to Asa Davenport's Barn, Which Caused a Big Loss.

Woodstock, N. B., Oct. 1.—(Special)—Asa Davenport's barn was burned at Bristol last Saturday night under suspicious circumstances. The barn was full of hay and Mr. Davenport is a heavy loser. Erlon Brooker, living near the burnt building, was arrested on suspicion of setting the fire. He was brought to Woodstock by Deputy Sheriff Foster and lodged in jail.

BALFOUR SCORES FREE TRADE POLICY.

COMPULSORY LAW NOT FEASIBLE.

Premier Tweedie Tells W. C. T. U. Delegation There Are Difficulties to Be Met.

LOCAL OPTION.

It May Be Possible to Have Cities and Districts Vote on the Question—The Election of Officers and Other Matters of the Convention.

Newcastle, N. B., Oct. 1.—(Special)—At the election of officers today the following were elected: President, Mrs. Lindov, St. Stephen; vice-president, Mrs. McLeod, Newcastle; treasurer, Mrs. Phillips, Fredericton; corresponding secretary, Mrs. N. Asher, Campbellton; recording secretary, Mrs. C. A. Weldon, Chatham; auditor, Mrs. Gillman, Fredericton.

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Britain Helpless Against Foreign Competition.

Premier, at Sheffield Yesterday, Said Trusts and Combines Were Unknown When Present System Was Adopted, and a Change Must Be Made to Combat Them—Chamberlain Unfolds His Fiscal Scheme.

Sheffield, Eng., Oct. 1.—The artillery drill hall where Premier Balfour made his tariff reform speech this afternoon was packed by an expectant audience long before 8 o'clock. The hour at which Mr. Balfour was announced to begin speaking. An overflow meeting in Albert Hall was also crowded, while thousands were unable to obtain seats at either meeting.

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CANADIAN M. P. DIES IN PARLIAMENT BUILDINGS.

Henry Cargill Attacked With Heart Disease After Speaking on the Railway Estimates, and Dies Twenty Minutes Afterwards.

Ottawa, Oct. 1.—(Special)—Henry Cargill, M. P., East Bruce, died at 10.40 tonight in the rooms of the clerk of the House of Commons. The doctors pronounced the cause of death angina pectoris.

MANY MORE PETITIONS AGAINST G. T. PACIFIC.

Forty-seven Presented to Parliament Tuesday.

Making a Total So Far of 207 Asking to Delay the Project - Bill is Now Up for Its Third Reading, and the Premier, the Leader of the Opposition, and Many Others Make Closing Appeals.

St. John, Sept. 29.—(Special)—Forty-seven petitions were presented at day's sitting of the House of Commons, asking to delay the construction of the national transcontinental railway.

Another petition was presented by W. E. McCreary, Belknap, from some farmers in Manitoba praying for relief from excessive rates on cream and milk.

Another petition was presented from Mr. MacIntyre, Bursard, signed by 1750 persons, against the use of fish traps in British Columbia waters.

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traffic not being properly apportioned between the Grand Trunk and Grand Trunk Pacific. The amendment was lost on the same division.

Mr. Bell (Pictou) moved an amendment that the equipment of the eastern division and the railway and other property in the west be included in the mortgages to secure payment of rentals.

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NORTHERNBERLAND EXHIBITION OPEN.

Lieut. Governor and Provincial Executive Were Present.

Chatham, N. B., Sept. 29.—(Special)—The first agricultural exhibition held in Northumberland county was formerly opened this evening by Lieut. Governor Snowball, Mayor Murdoch presiding, and his wife.

Mr. Murdoch presided, and his wife presided. The exhibition was opened by Lieut. Governor Snowball, Mayor Murdoch presiding, and his wife.

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THERE WERE MATCHES IN HAND NOT FAR FROM THE BALES OF HAY ON THE STEAMER DAVID WESTON.

Rothsay Man Feels It His Duty to Tell About It at the Inquest - A Man Smoking Near the Hay - Inquiry to Be Continued Next Week.

The principal feature of the David Weston inquest, held at the residence of Mrs. W. Lee, on Wednesday, was the evidence of Thos. W. Lee, of Rothsay, a passenger on the steamer.

The inquest began before Coroner J. B. Gilchrist in the public hall at 10.30 o'clock, and after the examination of several witnesses, was adjourned until Thursday, October 8, in the Rockdale Hotel, Brown's Wharf.

John L. Carleton appeared for the crown, and the Star Line Steamship Company was represented by Charles Hamilton, proctor, and L. A. Curry, counsel. The jurymen are Albert Moyle (foreman), Herman Bell, George Fisher, Fred Whelpley, Samuel Belyea, Harry Whelpley, and W. L. Belyea.

Capt. G. E. Day, of the David Weston, was called. He gave details about what occurred after the purser reported the boat was on fire. He hastened down and found the fire in the port gangway.

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WEDDINGS.

Cougle-Cunningham. A quiet wedding was solemnized early Wednesday morning at the residence of the bride's mother, George Cougle, by Rev. Dr. Poole.

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OBITUARY.

John A. Scott. John Adams Scott, a well-known and highly respected resident of Roxbury (Mass.), died at his home, 723 Ziegler street, Monday, Sept. 28, at the age of 72.

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TROLLEY CAR KILLS CAPE BRETON MAN.

John McKenzie of Reserve Mine, Intoxicated, Lay Down on the Track and Was Horribly Mangled.

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SAUND AS A DOLLAR

That is the result of a course of treatment with Scott's Emulsion. We have special reference to persons with weak lungs and sensitive throats.

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The Past We Cannot Recall.

The Past We Cannot Recall. The Future We Cannot Control. The Present We Can Live.

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OUR COUNTRY CORRESPONDENCE.

FREDERICTON.

Fredericton, Sept. 29.—(Special)—A special meeting of the university senate was held in the education building this morning...

At a previous meeting of the senate it was decided to increase the tuition fees for engineering students from \$30 to \$60 per year...

Benjamin Barker, an old and well known resident of Fredericton, died at his home yesterday afternoon after an illness of about ten days...

County of Albert—Rory S. McDonald, of Albert, to be an issue of marriage license.

County of York—Luke Lawson to be a commissioner of the parish of Meadham civil court.

