MIRAMICHI ADVANCE, CHATHAM, NEW BRUNSWICK, JULY 23, 1903. ernment's intention to add five dollar bills Imperial securities. Then the deposits in much in favour of the construction of General Business. Miramichi Advance. chartered banks amounted to seventy-six another transcontinental line as any other to the circulation of Dominion notes. followed a brief argument by Mr. Fielding millions. They are now three hundred and Nature's Remedy member, but I am not in favor of im BAKING CHATHAM. N. B., JULY 23, 1903. seventy millions. In 1880 the total trade of in justification of the increased issue of petuously rushing into the construction of for Diarrhœa COMMON SOAP Dominion bills. Twenty-five years ago, he Canada was one hundred and seventy-four a transcontinental line from Quebec said, when the issue was twenty million, the millions, it is now four hundred and fifty through an unknown country to Winnipeg Death of the Pope. and all Summer Complaints POWDER WILL CAUSE reserve was kept at 25 per cent. in gold or millions. in Children and Adults. aud the west until we know something His Holiness, Pope Leo XIII. ROUGH SKIN ABSOLUTELY PURE about it. until we have the fullest informwhose demise had been anticipated for FULLER'S On Face and Hands, MR. BLAIR EXPLAINS. ation about it. The project is one of Makes the food more delicious and wholesome nearly a fortnight, died at a few very great magnitude, and should be BLACKBERRY minutes past four o'clock on Monday dealt with only after the the maturest ROYAL BAKING POWDER CO., NEW YORK. We have just imported a large lot afternoon. The late supreme head of He Gives Explicit Reasons why he Resigned From deliberation. (Opposition applause.) CORDIAL Cucumber the Roman Catholic church was ninety. THE PREMIER PROPOSED AN IMMATURE the Cabinet. and Olive 01 POLICY three years old. He has been Pope Soap Without being able to do more than since February, 1878, when he succeed Price, 25 cents The Grand Trunk Pacific Scheme as Proposed by the simply to indicate the order of events. I ed His Holiness Pius IX. He was, Government was, he says, the Sole Cause of his direct from the factory which next TWO WEEKS am going to state now in the House THE BAIRD CO'Y. Limited perhaps, the ablest of all the Popes, and Withdrawal. what occurred in connection with my ____AT____ his record, from his earliest years to PROPRIETORS resignation. On Saturday' July 4. WOODSTOCK, N.B. the day of his lamented death, chal 3 Cakes for 10 cents became convinced that it was determined The Late Minister Objects to Another Government Road, Even if it Would not Parallel the Intercolonial. lenged the admiration and commanded Do You Want to Fit to build a government line from Moncton It is made from Pure Olive Oil and to Quebec, and to proceed at once with the respect and veneration of Christenthe construction without surveys from dom. Flags have been half-masted, The independent press despatch-pub- largely represented in this connection. edge of the situation I could not bring Mackenzie's Medical Hall Quebec to Winnipeg; and knowing, in bells tolled and other signs of sorrow lished by such papers as the Montreal satisfy themselves that whether I have myself to believe that a scheme so Yourself out with fact, that that which the Premier has objectionable and alarming in many respects Witness and other non-party journals, erred or otherwise I have at all events and respect for the memory of the stated to-day was then decided upon, sought to do what I believed my duty. would be finally and deliberately adopted deceased sovereign manifested everycaused it to be made known that that by government, and I did not, until a few The House of Commons was, last TRIVIAL REASONS ASSIGNED. where, not alone by Catholics but by policy not to speak of other features days before Saturday last, entertain the Thursday, placed in full possession of the 'No doubt speculation is very rife as to all who are imbued with the spirit o which will be elaborated later, is not least idea that the advice tendered you circumstances under which the Hon. A. A Buggy, an Open Wagon, the causes which have impelled me to CALED TENDERS addressed to the undersigned the Master whose church was policy to which I could commit myself against hasty and impetuous action would and endorsed "Tender for Supplying Coal for the Dominion Buildings," will be received at this office until Friday, July 24, 1903. inclusively, for the G. Blair surrendered his post in the this action. I see it widely stated in the as a member of the government; that I not ultimately prevail. materially strengthened and wisely Laurier cabinet as Minister of Railways. supply of Coal for the Public Buildings throughout the Dominion press that the fact that some Liberal A Set of Harness THE CABINET FORWARNED BY MR. BLAIR. could not take the responsibility of administered by the deceased Pontiff. The scene was one that will never be members carried amendments to the bringing before Parliament and urging 'I consider it would have been unbecom Combined specification and form of tender forgotten by the hundreds that thronged Railway Commission Bill was regarded by obtained on application at this office upon the acceptance of Parliament and ing on my part to have even hinted at Persons tendering are notified that tenders Latest returns obtainable from Manithe chamber. There has not been such me at an offence and led me to seriously calling for the approval of the country not be considered unless made on the printed form supplied, and signed with their actual signatures. withdrawal from the cabinet if my views or other Seasonable Article? an interest shown in any event in the consider resignation. I do not know by a project of that character. That necestooa show the conservative government Each tender must be accompanied by an accepte cheque on a chartered bank, made payable to th did not prevail, while there were still good Commons since the present administration what standard these people would measure sarily would convey and did convey to has carried the province by a large reasons for the hope that my opinions would der of the Honourable the Minister of came to office. The explanations were me; I do not know on what balance they the minds of anybody whosheard me and Works, equal to ten per cent of amount of the tender, which will be forfeited if that party tendermajority. The conservatives carried have weight with yourself and our colvery full, and furnished matter enough to would have me weighed, but I trust there who knew the position which I felt bound IF SO GO TO leagues. When the ground for such hope twenty-nine seats and the liberals seven, ing decline to enter into a contract when called keep politicians guessing for some time to upon to do so, or if he fail to complete the work contracted for. If the tender be not accepted the is nobody who entertains such a contemp- to take, nothing short of a withdrawal appeared to be diminishing, which would be with three constituencies in doubt and come. Mr. Blair studiously avoided any George Hildebrand, Cunard St. Chatham, N. B. at least from two to three weeks ago, I tible opinion of me as to suppose that from the government, and on Monday cheque will be returned. The department does not bind the lowest or any tender. two where elections are yet to be held. remark that could carry offence, and yet went so far as to say with all possible gravity the action of these members in that I CONVEYED TO THE PREMIER MY RESIGNA In some constituencies which are given his whole speech was an arraignment of that I could not see how it would be possible By order, regard would cause me any offence. TION. to the conservatives the majorities are the policy the cabinet had seen fit to for me as Minister of Railways to under-FRED GELINAS, (Cheers.) When that bill came before with a written statement accompanying it take to present and defend this scheme adopt in connection with the transcontin-Department of Public Works, -Ottawa, June 11 1903 the House I thought it was treated fairly. I pointed out that I was willing that my very small and the returns are not Why not also get something in these lines for a friend just at before parliament, or to allow myself to be ental railway question. The letters and I had no reason to complain, and until 1 resignation should remain unacted upon. quite complete, so that final result Newspapers inserting this advertise nent without regarded as the minister primarily responthis Season ? statements are in the highest sense worthy saw the statement made so confidently in if he wished it, until I could assist in rom the Department will not be paid fo may reduce the government majority suble for its adoption. The warning I then the perusal of every 'citizen of Canada the newspaper press I was not aware that putting the Railway Commission bill gave to yourself and my colleagues was

