

OUR OTTAWA LETTER.

OTTAWA, 2nd June.—Railway matters have almost wholly engrossed the attention of the House during the past week, and the net result has been a signal and flattering triumph for Mr. Blair. His exposition of the Drummond County matter a few weeks ago was very properly regarded as one of the most complete and effective statements ever presented to Parliament by a Minister of Railways; but his exposition of the arrangement with the Grand Trunk Railway yesterday was even more successful. The fact is, there has not been in the past a Minister of Railways who amount to much. The plain truth may as well be told. Mr. Haggart, who was much lauded by the Conservatives as a successful administrator made but one flying trip over the Intercolonial during his entire regime, and the records show that he never wrote a single letter to the General Manager during the years that he was at the head of the Department. It now transpires beyond successful controversy that the nominal surplus with which Mr. Haggart was credited was really due to the changes made by Sir Mackenzie Bowell, whose only reward was, in the end, to be treacherously stabbed by the very man whose reputation as a railway administrator he created.

Hon. John Henry Pope was no doubt a man of very considerable parts. He did not give close attention to the Intercolonial; but he was unquestionably the Minister who more than any other, brought the C. P. R. negotiations to a successful issue. His reward, now that he is dead and gone, is to have the credit for that effort wholly appropriated by Sir Charles Tupper. The noble baronet's claim to any particular distinction in connection with the building of the Canadian Pacific Railway is based wholly upon his vanity and nerve. When Sir Charles Tupper ascertained in London, England, that the Grand Trunk Railway people would not take up the C. P. R. project he at once threw up the sponge. Sir John Macdonald made an effort in another direction, and when that failed, he also abandoned the undertaking. It is the literal truth that both Sir John and Sir Charles packed up and engaged their passages for Canada; but Mr. Pope induced them to wait until he could make one more effort, and that effort, with which Sir Charles Tupper had nothing whatever to do, was successful. This history of the matter, although given now for the first time may be relied upon.

The desperate opposition which the Conservatives have directed against Mr. Blair is based upon both personal and political considerations. They realize that, for the first time in the history of Canada, there is a master hand at the head of the Railway Department. It does not require much perspicuity on their part to see that Mr. Blair, with the close attention which he is giving to railway matters, in all their detail, is certain to put the Intercolonial system on a footing which it has not heretofore held. This will add to the Minister's personal prestige, and it will disturb Sir Charles Tupper's notion that there has only been one Minister of Railways since Confederation. Thereby hangs a tale. Some years ago, when Mr. Haggart was enjoying the first fruits of Sir Mackenzie Bowell's administration of the Railways Department, a civil servant made the remark that for the first time there was a successful Minister of Railways in the Government. This reached the ears of the Tupper, and the civil servant in question was obliged to make a humble apology or take the consequences.

The political considerations go even deeper. All this furious outcry against the Drummond County arrangement, and the sweeping allegations of corruption, is not as sincere as the Conservatives let on. After the most searching investigation they were not able to establish even the shadow of suspicion with respect to the transaction. The incentive to all their reckless and blustering opposition is the knowledge that the extension of the Intercolonial has been a master-stroke, that the purchase of the Drummond County railway is a first-class bargain in every respect, and that the result will be to bring very considerable credit to the Government. They would like to block it because they know that, when it has been in operation for a few years it will demonstrate the wisdom and foresight of the Minister of Railways. Compared with the prices which the Conservatives paid for railway extensions in Quebec and the Lower Provinces it is almost like getting the road for nothing.

The Government is now definitely committed to the policy of going ahead with the Redistribution Bill. Neither the bluffing of the Conservatives nor their suggestions of compromise have been heeded. The Opposition have threatened to keep the House in session until the snow flies again; but the Liberals serenely replied that they had not sent home their winter furs and if the Conservatives could stand it they could. The measure is in every respect so fair and defensible, that any leaning at the present time toward a compromise would have been a sure way to lay up trouble for the Government in the future. Although the Opposition may unduly add to the cost of legislation, and the hostility of the Senate may be a thing

to be reckoned with, the only safe course for the Government is to push forward and leave themselves in the hands of the people, who are not only capable judges in the premises but are the payers of the bill.