County of Charlotte—Walter J. Easton to be a referee for the parish of Clarence, in room of Robert M. Graham, who is a county councillor.

County of Gloucester—John G. Easton to be a referee for the parish of Clarence, in room of Robert M. Graham, who is a county councillor.

MEADHAM JUNCTION.

Meadham Junction, has been appointed a commissioner for the parish of Meadham civil court.

Word has been received here of the death in Boston yesterday morning of Miss Mary O'Leary, daughter of the late Jeremiah O'Leary, of this city.

The death occurred at the Willard Kitchen farm, where she had lived, yesterday afternoon, of John O'Leary, aged fifty-four years, a former resident of England. The deceased leaves one son, Harry, engineer at Ryan's bakery, and two daughters.

CHATHAM. Chatham, N. B., Sept. 29.—(Special)—An interesting event took place in the home of William Gray, Wellington street, at 9 o'clock this evening, when his daughter, Mary Jane, and Allister Fraser, daughter of Mrs. Fraser, were united in marriage.

The ceremony was performed in the drawing room which was prettily decorated with Virginia creeper and cut flowers and witnessed by a large number of guests.

As the bride, who was given in marriage by her father, entered the room a quartette composed of Mrs. Charles Gunn, Misses Weldon and Morrison and James McLaughlin, sang "The Voice that Breathed O'er Eden. The bride was becomingly attired in a beautiful gown of white organdy, trimmed with applique and carried a bouquet of pink roses.

Little Misses Gertrude Clarke, of Newcastle; Helen MacMillan, of Jacques River, and Mary McDonald, of Chatham, in shiny frocks of white and pink and carrying bouquets of sweet peas, gracefully performed the duties of flower girls.

DEER ISLAND.

Deer Island, Sept. 28.—J. Clement Wilson, who spent the summer months on the island, returned to the mainland yesterday.

Miss Grace Mitchell spent Sunday with her friend, Miss Eliza Allingham.

Miss Emma Emery, of Eastport, and Miss Eva Emery, of Eastport, were the guests of Miss Ida Glover on Wednesday last.

St. Martin's. St. Martin's, Sept. 28.—Miss Lett Duffell returned home to St. John after two weeks with Mrs. Deary.

Woodstock. Woodstock, N. B., Sept. 29.—(Special)—The dwelling house of George Chase, 230 Main street, was destroyed by fire this afternoon, notwithstanding an early response by the firemen.

It is supposed that the careless handling of matches by children was the cause of the fire. The fire spread to the roof of the dwelling owned by Francis Kelly, but the blaze was quickly extinguished.

There was a small insurance of \$200 on the house. Mr. Chase is a heavy loser and a collection of \$200 was taken up for him.

KENDALL'S SPAVIN CURE. USED FOURTEEN YEARS WITH GOOD RESULTS. DR. B. J. KENDALL, ENDSBURG FALLS, VT.

There was a meeting of the rifle club at the range yesterday afternoon. In club A the leaders and scores were: G. A. Keith, 87; Fred Blakely, 85; C. A. Feasby, 83; Chas. B. Jones, 82; Wm. B. Balm, 71; Fred Anderson, 68; T. A. Lindsay, 67; Fred Davidson, 65; Chas. C. Levesque, 64; C. O. Oakes, 64; B. M. Colpitts, 63; Joseph Fower, 56; Prof. Reid, 44.

GAGETOWN. Gagetown, Sept. 29.—The extension to Fredericton last Wednesday on the Aberdeen line of the St. John's railway, if the project is well patronized, will net the promoters about \$30.

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REASONS WHY SENATE SHOULD ACT.

Here are the chief points emphasized in more than 200 petitions sent to the House of Commons and the Senate, protesting against the G. T. Pacific scheme:—

1. That a wise and prudent solution of the great question of transportation is of the utmost importance as regards the future of this Dominion.

2. That your petitioners are of opinion that it would be unwise and imprudent to take definite action until the government and parliament are fully possessed of the information essential to a proper decision of that question.

3. That the country is not possessed of such information, and that the government should not undertake without the most complete and accurate surveys, under the direction and control of engineers of standing and repute.

4. That a project of such magnitude should not be undertaken without the most complete and accurate surveys, under the direction and control of engineers of standing and repute.

5. That such surveys should be in the hands of the government and of parliament before the credit of the Dominion is committed to an enterprise which involves enormous obligations.

6. That these obligations cannot properly be estimated before such surveys shall have been made.

7. That, however, the most competent men are of the opinion that the cost of the projected line between Winnipeg and Montreal will reach the enormous amount of upwards of \$100,000,000.

8. That no evidence has been adduced as to the advantages of the proposed line, which has taken place to establish that such a large expenditure of public money will lighten the freight rates for the production of wheat, or establish more satisfactory communication between the different parts of the Dominion.

9. That, on the contrary, it is to be greatly feared that by pledging the credit of the country to such a vast extent, the government will make it impossible to carry out works better calculated to meet the transportation needs of the country.

10. That the government, parliament, and the taxpayers should have an opportunity to learn the results of the investigation of the said commission; and to examine the evidence upon which such results were arrived at.

Reasons why electors should sign the petitions referred to have been given at length. Some of them are:—

1. The government propose to build a transcontinental railway without adequate knowledge of the actual conditions surrounding the project, and to commit the country to obligations exceeding \$100,000,000, as stated by the Hon. A. G. Blair in his speech in parliament.

2. The proposed route of this railway between the cities of Quebec and Winnipeg, is for many hundreds of miles situated to the north of the height of land and south of Hudson's Bay; it is, practically an unknown territory.

3. The government confess they are unable to furnish information respecting the route, the gradients, curves, etc., while at the same time they insist that the proposed route shall be primarily a grain-hauling route, that is, one in which the rates shall be low. They are unable, though challenged, to state the probable cost within \$100,000,000.

4. All authorities on transportation emphatically declare the superiority of water and of rail routes as opposed to all rail routes for the cheap carriage of grain and other commodities between the same originating points and the same objective points.

5. The Dominion of Canada has already expended upon a system of government waterways and railways the vast sum of \$100,000,000.

6. The effect of constructing the railway via the route proposed by the government will be to rob our great national assets of their present value and to paralyze for a long time their further and necessary development; and, therefore, both indirectly and directly, to heighten the cost of moving freight between the east and west and the west and the east.