EASTERN STEAMSHIP CO. What Doaktown May Have.

ITS INTERESTS TO BE PROMOTED BY THE

who seeks to form an intelligent opinion of the tracscontinental railway problem.

SIR WILFRID'S STATEMENT. view did not carry were of a purely every AT HIS REQUEST I ACCEPTED BACK FROM Sir Wilfrid presented to the House the following statement : "It is my duty to give to the House the explauations t which it is entitled concerning the resignation of my honorable friend Mr. Blain as a member of the cabinet and Minister of Railways. In view of the rapid "Another cause that has been assigned for desired to think matters over. I was

I had been offended by the action of any through committee. That met with his one. Some of the clauses upon which my approval, and

that stage. I intended it as a direct and clear intimation of my attitude upon the



dditional Direct Service.

Division.

Commencing Monday, June 29th, 1903 Steamers leave St. John, Mondays, Wednesdays and Fridays at 8.00 A. M. for Lubec, Eastport, Portland and Bos-

For Boston, direct on Tuesdays and Saturdays a 6,30 p. m. arning, leave Boston, via Portland, Eastport and Luber, Mondays, Wednesdays and Fridays at 9,00 A. M. From Boston, direct Mondays and Thursdays at

12 noon Freight received daily up to 5.00 P.M, All freight via this line is insured against fire and marine risk, A. H. HANSCOM. W. G. LEE, Agent, St. John, N.

