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DAILY HERALD.

THURSDAY, NOVEMBER 14, 1901.

MR. BLAIR'S CAR.

Ottawa, Nov. 13.—Car No. 109, the Dayton, Ohio, production, imported into this country for the transportation of the royal visitors over the government railway system, was today practically placed in commission as the private car of the minister of railways and canals. Hon. A. G. Blair left at 4 o'clock on the new car for New York.

The above despatch is published in the St. John Sun, and shows that the industrious correspondent of our contemporary has shifted ground in his attentions to the Minister of Railways. For some weeks he was investigating Mr. Blair's kitchen affairs, making the alleged discovery that Mr. Blair employed a Chinese cook. This was reported as a great outrage, and an attempt was made to stir up a rebellion among the native laboring classes of Canada against the Minister.

The masses of the people, failing to rise against Mr. Blair, because of his domestic arrangements, the Sun's correspondent now endeavours to cultivate hostility against him because he is riding in a new private car. The allegation is made that Car 109 was manufactured at Mr. Blair's order to convey the Royal party over the Intercolonial railway, but we have no recollection of having seen any evidence to support the statement, beyond its appearance and frequent reiteration in the Tory press. The car was first used by Sir Wilfrid Laurier in accompanying the royal party to the Pacific coast and back, and the distinguished gentleman who occupied it was certainly worthy of the accommodation afforded. Now it is said Mr. Blair has put the car in commission for his own use, and has gone to New York in it.

And why should he not. Anybody who has seen the private car which the Minister of Railways has been using since he came into office, will agree that Mr. Blair badly needed a new one, with better accommodation for himself and those who accompany him on his official trips through the country. Mr. Blair is a hard worker. Wherever he travels he takes the business of his department with him, his private car is a veritable office on wheels, and the people of Canada will not begrudge him every comfort and convenience in the transaction of the important business of the railway department. Mr. Blair in the attention he gives his department is in marked contrast to his predecessor Hon. John Haggart in the office. The latter gentleman it is alleged made only two trips over the government roads during the years he held the position of Minister of Railways, and then at a high rate of speed, so that it was impossible that he could have possessed personal knowledge of the great public work under his charge. The interests of the Intercolonial were absolutely neglected by the Tory Minister of Railways, its roadbed and rolling stock were allowed to run down, its business stood still, and there was open talk that the line should be got rid of.

Mr. Blair has changed all this, and the Intercolonial is now one of the best built, best equipped and best conducted railways on the continent. Mr. Blair gives his entire time and attention to his duties, and if he has, as alleged, provided himself with a new car, he has done quite right, for reasons to which we have already referred.

Bengough, the clever Canadian cartoonist and lecturer is doing good work in England speaking on this country as a suitable field for emigrants.

EDITORIAL COMMENT.

Don't be alarmed. The doctors declare it is only chickenpox, but get vaccinated just the same. An ounce of prevention is worth a pound of cure.

Mr. Pitts complains in his newspaper that Mr. Gibson and his friends are spreading a report that Mr. McLeod will retire from the contest in York. The story no doubt is current, but it is understood to have originated with some of Mr. McLeod's intimate political friends.

Colonel Pinault, the Deputy Minister of Militia, says there is no truth in the statement published by Le Soleil of Quebec, and repeated in some Tory newspapers nearer home, that officers and men of the permanent corps have been forbidden to send in applications to go to South Africa.

The Halifax Herald has made the discovery that Mr. Bourassa, in making anti-imperial speeches in Quebec, is acting as agent for Laurier and Tarte. No surprise need be felt if our Halifax contemporary shortly puts forward the assertion that it was Tarte who struck Billy Patterson, and that Laurier incited Kruger to declare war against the British.

The Ontario legislature is to meet Jan. 8, and the general election is expected to occur during next summer. The finances of the province are apparently in a very healthy condition. At a recent public meeting, Hon. Mr. Harcourt, provincial treasurer, stated that there was at present \$1,255,681 standing to the credit of the Province in the banks at Toronto.