7. Despite the fact that the government was pledged to appoint a commission to inquire into the whole question of the best transportation route; and despite the fact that this commission has actually been appointed, the government has brought down to parliament an ill-considered scheme, hastily devised, under circumstances which led Mr. Blair, the ex-Minister of Railways, to state in the letter of resignation, "I think I might very properly complain that so important a matter of policy, arising within the sphere of my own department should have been considered in this way behind my back, and subsequently stated that the advice of the government's own railway experts was not taken or sought."

8. The government seek to crush their project and bind themselves by contract with the Grand Trunk Pacific without knowledge or inquiry.

9. The object of the petition is to induce the government to defer its proposed action, and thereby give parliament an opportunity to pass an intelligent judgment upon the greatest issue which has come before them for the past quarter of a century.

A Cure For Rose Cold, Hay Fever and ASTHMA. HIRSHD MFG CO., 14-16 Vesey St., New York.

Carefulnes. In selection of fruit—absolute cleanliness and freedom from contact with metal—are what gives Serravallo's LIME JUICE its pure flavor and thirst quenching properties.

GRAND FALLS. Grand Falls, Sept. 30.—Mrs. C. D. Jordan, of Woodstock, organized a union of the W. C. T. U. in Forester's hall on last Wednesday evening.

HANDSOME FURS FREE. Money saved is money made, and there is no use paying \$15.00 or \$20.00 for furs when you can get them for nothing.

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THE SEMI-WEEKLY TELEGRAPH. Published every Wednesday and Saturday at \$108 a year, in advance, by The Telegraph Publishing Company of St. John, a company incorporated by act of the Legislature of New Brunswick.

ADVERTISING RATES. Ordinary commercial advertisements taking the run of the paper, each insertion \$1.00 per line.

IMPORTANT NOTICE. All remittances should be sent by post-office order or registered letter and addressed to The Telegraph Publishing Company.

AUTHORIZED AGENTS. The following agents are authorized to collect for and collect for the Semi-Weekly Telegraph, viz:—

Wm. Somerville, W. A. Ferris.

Semi-Weekly Telegraph

ST. JOHN, N. B., OCTOBER 3, 1903.

THE SENATE'S BUSINESS.

The Senate now alone has to judge between the Government and the country in the matter of the Grand Trunk Pacific scheme, which Hon. Mr. Blair has denounced as an absolutely unjustifiable waste of public money. What will the Senate do?

BUSINESS AND SENTIMENT.

Those journals which seek to outrun one another in commendation of the government's proposal to pledge the country's credit for \$120,000,000 for the construction of a railway of unknown value, along a route about as much of which there is no accurate information, resort as a rule to two arguments, both of which are fallacious.

They do the main question. They say this new trans-continental railway is so urgently needed that it must be built at once; that the country must be committed to the bargain now or never. Again, they try to frighten the treasury by over-estimating the cost of the project.

The need for the project is so pressing that the government can afford to take this plunge in the dark. The country is more than ready to meet the cost of the project.

The people are prosperous today, but the country's future depends on a very great measure upon the wise solution of the transportation question. If the trans-continental line is not provided the best solution of that question, as we know it will not, Canada, by the passing of this railway measure, will be burdened for generations by an indebtedness which cannot be shaken off and which will retard the progress which a properly planned road would so greatly promote.

"This is a great country," say the advocates of the G. T. Pacific. Admitted, but is that any reason why we should spend a project should be put through at a few months' notice, and in the absence of surveys, without which no corporation would undertake to spend a dollar of its own money were not the credit of the country behind it?

"Canada has come to her own," say the men who view the railway bill through Grand Trunk glasses. Canada is growing progressive and justly confident. It is true, but can her government afford, on that account, to ignore the essential rules of business in undertaking the greatest enterprise yet conceived in this country?

It is better to make a disastrous and irretrievable blunder this year than to wait until next year when engineers and surveyors can place before Parliament and people the information without which not a dollar can be expended in wisdom.

It is business to make the future of this nation upon the promise of a corporation that it will carry out an agreement which cannot be enforced and by which selfish interest—the only sure guarantee where corporations are concerned—will not cause it to abide? Is it business to stir the patriotic words of this Dominion by glowing words concerning an all-Canadian line, and tell them later that it will truly all-Canadian only if the Grand Trunk corporation is guided by its conscience?

The Senate should be unmoved by the specious arguments which appeal solely to the national vanity at this time and which would those business features of the G. T. Pacific bargain which have shocked and troubled the people of Canada from the hour the nature of that bargain was declared in Parliament. The Senate should firmly decline to become a party to a policy so ill-considered and disastrous. Only by rejecting or radically amending the measure about to be presented for its consideration can the Upper Chamber justify its existence in the eyes of an anxious people.

MAKE IT THOROUGH.

It is well that the Crown is to be represented today at the inquest following the loss of the steamer David Weston and the sacrifice of three lives. Only yesterday this province was again startled by the news that a beautiful steamer to another river steamer had been blown to

easily averted. Statements made by prominent business men who were members of the party about the Crystal Stream on Monday show that they would have thought twice before heading the leaking steamer toward Indian town when the passengers might have been landed at

Rothney and all risk so avoided. Luckily the rising water did not extinguish the steamer's fire and stop her pumps. What might have happened under those conditions must remain a matter of surmise.

In the case of the Weston an inquest will be useless unless it is met, thorough in character. The courage of the captain and mate after the steamer took fire undoubtedly prevented greater loss of life, but there are dead and had the vessel been in the middle of Grand Bay when her cargo of hay began to burn, passengers and crew might all have been sacrificed.

It therefore becomes the duty of those conducting the inquest to record every possible shred of evidence tending to fix responsibility for the fire and the consequent tragedy. The nature of the cargo, the manner in which it was stowed with relation to exposure to fire, and the condition of the fire-extinguishing apparatus, should be the subjects of searching inquiry. The prime object is to prevent similar accidents and make St. John river navigation as safe as it was commonly regarded before the aged Weston was lost.

The evidence at the inquest may lead to important legislation for the further protection of passengers and the public will expect that every effort to bring out the whole truth will be made.

OF COURSE.