The despair of the Opposition has very much lowered the boasted dignity of our Canadian Parliament. Being hopelessly out of the running in the political race, their chief object seems to be to make themselves as disagreeable as possible to the members of the Government. Ministers are nearly always spoken of as having their "hands in the Treasury," and deputations visiting Ottawa upon public business are referred to as looking for their share of "the plunder." The other day when Sir Charles Tupper was asked a pertinent and proper question with respect to an important measure before the House, he replied: "If the honorable gentleman was half as big a fool as that question would indicate, he ought to be turned out of Parliament without a moment's hesitation." Instances like this could be multiplied almost indefinitely, and it will be seen that when the leader of the Opposition makes himself so coarsely offensive the rank and file are not apt to be much better.

The Conservatives have not taken kindly to Mr. Costigan's defection over to the Government. They have attacked his son and also his son-in-law, both of whom have been for years in the public service. Their object is to suggest a motive for Mr. Costigan's course other than that which was given to the House. This is perhaps only natural. Everything done by the Government, or the friends of the Government, is corrupt in their eyes. The recently published biography of Lord Tennyson contains a good thing on this disposition to attribute improper motives to others. The late poet Laureate said that unless a man was particularly sane he was sure to impute to others the motives that would actuate himself under similar circumstances. This fits the present leaders of the Conservative party exactly. Having emerged from a long saturnalia of corruption and wrong-doing, they cannot conceive it to be possible that the men now administering public affairs are any better than they were when the opportunities were within their own reach.

It is now generally known that the Conservative caucus on Thursday was far from being a harmonious gathering. The Eastern Provinces members were not disposed to approve of the tactics which some of the Ontario members suggested in relation to the Redistribution Bill. They pointed out that it was a very fair measure; that it had not been conceived in a spirit of hostility to the Conservatives, and that neither a blockade in the Commons nor a knock-out in the Senate would meet with popular approval. The Tupper were all for trouble and fight, as will be easily supposed, and serious difficulties were created when Mr. Foster took the opposite view. A compromise was effected in the end; but it is pretty well known that Mr. Foster is chafing a little under the Tupper yoke. This is perhaps only natural, seeing that he is the better man in some regards, and might properly hope to be recognized by promotion to the actual leadership.

WOMAN'S TROUBLES

Are usually the result of an exhausted nervous system which can be fully restored by the use of Dr. A. W. Chase's Nerve Food. Women made nervous and irritable by the wasting diseases which drain their system find new life, new vigor, new energy, in Dr. A. W. Chase's Nerve Food the world's greatest blood and nerve builder.

The Outlook publishes annually in June a specially illustrated issue called its "Recreation Number." This year the eleventh of these numbers appears. As usual, it is devoted to out-of-door topics and includes many illustrated articles of seasonal interest. "The Golfing Woman," by Mr. Van Tassel Sutphen, is a warm plea for golf as, above all other games, a sport in which women can play on a plane of real competition with men, because of the handicap possibilities. There are portraits of Miss Hoyt, Miss Griscom and other famous women players, and several picturesque golfing scenes. The "America's" Cup Race for 1899 is treated by Mr. W. J. Henderson, probably the best yachting writer in the country. Four full-page pictures of famous yachts (including one of this year's defender "Columbia") and of famous yacht races give the magazine a very breezy, seagiving atmosphere. A cheerful article on "A New England County Road," by Professor Bailey, of Cornell, is beautified by a dozen or more really remarkable photographs of typical New England scenes taken by Mr. J. Horace McFarland. A charming and humorous story of Canadian life by Macdonald Oxley, several summer poems, an excellent article of suggestions for foreign travel, and other features make up a magazine fresh with vacation flavor and attractive to the eye. The cover design, by Mr. Harold Brown, is in close keeping with the character of the number. (\$3 a year. The Outlook Company, New York.)

Children Cry for
CASTORIA.

IN MEMORIAM.

Lines on the death of Mrs. David Palmer, of Kingston, who died on May 21st.