CALVIN AUSTIN. V. P. and General Manager. Foster's Wharf, Boston, Mass.



The Fast Train leaving Mon-

real every Sunday. Wednes-IMPERIAL LIMITED day and Friday, at 11 40 a m aking the run to Vancon ver in 97hrs. Carries Palace and Tourist Sleeping Cars - PACIFIC COAST

Leaves Montreal 9.30 a m PACIFIC EXPRESS daily, carrying First and Second Class Coaches, Palace CANADIAN NORTHWEST Sleepers, and on Thursday carries Tourist Sleepers BRITISH COLUMBIA Reaches all points in Canadian Northwest and British Columbia.

Write for descriptive matter, rates, etc., to C. B. FOSTER, D. P. A., C. P. R. St. John, N. B.

WANTED.

Old Postage Stamps used between 1840 and 1870 worth most on envelopes. Also old Blue Dishes; old China, Brass Andirons, Candlesticks, Trays and Snuffers, and old Mahogany Furniture. Address W. A. KAIN, 116 Germain Street, St. John, N. B.

PROPOSED G. T. PACIFIC. DOAKTOWN, N. B., JULY 20TH, 1903. EDITOR "ADVANCE." Dear Sir : Now that Canada is being just settled, especially in the west, we might call attention to the vacant farms on Cain' River, Bartholemew River and Renous, and

places and have no doubt that they would

the Little Southwest. New Brunswick will

never be settled in the interior until that

be all taken up.

development of the country, of the flood o many other farms in different parts of the immigration into the fertile section west country which could be had very cheaply of Lake Superior, of the industrial movemany of them with buildings and fences. ment in the older provinces, the govern their owners having gone west, and many ment have come to the conclusion that having interests elsewhere would sell cheap; also many owned by lumbermen, who care new transcontinental railway between the nothing for farming have left and gone to | east and the west to the Pacific ocean has other lumber states to follow their calling. become a necessity. To this view the We would suggest that the attention of honorable member has always expressed intending immigrants be called to these his assent.

BUT A DIFFERENCE OF OPINION AROSE

between him and his colleagues as to th There is much good land on Bartholemew mode of construction and operation. N Dungarvon and Renous Rivers which wil final plan has yet been adopted, though only be settled by immigration from Europe basis has been reached for the construction especially from the British Islands.

of a line to be built and owned by th Now, the Grand Trunk Pacific Company government through a commission, bu is promoting their short line from Quebec to be operated by a company under to Moncton, which will, according to the special provisions to make it a common survey made by them a few years ago, cross Dungarvon and Bartholemew rivers, open highway to all railway companies from that country for settlement right through Moncton to Winnipsg, and for th the middle of New Brunswick which is now construction of a line to be built by a region unknown except to the hunter and company with the assistance of th lumberman. When that road is built. government from Winnipeg to the Pacific road will then run from Newcastle up the ocean at Port Simpson. Northwest River and tap it near the head of

MR. BLAIR'S OBJECTIONS. To this plan the honorable member ha wo objections

road is built. The survey that was made (1) To the construction of the section of about 12 years ago came down Big Hole the above-mentioned line lying between Brook, passing through Doaktown and Moncton and Quebec, he being of the opinion that such a line would parallel the running southeast up Doak's Brook and to C. R., an opinion from which we entirely Cain's River, and on to Moncton, the dissent surveyors remarking on the ease with which (2) To the immediate construction of

a railway could be built, as the country was section between Quebec and the Pacific very level with blocks of stone lying all ocean and to the suggested mode of construction about near the bridge sites, for construction 'In consequence of this difference

work of that kind. Such quarries of freestone waiting for the workman's hand they never saw before as they found for miles i many places. They said no cuttings or fills

were needed, as ground as level as a western prairie and a good country for settlement prevailed. To the northwest of Doaktown indications, of valuable minerals Was found, as well as good land for settlement, covered with dense forests of heavy timber. In many places the lumberman's axe has never been heard. This will not be burned as very stringent laws have been

enacted for the protection of forests from Bank of Montreal. Incomptive sparks. able member, upon all questions of policy.