The Grand Trunk has been spending a great deal of money recently in improving its terminal at Portland. Take that fact in connection with Hon. Mr. Blair's closely reasoned explanation as to the manner in which the Mr. Hays, of the Grand Trunk Pacific, who is also Mr. Hays, of the Grand Trunk, may evade the flimsy agreement to send even un-routed traffic to Canadian ports. Said the ex-Minister of Railways:

"Of course the company agree that they will not in any manner encourage the transportation of such trade by routes other than those provided. Of course, they agree to that and very possibly will adhere to the agreement so far as that is concerned. But they will say: We do not encourage the diversion of traffic. We have adhered to the letter of our contract. Whatever others may have done we have not done anything contrary to our agreement. These people have routed this traffic in that way, and in that way it must be done."

It is not surprising that the Grand Trunk should be so confident. It is not surprising that the Grand Trunk should be so confident. It is not surprising that the Grand Trunk should be so confident.

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port freight from the West would find its way to Canadian ports all the year round. And unless all such traffic follows Canadian channels throughout, the people will be forever dissatisfied.

St. John, of course, is intensely interested in this feature of the railroad, for St. John is not alone in the matter, for from the time Hon. A. G. Blair, speaking at a banquet in Campbellton last fall, placed himself on record as favoring the extension of the Intercolonial westward, public sentiment in favor of Government ownership, embracing as it does the certain perfection of an all-Canadian scheme of transportation, has grown steadily in public favor.

The ex-Minister of Railways, when from time to time he spoke in favor of a government road and pointed to the modernizing and successful operation of the Intercolonial, created for his policy an immense following from the Atlantic to the Pacific.

So far as the business men of these provinces are on record in regard to the transportation question, they are almost unanimous in upholding Mr. Blair's views on this matter.

In St. John, as we have pointed out heretofore, of all the schemes put forward, that of the Government alone has failed to enlist any advocate who cared to take the responsibility of rising in a public meeting and declaring his belief that the Grand Trunk Pacific bargain was a satisfactory solution of the most important problem facing this country today.

If delay in this matter, or if the action of the Senate in case it should kill the eastern section of the project, were likely to affect the interests of these provinces injuriously, then one could understand the cry that the construction of this portion of the line is an urgent necessity; but the fact is that, at least for some years to come, the Intercolonial will fulfill all the requirements of transportation from Quebec to the Atlantic seaboard in winter, and the extension of that railroad westward, which would pretty certainly follow should the Senate in its wisdom radically amend the railway measure, would be infinitely more satisfactory to the people of Canada than would be the acceptance of the Government scheme in its entirety.

It is easy to understand that certain portions of the country believing they may here to the agreement so far as that is concerned. But they will say: We do not encourage the diversion of traffic. We have adhered to the letter of our contract. Whatever others may have done we have not done anything contrary to our agreement. These people have routed this traffic in that way, and in that way it must be done."

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with the people it will so radically amend the bill as to remove those features which have antagonized the country.

Let the Senate prove that it is beyond the control of partisan pressure and corruption influence and it will command the respect and gratitude of all Canadians.

A SENATOR.

The Sun has not done full justice to Senator Ellis in reprinting his early articles opposing the Grand Trunk Pacific scheme, because, in reprinting the Globe editor's first utterances on that question, it has not republished in its entirety the Globe editorial in which the Senator stood as a lion in the path of any proposal to build another railway from Quebec through New Brunswick.

The Lion of May 26 is a lamb in this October. Why? Let the whole story be told. Let us take it from the record. The Globe files show that Senator Ellis was absolutely opposed to the G. T. Pacific scheme, up to the day that the Hon. A. G. Blair declared that he could not support a measure so foolish.

The Senator's position may be correctly summarized as follows: Wherever Blair is, there I am not. The independent stand of the Minister of Railways was both a surprise and a gift to the editor of the Globe, who had opposed Mr. Blair and had his eye cocked for a chance to damage his prestige as Liberal leader of this province.

Senator Ellis—to use direct English—was opposed to the government's railway plan on May 26 last, when he did not know what Mr. Blair's position would be, and in his whole-souled advocacy now, when Mr. Blair stands opposed to it and the government makes public its determination to see the thing through at any cost.

We know that the original conviction of Senator Ellis was. He himself declared it. In quoting the Senator the Sun did him his own credit in omitting a portion of his cogent reasoning in regard to the project which the Senate alone can defeat.

The Senator is now an enthusiastic supporter of the government plan. It is fair, then, to present in full his objections to any such thing as a Quebec-Moncton railway. The Globe of May 26 had the following:—

"The route may be required that in what Senator Ellis has said is not to be found elsewhere. People who have now the sole initiative of omitting a portion of his cogent reasoning in regard to the project which the Senate alone can defeat."

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It last, after the government's plan was fully known:—

"There is in this scheme a union of two opposing principles—private ownership and public ownership—but whether or not this union will be a happy one time will tell. In the meantime, however, the country is entering upon a vast financial operation."

CANADA AND THE PREFERENCE.

Much comes over the cable that appeals to deaf ears. It is of little moment here what the Earl of March thinks. We in Canada are inclined to watch what the active men do in England. When we know how the British people deal with the Chamberlain plan, then, perhaps, we shall subscribe to legislation which will be of interest to the Empire.

In advance of a decree by the British electorate the position of Canada obviously is to be that of a commonwealth. The arrangement as to the contribution is as yet a matter of controversy.

There is but one way in which Canada can properly give the Empire that support in men and guns which might prove necessary in an emergency, and that way involves a Canadian voice in the disposition of any Canadian men or money which might be dedicated to the Imperial service; and London is beginning to understand our position in this matter. It was put forward succinctly at the conference of Colonial Premiers. The stand of Sir Wilfrid Laurier on that occasion was, beyond question, the Canadian stand. His view as to Imperial defence was, no doubt, the view generally entertained in this country.

Sir Wilfrid Laurier has not attempted to dictate the fiscal policy of the Old Country. If that country grants us a return preference, well and good. If it finds that a preferential policy is not in the interest of Britain, still well and good. Such is the attitude of Canada.

NOTE AND COMMENT.

Will the Senate do its work? The country now looks to the Senate.

Last time there was no opposition to the election of the present aldermen. "Wait till you see us next year."