Oh! sad and vacant is the place,
Where mother once so softly tread,
But now a silence reigns around,
For mother's numbered with the dead.

And yet a much more precious thing,
A loving wife, her husband's pride;
Who cheered him, with her loving words,
Until the last day she died.

Yet let us grieve not for the one
Who here on earth, her virtues shed;
She, who by gentle watch and care,
Her children in God's footsteps led!

But she is happier now above
With God; and Heaven her home to be,
Until her husband joins her there,
To live for all Eternity.

MAGGIE E. FRASER,
Kingston, N. B.

BUCTOUCHE NOTES.

Very rainy weather, with cold winds, are in order at present. This gives a greenness to the grass, but is calculated to check farming on low lands.

Our fishermen are compelled to lose some of their quahogs, because of the sudden abandoning of the trade by the Point du Chene buyers. I thought, when I heard of the large shipments that were made, that something would put an end to the business for an indefinite period, and some idea of the volume of the trade may be had, when we see that the buyers having so extensive a market as Boston and neighbouring cities effected a complete blocking of the markets.

Mr. Fred Georard lost a valuable four year old horse last week.

Mr. Arthur Smith received letters from his father and brother, dated May 6th, Lake Bennett. They got there without difficulty, and are quite well. The ice has not yet broken up. They will build a scow, and go down the river in a few weeks. Prices on groceries are very high there, eggs sell at 50 cents per dozen, boarding is 2.75 per day, and accommodation is not good.

In the death of Mr. John Killeen, which occurred at 11.30, in the evening of June 2nd, Buctouche lost one of its most prominent townsmen. Death was due to consumption, and the dread disease held him in its grasp for more than four years. Deceased was aged 58 years, and has lived here for 36 years, carrying on a blacksmith's trade. In this place, he leaves a widow and several nephews and nieces to mourn his departure. There is a brother living in California, and a sister Mrs. Mary, in Blain, Maine. His lengthy illness was borne with Christian patience, and the end was indeed a peaceful one. He was very much respected by all acquaintances, and his relatives have the profound sympathy of the community. At his own request the following pallbearers were selected: John Walker, H. H. James, Michael McLaughlin, Narcisse Boudreau, Jude LeBlanc and Jas. D. Irving. The funeral was on Sunday and comprised over 80 carriages, being the largest seen for some time in our village. Mrs. Killeen wishes to express her thanks to those of her protestant friends who closed their Sunday Schools to attend the funeral. Rev. F. X. Michaud, assisted by several clergymen, officiated at the grave.

CAMPERS

Should take with them a supply
of Dr. Fowler's Ext. of
Wild Strawberry.



Those who intend going camping this summer should take with them Dr. Fowler's Extract of Wild Strawberry. Getting wet, catching cold, drinking water that is not always pure, or eating food that disagrees, may bring on an attack of Colic, Cramps and Diarrhoea. Prompt treatment with Dr. Fowler's Strawberry in such cases relieves the pain, checks the diarrhoea and prevents serious consequences. Don't take chances of spoiling a whole summer's outing through neglect of putting a bottle of this great diarrhoea doctor in with your supplies. But see that it's the genuine Dr. Fowler's Extract of Wild Strawberry, as most of the imitations are highly dangerous.

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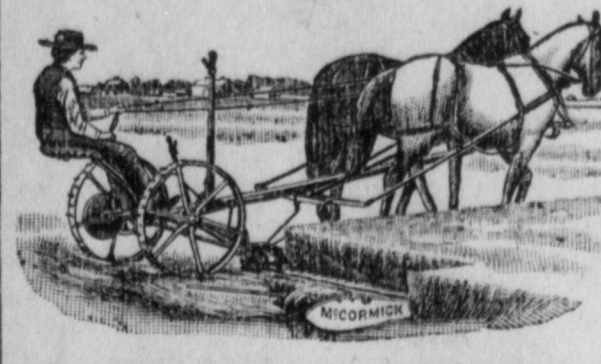
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Geo. N. Clark.

Sunny Brae, June 5th, 1899.

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