my colleagues in pushing that bill through | his suggestion. committee. I dismiss that with a similar observation. I did not ask any of my colleagues to help me, because I felt that, not having studied the bill as I had done.

they could not be so familiar with its contents and so well informed upon it as I was to meet the objections that were being raised. Had I asked any of them to do so I want to say openly and publicly that there is no reason in the world, so far as I know, why they would not have cheerfully and gladly come to my help. 'Ano her statement, which, if possible, has had a much wider circulation, and which seems to have met with some acceptance in quarters that I would not have expected, is that I have long been considering the intention of resigning owing to rebuffs and ill-treatment at the hands of my colleagues. I want to say -emphatically here that until the question

of the Grand Trunk Pacific came up for consideration before council the thought of resignation never entered my mind.

and if I had not seen the statements would not have been informed as to the conditions which it is said prevailed in council, and as to the treatment I was

receiving from my colleagues, let me say that I know of no instance, and should my separation prove to be a permanent

and unending separation, I am bound to opinion between his colleagues say that I can acquit my late colleagues of imself the honorable member on the 10th any charge of that kind so far as I myself instant, tendered his resignation to the have any personal knowledge. Prime Minister. Conferences then took

'I have heard the name of Mr. Sifton place between the Prime Minister, mentioned as having been caballing against the assistance of one of his colleagues me and endeavoring to undermine me and the honorable member, and finally on and my influence in the cabinet. Well, if the 14th, his resignation was accepted. The Prime Minister, whilst expressing that be the case, he had succeeded most admirably in concealing that from my

for himself and the other members of the knowledge at all events. I never had it in administration his great regret at the my mind that the gentlemen's conduct severance from the cabinet of an able towards me was such as has been reprecolleague, is happy to believe the honorsented. (Hear, hear.) I did not know

day character, and while I was bound to HIM THE LETTER AND THE RESIGNATION. have an opinion and express it. I am free On Friday I had the letter re-written to say that there was no member who leaving out what had been said with would not be as well entitled to express a reference to the bill, enclosing my sound judgment on these clauses as I was. resignation with the accompanying letter I trust that none of my friends who took and was on the eve of handing it to th that course will do me the injustice to Prime Minister when he did me the hono believe that their actions had the slightest of calling upon me and suggested that impression on my mind. (Hear, hear.) might not act for a day or two, as he

my action is that I had no assistance from | going away on Saturday. I acceeded to

AGAIN FORWARDS RESIGNATION. I did not return till Monday. I expect ed to have seen him earlier on Monday than I did, and I sent that letter with another with my resignation to him on Monday, July 13.

Now, it is proper and due to this House and due to myself that I should put the House in possession of the contents of the communication which on July 10th I forwarded to the Right Hen. the Prime Minister.

with the exception of the reference to the Railway Commission Bill, which I wrote and handed to the Right Honorable Gentlemen, the First Minister, on Mon day. July 6, it was held over under the circumstances I have detailed to you.

THE LETTER OF RESIGNATION. Office of the Minister of Railways and Canals.

'Ottawa, Oat., July 10, 1903. 'My Dear Sir Wilfrid:

'Since the statement of my position re specting the transcontinental project was made in council on Saturday last I have been considering the subject from all points of view, in the hope of finding some prope means by which I could avoid the necessity of withdrawing from the cabinet. I fully realise that in your present indifferent state of health such action on my part woul cause you much anxiety and embarrassment

that the more I reflect upon the situation the more I find myself constrained to take this step. It is the only course consistent with my view of public duty and what is

> A HUMILIATING SUGGESTION. 'The suggestion which was made to m when I stated to council my inability t become responsible for the policy which the government was apparently determined to

sufficient impressiveness, and it was not my fault if it was not appreciated by you. I further appears to me that if I had declared my intention of withdrawing from the cabinet while there was still a prospect of this policy not being adopted, you would have considered I was endeavoring to accomplish my threat what I had failed to effect by argument.