The curtain has fallen steadily but finally, on young Mr. Goodspeed. Now closes an evil chapter in the city's history.

Crime and whitewash are contending for the control of New York city. The odds are even.

It is to be hoped that the jurors investigating the David Weston disaster realize their responsibility.

Hon. Mr. Balfour thunders on the Empire's fiscal policy. Sir Wilfrid Laurier said it all last fall when he said "Bargain for bargain."

The government is represented at the David Weston inquiry. It will doubtless decide whether or not it is a safe cargo on a passenger steamer.

The Chambers of Commerce delegates have seen many Canadian rivers, but after looking at the Kennebecas they will remember the Kennebecas best.

Two hundred and seven petitions have been received at Ottawa protesting against the G. T. Pacific scheme. The measure does not appear to be amazingly popular.

The Senate should prove that it is neither as docile nor as foolish as several New Brunswick editors appear to think it is.

The Senate has before it now a duty which it cannot properly dodge. Dodge is the word. The argument is plain. The Senate should reject the railway bill.

American newspapers are still asserting that Canada is over-anxious for reciprocity. The anxiety in that respect now is all over the border.

Persons who have been accustomed to travel on the St. John river will look to the jury investigating the David Weston disaster for a useful report on the whole matter.

Men's Fall Suits.

We are showing some very desirable patterns in Men's Suits for FALL and WINTER wear. These have just arrived and have been marked at specially low prices. You can save from \$3.00 to \$5.00 by buying your Fall Suit here. We ask you to call and verify this statement.

Men's Tweed Suit at \$4.00, 6.00, 8.00, 9.00 and 10.00. Men's Blue and Black Serge and Worsteds Suits, \$5.00 to \$14.00. Alterations when necessary made free of charge.

J. N. HARVEY, Clothing & Tailoring, 199 and 201 Union Street.

Haying Season

Will soon be here and on stock of Waterbury 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 "Sibley" Pattern, "York's Special," "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.

motors can well afford to ignore Ottawa for all time, for there will be nothing left worth asking for.

"There is no necessity for the construction of a second railway from Quebec to Moncton at the present time, nor will there be for years to come. Should the Senate do no more than set its veto upon this portion of the scheme it would render a signal service to the country."—Charlottetown Guardian (Ind.).

A properly conceived and constructed railway plan is now the very scheme which will command the confidence of this great country. The G. T. Pacific will never meet the requirements of the people. Wait until we see the surveys and know that we are building in the interest of the people who will have to pay the bills.

Boston, and the people who confess that they live in that vicinity, have just recognized that reciprocity is now the only agreement which can save the United States from utter ruin. Fine! Some years ago we thought reciprocity the only thing, and the people over the line must offer extraordinary inducements or go hungry. Reciprocity is not what it used to be.

"Shun the stock market for a while," is the Toronto Telegram's advice to small speculators. "Canada's speculative ventures are dominated by the situation in New York. The situation in New York appears to be fundamentally bad. The situation may change, but it may be a long time changing. Some observers believe that the United States has already traveled a year past the beginnings of hard times. But the speculator can rest assured that he is now confronted by a condition that will permit no Canadian stock to go up unless it is manipulated for an advance to tempt the public into the market."

The London cable tells of a curious incident in connection with the last anniversary of the relief of Lucknow. Forty-six years ago today General Havelock and his small army penetrated to the besieged residency at Lucknow. For the first time the Havelock statue in Trafalgar Square is decorated. A large wreath of laurel with blood-red geraniums, acacia, and dahlia, has been placed on the pedestal, and a wreath of evergreens has been hung round the soldier's feet. There is no card on the wreath.

"No doubt the scheme is open to criticism, as all great schemes are," says the Globe in discussing the railway bill. The measure from the Globe, is a noteworthy omission. Great schemes, when they are sound, are not open to such destructive criticism as that of Hon. Mr. Blair on the G. T. Pacific. If the Globe were now as critical as it has been upon comparatively recent occasions, it would detect many grave causes for complaint in the railway policy of the government. There is no one so blind as the man who will not see.

There are signs of life in Halifax. The excited Chronicle had three long editorials about the St. John Transcript in its issue of yesterday morning, and the editor of the Chronicle, Recorder gnashed his teeth for something like half a column. Halifax always did get out some weird childish exhortation which appears in the Moncton Transcript it is inferred that the eccentric Moncton editor is still controlled by the delusion that he is Sir Wilfrid Laurier's right-hand man. When a well-developed delusion seizes upon a little man like that the results are frequently painful.

Competition in the matter of naval armament has become so keen that, as the Toronto News expresses it Great Britain "is forced to build warships literally in fleets. Consider the astonishing naval programme:—

"In 1894, 1895 and 1896 Great Britain added to her list of first-class battleships ten vessels, nine of identical pattern—a fleet as numerous as the present battleship fleet of the United States. During the same years she added to her battle-fleet twelve ships, six of one type, six of another. In 1901 she launched six more; last year, two. Five enormous ships are building, of which three—one the

Domestic Beacon. With life under modern conditions, a light in the twentieth story. Will guide the poor wanderer home. —New York Sun.

"Do you enjoy going to the theatre?" "Very much," answered Mr. Curzon. "The pleasure that comes to me in connection with the drama is the task of finding something I really enjoy sufficiently high priced to suit mother and the girls."—Washington Star.

St. John Vessel Badly Battered. Schooner Reporter Loses Some Sails, Chain and Anchor in Sunday's Storm.

Hyannis, Mass., Sept. 29—The schooner Reporter, which arrived here today, was struck by a squall Sunday at midnight, near Cross Rip and had her foremast split, lost her jibs, parted her booms and had to anchor until Monday afternoon, when the chain parted and a sheet anchor and twenty fathoms of chain were lost. She was towed here and will proceed to Vineyard Haven for repairs.

Lurid Posters to Be Banned from Canada. Ottawa, Sept. 29 (Special)—Mr. Fielding has given notice of an amendment to the customs tariff prohibiting the importation of lurid posters depicting scenes of crime and violence. This is in reply to the request of a delegation that waited upon the government a few days ago.

Attendance Good at Sussex Fair. Sussex, N. B., Oct. 1 (Special)—The attendance at the exhibition today was large and the interest was not waned to any appreciable extent. The judging of the horses and cattle was completed today, and all lines are now finished.