The true parental solicitude of the Prince of Wales in view of possible exigencies, is indicated in the following news item from Woodstock, Ontario: "An order that excited a great deal of interest has been filled as the Anderson furniture factory. The company has on the market a baby carriage which it calls the Prince of Wales. When the Duke of York was in Canada he heard of this fact, and shortly before his departure from the country, sent an order to the Woodstock factory that one of the carriages be sent to the royal household in England. His request was complied with a few days ago."

BEAR ISLAND

(Special correspondence to the Herald)

Nov. 12.—A J Brown, jr., of this place, while at work on the corporation drive about five miles below Woodstock, last Thursday, had his leg broken below the knee. The men carried him up to Mr. Stevenson's house, sent for Dr. Prescott of Woodstock, who came and set the broken bone. He was brought home last Friday and is now resting comfortably.

Wm Jordan set a trap for Mr. Bruin, who has been feasting on choice fat lambs about here for some time, and last Sunday morning, had the pleasure of meeting him fast in his trap. He proved to be a very fat sleek fellow.

We were pleased to see Miss Blanch Gunter and Miss Verna Murch home last Friday night from the Normal School. They seemed to be pleased to be home and greet their old friends. They returned this morning with fresh courage to renew their studies. We hope they will succeed in getting the classes they are striving for.

Some of the men and teams returned last Saturday from the corporation drive. They found it a cold job, and say although there is a large force of men and teams they are getting along very slow, the water being so low and falling all the time. They were 2 miles above Eel River when they left.

HARVEY STATION.

(Special Correspondence to the Herald)

Nov. 13.—This is the driest fall we have had for many years, and the roads are dry and hard as in summer, some farmers complain that it is difficult to get their plowing done on account of the hardness of the ground and many of the residents have to haul water from the lake.

A number of the young people of the station held a pound party at the residence of Mr. Andrew Robinson last evening. They were handsomely entertained by Mr. Robinson and his estimable wife, and a very pleasant evening was spent, parlour games were indulged in also a few dances.

Councillor Robison has had the misfortune to lose another valuable horse from jerrey.

Mr. Robert Greene has lately snared two large bob cats. They have been sent to a taxidermist in St. John to be set up

Hair Falls

It doesn't take much of Ayer's Hair Vigor to stop falling of the hair. This is because it is a regular hair-food, feeding and nourishing the hair and making it grow thick and heavy. It always restores color to gray hair—all the dark, rich color.

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Mr. Greene has also captured five foxes three of which have been killed. He kept two, which he attempted to tame. He succeeded well with one of them but the other effected its escape.

The merchants here continue to ship considerable quantities of pork to the St. John market—it is believed that more pork has been raised here this year than ever before, and good prices are being realized. The pork is shipped by the carcass, most of which will range from 125 to 250 lbs each.

Two Calamitous Fires.

The two most calamitous fires ever known anywhere in the world occurred in the United States within 13 months of each other. In the first of these, in Chicago, on Oct. 8, 1871, the property loss was \$200,000,000, and in the second, in Boston, Nov. 9, 1872, \$80,000,000 of property was consumed. In Chicago 100,000 persons were left without homes and 200 were killed. Chicago's heads the list of the world's destructive conflagrations.

Relieved.

"That must be a pretty bad tooth-ache to swell your face like that. Why don't you see a dentist?"

"I did call on your friend, Dr. Pullen, yesterday, and experienced great relief."

"You must be mistaken. Pullen has been out of town for a week."

"I know. I felt relieved when I found that out."

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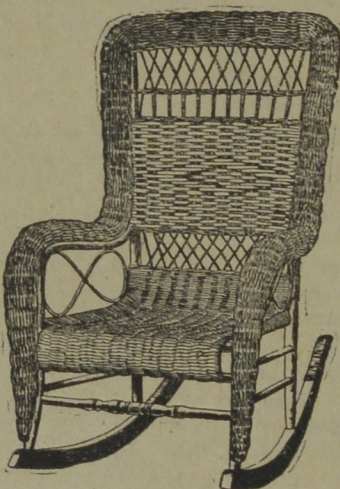
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