going as far as I thought I ought to go at

uestion. I think it was made with

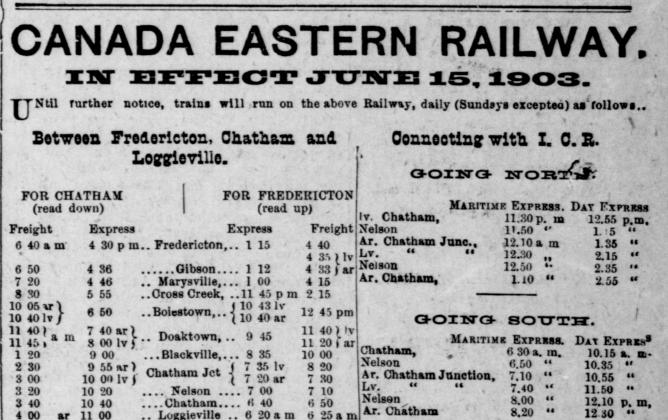
MR. BLAIR'S DOSITION DIFFERENT FROM THAT OF ANY OF HIS COLLEAGUES.

I consider that my position with respect to this question differs in an important sense from that of any of my colleagues. As Minister of Railways the public would naturally regard me as having prompted and arged the scheme upon the government. I would necessarily have the carriage of the proposal through parliament, and in the nature of things would be by the public regarded as more responsible for the policy than any other minister in the Cabinet, excepting perhaps, yourself. The brunt of the opposition which would be encountered in the House would have to be borne by me

This letter, as I have said, was one, and the duty of justifying and advocating the measure would largely devolve upon me. Even if I could bring myself to subordinate my personal judgment upon the question for the sake of the party, how could I discharge the duty of advocating and defending the measure without any heart in the cause and with the strong opinion which I uniformly entertained that it was not THOS. HOBEN, Supt. policy which would be conducive to public interests, nor one which could be safely adopted in the interest of the government

BEHIND-DOORS WORK.

Again, as respects my being open to the charge of want of fairness to yourself. rather appears to me that an allegation of that character more properly lies at your door. The Grand Trunk proposition had been made to you, and you had consulted with other ministers, and these ministers had met Mr. Hayes on several occasions, as] am advised, with your knowledge and approval, long before you made me aware that negotiations or discussions on subject had been entered upon, and were being prosecuted. I do not say that I am unaware of them because information indir ectly reached me to that effect. but I do say they had made progress, and had been well advanced before my chief had considered it proper or necessary to acquaint me with the facts. I think I might justly should not now be entertained and that the



The above Table is made up on Atlantic standard time.

Loggieville .. 6 20 a m

The trains between Chatham and Fredericton will also stop when signalled at the following flag Stations- Derby Siding, Upper Nelson Boom, Chelmstord, Grey Rapids, Upper Blackville, Blissfield Carrol's, McNamee's, Ludlow, Astle Crossing, Clearwater, Portage Road, Forbes' Siding, Upper Cross Creek, Covered Bridge, Ziouville, Durham, Nashwaak, Manzer's Siding, Penniac.

Ar. Chatham

Maritime Express Trains on I. C. R. going north run through to destinations on Sunday. Maritime Express from Montreal runs Monday mornings but not Sunday mornings.

CONNECTIONS are made at Chatham Junction with the I, C. BAILWAY for all points East and West, and at Fredericton with the for all points East and West, and at Fredericton with the C. P. RAILWAY for Montreal and all points in the upper provinces and with the C. P. RAILWAY for St John and all points West, and at Gibson for Woodstock, Houlton, Grand Falls Edmundston and Presque Isle, and at Cross Creek with Stage for Stanley

ALEX. GIBSON, Gen'l Manager

traffic: a railway should be built by government through, if the government should so decide, a commission rather than by the overnment itself directly, and that a contract for such construction should be let only

after open and public competition. 4th .- That when built and ready for peration, such railway should not be handd over to any one existing railway company

under lease but that the same should be operated either by the government itself, through a commission appointed for the ourpose, if so preferred, or by a trust comused of the representatives of the different ailways which might intend to use it under direct government supervision and control, and that such form of dealing with the the question of operation or management hould be decided later after a fuller knowledge of the facts and mature deliberation. 6th-That the policy of giving a present guarantee or other aid to the company to build a railway in continuation of the Quebec-Winnipeg line through the fertile prairie district, the most valuable and promising section of the whole system,

REMOVAL. Dr John S Benson has removed his office to the residence, lately occupied by Mrs Alexander Robin-

son on St. John Street, where he may be found at all hours. Chatham, July 7 1903.

8.20 **

CITATION.