One of the best features of the exhibition will take place Friday afternoon at 2 o'clock on the race track, when the horse and cattle prize winners will be paraded round the track.

Wsex Exhibition!

DATE—September 28th to October 2nd. First class one way fare stations between Amherst, Campbellton and St. John. See page 2.

1st Day—2.15 to 2.77 p.m. 3.00 2.25 to 2.77 p.m. 3.00 2nd Day—2.35 to 3.00 p.m. 2.50 Free for All (1st year) 4.00

Wanted at Once. Semi-Weekly Telegraphs published June 7 and 21st, July and 19th, August 2nd, 1st and 3rd, 1902, and 31st July 1903. A copy of the kindling mail Telephone Publishing Company as far as possible.

Municipal Card. Elections of the Parish of Springfield, N.S. County, New Brunswick. The names of the members of the Council of Kings have been published in our early opportunity of notifying you we will again seek your suffrages as representatives at the coming election.

Teachers are being in. From all quarters, asking for Catalogues and information relative to the Fredericton Business College.

BIRTHS. KB—At Halifax, Sept. 27, to Mr. and Mrs. Walter Clarke, son Miss Marion daughter.

MARRIAGES. MEALISTER—At Lunenburg, Sept. 21, to Miss Elizabeth and Mr. James Smith, both of Lunenburg, N.S. County.

DEATHS. KB—At Halifax, Sept. 27, Helen infant daughter of G. Walter and E. Clarke.

WANTED.

Our Six New Holiday Books. ARE IN PREPARATION and Combination Prospectus representing them all is now ready. These books are all ably adapted to all classes and range in price from 50 cents to \$2.50.

WANTED—A capable woman to do housework; small family; good wages; references required. Apply to Mrs. F. M. Humphrey, Hamilton, N. B.

SHIP NEWS. PORT OF ST. JOHN. Arrived. Tuesday, Sept. 29. Schr. Lena Maud, 98, Olgey, from New Bedford, J. E. Moore, bal.

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G. T. PACIFIC BILL HAS REACHED THE SENATE.

(Continued from page 1.) tion of Canada to the Queen Victoria memorial. Equipment of wireless station at Point Amour, Health Point, Pointe de la Pêche, and other points, Cape Race, Bellefleur and Sable Island, \$23,000.

The acting minister of railways, Hon. Mr. Fielding, as soon as \$30,000 for Sorel harbor passed, asked the house to vote him \$5,000,000 for the operation of the Intercolonial railway during 1903-4.

There was an hour's kidding over bookkeeping and then the opposition relaxed. The next item was for \$140,000 for the purchase of the Grand Trunk in Montreal.

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CASTORIA For Infants and Children.

The Kind You Have Always Bought. Bears the Signature of Dr. J. C. Fitcher.

INTERCOLONIAL RAILWAY. On and after WEDNESDAY, July 1, 1903, trains will run daily (Sunday excepted).

TRAINS LEAVE ST. JOHN. No. 1—Mixed for Moncton, Sept. 2, 6.30. No. 2—Express for Halifax and Campobello, Sept. 2, 7.15.

TRAINS ARRIVE AT ST. JOHN. No. 1—Express from Halifax and Campobello, Sept. 2, 6.30. No. 2—Mixed from Moncton, Sept. 2, 7.15.

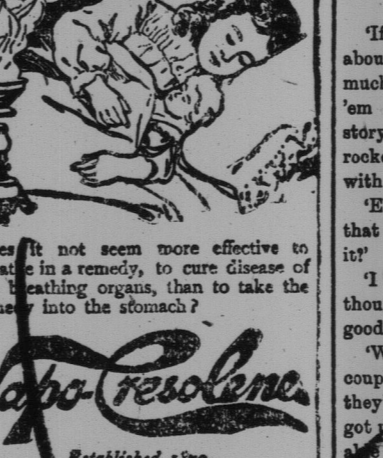
Shipping Notes. The British three-masted schooner Beale Parker, Captain Dudley Whitaker, and the three-masted schooner Spanish Sailed left Hillsboro (N. B.) together on Sept. 1, for New York (N. Y.).

Shipping Notes. The German steamer Heinrich Mendel, 1,000 tons, arrived at Musquodiu from Manchester to load deals.

Shipping Notes. The barque Dippera from this port, Aug. 28th, arrived at Bantry on September 29th.

Deacon Rogers' High Horse.

By Nina Welles Tibbott.



If there's anything I do like to hear about, it's folks making up. There's so much to get folks apart and so little to get 'em together again.

After he got tired lookin' he drove on home, thinkin' the baby might 'ot cross and somebody come along that she knowed and he'd gone home with it.

When the conversation went along that way, she told Zeph she didn't think Elizabeth was lookin' first rate, and wasn't near so pretty as she was when he married her.

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Nature's Cure

For Diarrhoea, Cholera, and other ailments. Fuller's Blackberry Laxative.

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THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., SATURDAY, OCTOBER 3, 1903.

CASTORIA For Infants and Children. The Kind You Have Always Bought Bears the Signature of J. C. Watson In Use For Over Thirty Years CASTORIA

SCHOFIELD BROS. Selling Agents. MORE THAN FIFTY YEARS MAKING MATCHES. no wonder his CANADIAN GREATER MATCH MAKER. All brands carried in St. John warehouse.

STIRRING WORDS TO THE YOUNG At the Young People's Convention in Queen Square Church. OPENING SERVICES. Between 300 and 400 Delegates Present from All Parts of the Provinces -- Rev. Clarence McKinnon on Christian Citizenship; Rev. Dr. McLeod on Bad Citizens.

The first session of the first joint convention of the Young People's Societies of the Maritime Provinces met Tuesday in Queen Square Methodist church. The pulpit and pulpit rail were tastefully decorated with bouquets of sweet peas, asters and several magnificent pot ferns, while the pillars of the church, depended small white banners with the word "Welcome" in red letters.

which great stress was laid on the need of cultivating a stronger type of character, with a greater degree of consecration of the life to the service of the Master. The meeting was brought to a close with prayer by Rev. Dr. Fotheringham.