Persons having claims against the estate of the late Rev John L McDonald, of Loggieville. are requested to fyle the same, duly attested, and persons indebted to the estate are requested make immediate payment to RA LAWLOR.

Chatham, N B, July 8th, 1903.



The subscriber is prepared to furnish stone for

HICKEY'S

L. J TWEEDIE.

Flesh Producer.

Stimulant.

and this I would gladly spare you if it were

at all possible. I deeply regret, however,

required of me by my self-respect.

complain that so important a matter of

cable, and gave promise of a fair measure of

4 00

ESTABLISHED 1817.

(all paid up) Capital Reserved Fur (TWENTY MILLION DOLLARS!)

IN THE SAVINGS BANK DEPARTMENT

of this Branch, interest is allowed AT CURRENT RATES on sums of \$4.00 and upwards and paid or

compounded twice a year, on 30th of June and 31st December. This is the most convenient form for depositors, but deposit receipts will be issued to those who prefer

COLLECTIONS

made at all points in Canada and the United States at most favorable rates.

SPECIAL NOTICE.

and Newcastle N. B. have decided to change the Saturday closing hour to 12 O'CLOCK, NOON, commencing on October 4th next.

Until futher notice, for convenience of customers, this Bank will be open for busibusiness from 9.30 a. m. on Saturdays. Other days as usual from 10 a. m. until 3 p. m.

R. B. CROMBIE. Manager Chatham Branch.



PRESSURE SMOKELESS carr-ridge. This size uses a 165-grain bullet and has a velocity of over 2,000 feet per second, making it the most powerful cartridge made for an American arm, with the ex-ception of the .30-40 U. S. Army. It is sufficiently deadly for any game known in North America. Another great advantage is that the heavier and head and rifed (but Another great advantage is that the barre's are bored and rifled (bu not chambered)exactly the same as the regular .32-40 Marlin, one turn in 16 inches. This makes the use of black powder and lead bullets as satisfactory and convenient as in a regular black powder rifle. This size is the first high-pres-sure arm developed in this country for a caliber larger than .30, and

the first to use a slow enoug twist to give best results with black powder ammunition. Prices some or 30 30 MARLIN. 120-page cat log of siles, shotguns, ammunities, etc., cover in 9 colors, mailed for three stamps

will settle up in its interior instead of mere ly around the coasts and up and down the

\$12,000,000 streams. That tract of rich land which 8.000.000 crosses the head of Miramichi at Glassville and continues in a Northeast course across the Tobique and head waters of Barthol-

> emew, Dungarvon and the Little Southwest Rivers, is the very best interior lands and will rapidly settle up when entered by the proposed railway. to make a statement in my own behalf.

In the country described there are splendid water powers which can be made use of in the manufacture of shingles and for any other purpose that may be needed. Our

country is on the eve of great development with a bright future before it, Doaktown, which is likely to be the place where the new road will cross the Canada Eastern, will be a place of importance as a distributing point. The Chartered Banks in Chatham, N. B. Geographically, it is the exact centre of New Brunswick and may become a manu-

facturing town of some importance.

NEWS AND NOTES.

Not being satisfied with making fortunes as handwriting experts, some men now claim that they can tell the difference between typewritten sheets done by different operators. In a recent law case, where a long typewritten decument was in question. it was alleged that one of the pages included member when I say that

had been substituted for another sheet. Although to a casual eye all the sheets seemed to be the work of one hand, experts showed that the spacing was quite different.

especially between the end of one sentence and the beginning of another, and on the substituted sheet the new paragraphs began in quite a different position on the lines, implies. For myself I have endeavored and the letters were shaky, instead of to discharge the duties of my office upright and firm. And the punctuation was manner which would not only be an wholly different. The experts were unable advantage to the party and redound to to trace the person who had done the bogus my own individual credit, but would be a typewriting, but they agreed that it was a benefit to the country as a whole. And, young woman; that she was nervous, not Sir, I have not spared time or labor to very strong, and that her education was achieve these results. only moderately good.