The meeting was then brought to a close by singing "The Rock" and "Rock of Ages" by Rev. B. N. Nobbs. Today there will be a service in Queen square church at 8 o'clock, led by Rev. A. B. Higgins, Minister of St. John's, and during the day at 9.30, 2 and 7.30 o'clock, denominational rallies will be held in Brussels street Baptist church, Queen square church, St. John's Free church, and the Christian church. There will also be a business meeting of the Maritime C. E. Union at 4.30 in the Queen square church. Between 300 and 400 delegates are in attendance.

Wednesday morning the Presbyterian delegates met for their denominational rally in St. John's Free church. Rev. J. M. Morton, of St. Stephen, presided and the session was taken up with a discussion of the Christian Endeavor idea. A resolution was passed pledging members to contribute twenty-five cents towards paying off the \$14,000 debt which the maritime province church has incurred in the mission.

In the afternoon, Judge Forbes gave an interesting account of his trip to the United States. Following this, Miss E. R. Boyd told the reason she is going to China as a missionary. At the evening mass meeting the church was filled. The three speakers, Rev. Dr. J. A. Morrison, Rev. James F. Kincaid, of Halifax, and Rev. Clarence McKinnon, of Sydney, each of whom was introduced with rapid alacrity as he pleaded for greater consecration in the work of the Master.

The vigilance of Y. P. U. held its 20th anniversary rally in the Brussels street church, President Rev. H. H. Roach in the chair. The secretary-treasurer's report showed that the public opinion of the city, and in behalf of the delegates he felt sure he could say that no effort would be spared to make the convention a success, so that when the time came for them to part they could look back over a time not only pleasantly but profitably spent.

The following committees were then appointed by the president: Rev. M. A. S. Morrison, A. B. Higgins, Minister of St. John's, and E. R. Macdonald, a committee to consider the advisability of holding future conventions of this kind. Rev. C. Munro, J. C. B. Appel, W. J. Kirby, on resolutions.

Rev. W. L. Parker and Messrs. R. D. Smith, J. H. McKinnon, on business. Rev. Clarence McKinnon, Sydney (C.B.) then delivered a very earnest and eloquent address on "Christian Citizenship," which was frequently punctuated with hearty applause, and several instances made through the west, and evoked in enthusiastic terms of the limitless resources and possibilities of Canada. But, he continued, great results are not enough to lay the foundations of a great nation. We must nourish a manhood that is capable of holding hold of those great resources and putting them to their best and legitimate uses. The problem before us is a vast one, no less a one than taking the great streams of humanity that are now pouring into our country from every quarter and stripping each of his individuality and anglicity, lay the foundations of a race that will be greater than any the sun has yet looked upon. Now, how is this to be accomplished? We some times lay the blame of social failures on the church, alleging that that institution has failed to do its duty, and sometimes on the lay, and those who are charged with administering it, when the only way in which any progress in the right direction can be made is by a strong, unanimous effort of the people themselves.

Rev. Dr. McLeod, of Fredericton, was then called upon. He remarked at the outset that so much had been said by the previous speaker about good citizenship that now he would like to say a few words about bad citizenship. Not the ordinary bad citizen, the thief, the drunkard, the gambler and the rascal. These we expect to see from time to time, but he would speak of the good man who was yet a bad citizen. Such a man is the most dangerous kind of a bad citizen. The man who would live the life of a Christian, but who would not let his religion influence his politics, who would try to enter divorce things sacred from things secular--such a man has no conception of the true nature of religion. If D. A. Morrison, replying briefly, thank-

ATTENDANCE GOOD AT SUSSEX FAIR. List of Prize Winners in Various Classes Given -- Parade of the Prize Animals Today.

Sussex, N. B., Sept. 30 (Special).--A very large crowd attended the exhibition today and the fair will prove very successful. The race track had the largest crowd that has attended a race since the track was built. Every train from east and west brought large numbers here. A special of seven cars arrived from St. John about noon, bringing a large number of people from St. John and points along the line. This train left on the return trip at 11.15 o'clock tonight. Every car was crowded.

Among the judges' awards are: Ladies' Work--Mrs. H. D. Everett, St. John, Judge. Best home made shirt, wool--Mrs. F. G. McIntyre, 1st. Best men's socks--Mrs. F. G. McIntyre, 1st. Best pair driving gloves--Mrs. J. G. McIntyre, 1st. Best knitted shirt--Mrs. W. Alexander, 1st. Best knitted cap--Mrs. Andrew Radcliffe, 1st. Best knitted cap--Mrs. Andrew Radcliffe, 1st. Best home made blanket (wool)--Miss M. Cummings, 1st. Best mat, all wool--Mrs. W. Alexander, 1st. Best rug mat--Andrew Aiton, 1st. Best crocheted shawl--Mrs. Andrew Radcliffe, 1st. Best crocheted shawl--Mrs. Andrew Radcliffe, 1st. Best crocheted shawl--Mrs. Andrew Radcliffe, 1st. Best crocheted shawl--Mrs. Andrew Radcliffe, 1st.

Best ram over two years--Daniel Tait, 1st. Best sheeping--M. H. Parlee, 1st. Best pair ewes, two years and over--M. H. Parlee, 1st and 2nd. Best pair ewes, one year and over--M. H. Parlee, 1st and 2nd. Best pair ewes, one year and over--M. H. Parlee, 1st and 2nd. Best pair ewes, one year and over--M. H. Parlee, 1st and 2nd. Best pair ewes, one year and over--M. H. Parlee, 1st and 2nd.

Best ram over two years--John H. King, 1st. Best pair ewes, two years and over--J. H. King, 1st and 2nd. Best pair ewes, one year and over--J. H. King, 1st and 2nd. Best pair ewes, one year and over--J. H. King, 1st and 2nd. Best pair ewes, one year and over--J. H. King, 1st and 2nd.

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Best pair Black Minors--O. Hayes, 1st; J. W. Barber, 2nd. Best pair Buff Orpingtons--A. F. McCready, 1st. Best breeding coop fowls, American breed, four females, one male--South Jones, 1st and 2nd. Best breeding coop fowls, Mediterranean, four females, one male--South Jones, 1st; F. G. Lansdowne, 2nd.