A resolution enabling the government to increase the circulation of Dominion bills from twenty million to thirty million dollars was moved by the Minister Finance recently. During the debate Mr. W. F. Maclean asked if it was the intention of the government to have five dollar Dominion bills. The Minister of Finance replied that aside from the resolution before the House, the government might issue five dollar bills. Representations had been made appeal to the judgment of every one, will parliament.

except this one, is in accord with the nor do 1 suspect any member of the overnment. MR. BLAIR SPEAKS. The Hon. Mr. Blair rose immediately But if there was any evidence required as on the Premier sitting down, and said 'The Prime Minister having made statement and explanation referring to my withdrawal from the cabinet, it is my privilege, and I think it becomes my duty

am not unaware that the step which I have , raised in his defence, feeble though it may parliament, I could retain my position taken is one of the gravest possible have been.

character. I regret as much as any THF GRAVEST REASONS FOR RESIGNATION. gentleman on this side of the House the 'Now Mr. Speaker, the sole and only severing of the ties which have existed | cause which has led me to take this between myself and my colleagues since regrettable step-and lown frankly that my entry into the administration. I can it is regrettable to me, as I know that it well real ze that the effect of cabinet must be to the government and to my changes at this moment will not only friends, not only here, but in my own tend to delay and protract the business province-is because I have been unable of an already very prolonged session but to justify to my mind; to my own con will occasion very much embarrassment to science, and to my duty to the people, the party and will be a source of support of the proposal which the governanxiety to the Prime Minister himself, a ment have decided upon making and thing which above all I would gladly asking this House to pass with regard to

avoid. The step which I have taken can the Grand Trunk Pacific project. It only be justified in respect of my duty to would be a matter of difficulty for me to the constituency, to the party, to this enter upon a discussion of that question House and the country, upon the clearest | even if I were disposed to do so. I am and plainest and strongest grounds. I unable to do so for the very sufficient think I am in the judgment of every reason that that project is not before this such a precedure, and I appeal to you to say House. Nor do I know from the remark

SUCH A COURSE MUST HAVE BEEN TAKEN which was made by the Plemier, the form BY IMPULSION OF THE GRAVEST in which that project will be submitted. But this much I do know, that the points CHARACTER.

the cabinet would hastily and lightly cast have been adhered to, I may state my aside his position and all that change objections briefly, reserving what I have to say for a later period, 'I objected to the government construct-

> ing another government road from Levis to Moncton. I objected to it because it paralleled the Intercolonial in my opinion without a doubt. You cannot build line between the same points without practically paralleling the I. C. R.

'The step which I have felt called on to will not enter upon any elaboration of the take I have taken in no light or frivelous point. I merely state my position. way : I have not acted in any spirit of object to another government road, even capice, because of any pique or for any if it would not parallel the I. C. R. small-sized dealing of such a character. I in New Brunswick are not asking for it have left the administration for reasons unless there are some who want to see which I am bound to state to the House. the money spent there, and that class of and which have to some extent been people I apprehend are not a class who stated by the Prime Minister. I trut | will influence largely the action of this that these reasons, while they may not government or the legislation of this

adopt with reference to the transcontinental railway project, that I might delegate to council from which I have just retired. some other minister or that you yourself of having treated me in any such manner.

might take charge of the carriage of the resolutions and measures in parliament. to the opinions which I held and as to appears to be more impracticable, the more a my feelings, towards the Minister of the I consider it. It does not seem to me Interior, I think I may at this moment possible that, while declaring myself appeal to the fact that when during his council as disapproving strongly of the

absence, he was assailed in a manner that government policy on this question, and I thought unfair, my voice was the first] therefore, unable to support the same in the cabinet, and avoid the public advocacy

of a proposition which it would be especially my duty as Minister of Railways to present parliament and defend before the country. This course of tacitly accepting a measure which my judgment strongly condemns I consider, on reflection, as neither fair to the government as a body nor just to myself. An inference would be drawn from my silence that I was not favorable to the government policy, and yet that I was not averse to retaining my ministerial position. i am sure that we all would be placing ourselves by such a course of conduct in a false position, and would surely be assailed as committing an open and flagrant breach of a well recognized principle obtaining under

our system of responsible government. THE DIGNITY OF MR. BLAIR'S POSITION. Neither of us can afford to be a party to whether or not it would not be infinitely better that I should submit to the sacrifice of the office which I have the honor to hold in discharging the duties of which I have

felt a legitimate pride, while you should be No one filling a distinguished position in which I felt would cause the chief trouble subjected to any embarrassment which might result from my resignation, rather than that we should jointly suffer the reproaches which such acts on our part

> would necessarily provoke. WOULD SAVE HIS COLLEAGUES FROM SELF-

> The measure should not be many hours under consideration before parliament, when should be made to feel the insupportable

made to reproach yourself and our colleagues

policy arising within the sphere of it became reasonably clear that settlement department, should have been conducted and continued in this way behind my back and without my knowledge.