Turkeys, Geese and Ducks. Best pair turkeys, Bronze, one male, one female--M. H. Parlee, 1st; J. Titus Barnes, 2nd. Best ducks, Rouen, one male, one female--F. G. Lansdowne, 1st. Turkeys, Geese and Ducks. Best pair turkeys, Bronze, one male, one female--M. H. Parlee, 1st; J. Titus Barnes, 2nd. Best ducks, Rouen, one male, one female--F. G. Lansdowne, 1st.

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Heifer calf over six months--W. Monagle, 1st; F. Roach, 2nd. Heifer calf, six months and under--McMonagle, 1st and 2nd; F. Roach, 2nd. Heifer of Guernsey--W. McMonagle and 2nd. Holsteins. Bull, any age--A. Aiton, 1st. Cow, any age--A. Aiton, 1st and 2nd. Heifer, two years--A. Aiton, 1st and 2nd. Calf--A. Aiton, 1st and 2nd. Herefords. Bull, any age--S. H. White, 1st. The balance of Herefords not being properly registered were not judged. Shortborns. Bull, any age--J. T. Barnes, 1st; J. Christ, 2nd. Cow, any age--J. T. Barnes, 1st; J. Christ, 2nd. Calf--J. G. Galt, 1st and 2nd. Grades cow, four years and over--M. Intyre Bros., 1st; R. Robinson, 2nd; Intyre Bros., 3rd. Grades cow, three years--R. Robt. 1st; McIntyre Bros., 2nd; E. Hall, 3rd. Cow, two years--E. Hall, 1st; M. Intyre Bros., 2nd. Heifer, two years--McIntyre Bros., 1st; E. Hall, 2nd; McIntyre Bros., 3rd. Ayrshire, special grade--Cow, any age--McIntyre Bros., 1st and 2nd; J. J. J. 3rd. Cow, Jersey grade, any age--J. R. son, 1st and 2nd; McIntyre Bros., 3rd. Cow, Guernsey grade, any age--J. R. son, 1st; McIntyre Bros., 2nd and 3rd. Class 13, ewe-sheep, five milk cows for dairy purposes--T. J. J. 1st; McIntyre Bros., 2nd; E. Hall, 3rd. Daniel Drummond, of Ottawa, was of the cattle.

Class I, Draught. Stallion, four years and upward--King, 1st; J. E. McAlley, 2nd; Monagle, 3rd. Stallion, two years--J. E. McAlley, 1st; J. E. McAlley, 2nd; J. E. McAlley, 3rd. Stallion, one year--S. A. P. J. P. H. Pearson, 2nd. Gelding or filly, three years--J. E. McAlley, 1st; W. H. Venning, 2nd. Gelding or filly, two years--J. A. 1st; H. R. McMonagle, 2nd; Dan 3rd. Gelding or filly, one year--J. E. McAlley, 1st; J. E. McAlley, 2nd; J. E. McAlley, 3rd. Spring colt or filly--J. A. Horn 1st; F. Roach, 2nd; McIntyre Bros., 3rd. Brood mare with foal by side--Hughes, 1st; McIntyre Bros., 2nd; F. Roach, 3rd. Mare or gelding to carriage--W. B. 1st; Monagle, 2nd; J. A. Henderson, 3rd; Hayes, 3rd. Mated pair to carriage--McIntyre Bros., 1st.

Class II, General Purpose. Stallion, four years and upward--S. A. P. J. P. H. Pearson, 1st; J. A. Henderson, 2nd; J. A. Henderson, 3rd. Stallion, one year--J. A. Henderson, 1st; J. A. Henderson, 2nd; J. A. Henderson, 3rd. Gelding or filly, two years--J. A. Henderson, 1st; J. A. Henderson, 2nd; J. A. Henderson, 3rd. Spring colt or filly--J. A. Henderson, 1st; J. A. Henderson, 2nd; J. A. Henderson, 3rd. Brood mare with foal at side--J. A. Henderson, 1st; J. A. Henderson, 2nd; J. A. Henderson, 3rd. Mare or gelding to carriage--W. B. 1st; Monagle, 2nd; J. A. Henderson, 3rd. Team shown in harness--McKnight Bros., 1st and 2nd; Daniel Tait, 3rd. Team shown in harness--McKnight Bros., 1st and 2nd; Daniel Tait, 3rd.

Class 3, Draft Horses. Stallion, four years and upward--J. A. Henderson, 1st; J. A. Henderson, 2nd; J. A. Henderson, 3rd. Stallion, one year--J. A. Henderson, 1st; J. A. Henderson, 2nd; J. A. Henderson, 3rd. Gelding or filly, two years--J. A. Henderson, 1st; J. A. Henderson, 2nd; J. A. Henderson, 3rd. Spring colt or filly, one year--J. A. Henderson, 1st; J. A. Henderson, 2nd; J. A. Henderson, 3rd. Brood mare with foal at side--J. A. Henderson, 1st; J. A. Henderson, 2nd; J. A. Henderson, 3rd. Mare or gelding to carriage--W. B. 1st; Monagle, 2nd; J. A. Henderson, 3rd. Team shown in harness--McKnight Bros., 1st and 2nd; Daniel Tait, 3rd. Team shown in harness--McKnight Bros., 1st and 2nd; Daniel Tait, 3rd.

Class 4, Saddle Horses. Saddle horse, gelding or mare, 1050 pounds, 15.1 height--Ugban, 1st; H. M. Campbell, 2nd; Ughan, 3rd. Special prizes, Draught. Best spring colt, Agricultural horse--J. A. Henderson, 1st; J. A. Henderson, 2nd; J. A. Henderson, 3rd. Best spring colt, general purpose--J. A. Henderson, 1st; J. A. Henderson, 2nd; J. A. Henderson, 3rd. Spring colt, heavy draft--J. A. Henderson, 1st; J. A. Henderson, 2nd; J. A. Henderson, 3rd. W. B. Bowness, of Summerside (I.), was judge of the horses.

The United States government ready taken one-fourth of all the Oregon and turned it into a forest reservation. The United States government ready taken one-fourth of all the Oregon and turned it into a forest reservation. The United States government ready taken one-fourth of all the Oregon and turned it into a forest reservation.

Lotus Gall Co. HORN AND SHEEP GALLS. For all skin diseases in horses, cattle and sheep. THE GAIRD & CO. LTD., DISTRICT MANAGERS, ST. JOHN, N. B.