I AM . NOT MAKING THIS AN OBJECT OF COMPLAINT

and it has not materially influenced my action at the present moment. I believe my memory serves me, this is the first occasion I have mentioned the subject to you. I reconciled myself to the very obvious slight which had been cast upon me on the ground that probably your knowledge of my

views on the general question did not en. courage you to expect I would look with much favour upon or render much assistance in carrying out the object you had in view.

With the most extreme regret, Sir Wilfrid, I feel compelled to tender you my resignation, which I have to beg you will hand to His Excellency without delay.

THIS RESIGNATION YOU MUST TREAT AS FINAL. The action which has been taken since Saturday last in submitting to a caucus of supporters of the government in parliament. the trans-continental railway propositions, indentically in the form in which they were adopted by council, assures me that the government has fully resolved to take the responsibility of asking parliament to approve them.

THE GOVERNMENT MUST RECEDE In case you may think the action which has been taken is not irrevocable, and to avoid any possible misunderstanding on the question. I feel I ought to repeat to you the conditions upon which I would be disposed, if you so desired, to further consider my action in this matter.

1 would require that the government should abandon its present intention. 1st.-Of building or authorizing the

building of a line of railway to Monctou, which would be paralleling and destroying the Intercolonial, or building or authorizing REPROACH. the building of any other line of railway

more remote from the Intercolonial until the need of such latter railway becomes apparant, and proper surveys and an estimate of cost are first made and thoroughly character of my position, and you would be considere.l.

2nd .- The idea of immediately proceeding with a railway from Quebec to Winnipeg. to reproach themselves with not having The government should be content with foreseen that this result would be inevitable. declaring itself in favor of the policy of You complained on Saturday, when building a government line from Quebec to intimated my inability to support this the prairies, and across the prairies to the Pacific coast as soon as the need shall arise. scheme, that I had treated you unfairly in and in the meantime that Parliament be not having earlier in the discussion advised asked for an amount to enable a thorough you that if this policy were determined upon, I would be compelled to withdraw from the administration. I believe you will on reflection, acquit me of this charge. It would grieve me deeply to think I had not

exploration of the country to be made, so that it might be possible to judge whether or not a suitable traffic-producing route could be found through this district, and its Miscou Point, will not be in operation until further cost and the character and conditions of the- notice.

country through which it is to pass ascer-

building and other purposes. Apply to along the probable route of such railway should justify its construction. or at the office of L. J Tweedie I desire to express my extreme regret at parting from my colleagues and under the conditions which have made the ster

final decision of the matter be deferred until

necessary. With many of my associates at the council it has been a great pleasure to act during the past seven years. If it is be a final separation, I assure you I with-

draw with personal feelings of the friendliest character. Will you, Sir Wilfrid, accept my grateful

appreciation of the compliment and honor conferred upon me when you invited me t take a seat in the Cabinet at its formation in 1896.

Yours faithfully, A. G. BLAIR.

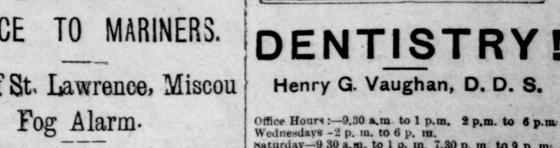
Mr. Blair continued, stating that when he gave Sir Wilfrid his explanation in his letter, he accompanied it with a further letter dated June 13th. This he also read

to the House. Will build up the System In this letter he states that he is decidedly opposed to the hybrid scheme of the government building a part of the proposed and give you renewed health trans-continental railway and a company the other part, aided by government, which strength and vigor. latter is to be owned by the company, while the first-named part-that from Winnipeg to Quebec-is to be leased to the company. The reasons for his opposition

are fully set forth, and as they are necessary to a full understanding of the situation we reserve them for publication next week. together with the premier's reply and the conclusion of Mr. Blair's speech.

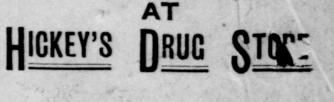
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