

SOMETHING ABOUT SENATOR COX

Whose Name Has Been so
Freely Used in G. T. P.
Discussions.

IS ONE OF THE LEADING
FINANCIERS OF CANADA.

Hon. George A. Cox's railway connection with the Grand Trunk Pacific and his many other enterprises makes him one of the most prominent figures in the public life of Canada.

The Senator is of English descent, his family having migrated to the United States from the mother land in 1810. Eight years later they removed to Canada, first taking up land in Prince Edward, and afterwards in Northumberland Co., Ont. He is the son of Edward W. Cox, by his wife, Jane Tanner, and was born at Colborne, Ont., May 7, 1840. Educated there, he commenced life as an operator in the service of the Montreal Telegraph Company. After two years spent in its office in his native town, he was sent May, 1858, to take charge of its Peterboro' office. In Peterboro' he lived for thirty years, and he is still largely interested in its prosperity. He continues to exercise unabated interest in everything that contributes to the welfare of his old home, which is one of the most prosperous and progressive towns in Ontario, and he takes an active part in the direction of the Canadian General Electric Company, the Peterboro' Lock Manufacturing Company, and other local organizations.

The young agent speedily asserted his individuality, and took an active part in the municipal, educational, and commercial interests of Peterboro'. For no less than seven years he was Mayor; three times he was successful in contested elections, and four times he was elected by acclamation. In 1871 Mr. Cox stepped from the municipal into the political field, and contested the riding of West Peterboro' with the late W. H. Scott for the legislature. He won the fight, but the election was set aside, and in the following year he was defeated by Mr. Scott, by a majority of one. In 1887, Mr. Cox contested the same riding for the House of Commons, with James Stevenson. He was again defeated, but the majority was only 16.

Mr. Cox soon became interested in enterprises of interest to the country at large, and in 1878 he became president of the Midland Railway of Canada, holding that position until 1884, when he resigned. During his term of office a great amalgamation took place the Grand Junction, the Whitchy and Port Perry, the Victoria, and the Toronto and Nipissing Railways all being consolidated the system thus created being sold to the Grand Trunk.

In 1881 he was one of the Howland syndicate that offered to build the C. P. R. In 1884 he became president of the Central Canada Loan and Savings Company. In 1885 he became a director of the Canadian Bank of Commerce, in 1888 vice president, and in 1890 president of that institution, and still retains this important position. He has been prominently identified with the Canada Life Assurance Co. since 1861, and is now on the directorate. In 1881 he became a director of the Western Fire and Marine Insurance Company, and upon the death of A. M. Smith, 1894, succeeded to the presidency of that company, a position he still holds. He is also president of the British American Fire and Marine Insurance Company. He was one of the first directors of the Toronto General Trusts Company, organized in 1884, and still retains a position upon the directorate and executive committee of that company. He has to do with a large number of other institutions, including the projected James' Bay railway, of which he is one of the chief promoters. He has lived in Toronto since 1888.

Mr. Cox is a strong temperance man, and an ardent supporter of the Methodist church. In conjunction with Rev. Dr. Potts, he is a Bursar of Victoria University, in which institution he has established a gold medal in Natural Science and a bursary in Theology. He is also president of the Ladies'

College, Whitby, a member of the Council of the Toronto branch of the Evangelical Alliance, one of the founders of the Dominion Sanitarium, and vice-president of the Ontario Prohibition Alliance. Politically a Liberal, he was appointed to the Senate of Canada by the Earl of Aberdeen, November, 1896. He married 1892, Margaret Young, daughter of Daniel Hopkins, Peterboro'.

DELIGHTED SPORTSMEN.

Another Contingent Back From the Haunts
of the Moose.

Messrs. E. C. A. Becker, of Worcester, Mass, and E. H. Morse, of Hartford, Conn., returned by the Canada Eastern yesterday afternoon from a three weeks hunting trip on Cain's River. They went into the woods from Doaktown and had the veteran William Russell and his son, Frank, for guides, than whom there are none better in that section of the country. The party had great luck, considering that they arrived at camp too late for the calling season, and had to still hunt under conditions none too favorable. Mr. Becker secured a moose with an antler spread of 55 inches, a nice caribou and a buck. Mr. Morse shot a caribou and a deer, and wounded a monster bull moose, which he followed for five miles but unfortunately failed to get. While crossing a barren on one occasion with one of the guides they came unexpectedly on to a large bear, and each took a snap shot at him. The old fellow ambled off a short distance and turned up his toes. Upon examination it was found that all three bullets had taken effect.

Mr. Becker shot his moose through the back bone and the animal, though disabled, lived long enough to enable some excellent photos to be taken of him. As Mr. Becker expressed it "the moose was paralyzed in rear but all right in front," and with a little help would pose in any attitude desired.

Both sportsmen speak in the highest terms of the Russells as guides and have engaged their services for a hunt next season. They have excellent hunting territory, easy of access and will put up a couple of nice camps during the coming winter.

In conversation with the Herald, Mr. Becker stated that himself and friend had hitherto hunted in Maine, but the non-resident license law, which they looked upon as an outrage, had driven them out of that state. "If we have got to pay a license," said he, "we would rather come to your country and pay it." He went on to say that he could name a dozen of his friends who had abandoned Maine for New Brunswick and there will be hundreds after this year.

Messrs. Morse and Becker left for home by the six o'clock train last evening.

Another party of sportsmen, composed of C. W. Bartlett, J. J. Hagerty, of Boston, and C. M. Jenness, of Quincy, Mass., who have been hunting near Doaktown, were at the Queen yesterday on their way home. They secured but one moose, but it was a large one with a 55 inch antler spread.

DYING BY SLOW DEGREES.

Although not always aware of it yet thousands die by slow degrees of catarrh. It first attacks the nose or throat, then the lungs and finally spreads all through the system. Catarrh is the only remedy that will prevent the spread of this awful disease. Every breath from the tubular kills thousands of germs, clears the throat and nose, aids expectoration and relieves the pain across the eyes. Catarrh eradicates every vestige of catarrh from the system, and is highly recommended also for Bronchitis, Asthma, Deafness and Lung Trouble. Price \$1.00; trial size 25 cts., all druggists. Polson & Co., Kingston, Ont.

Dr. Hamilton's Pills cure Biliousness.

TALE OF SHIPWRECK.

Victims Passed Through Terrible Experience

New Liskeard, Ont., Oct. 22.—A party of shipwrecked people from Hudson Bay, who passed through here a few days ago en route to Montreal, told a story as remarkable in its way as any that has come out of the north in recent

years. Here it is in the rough, ready for some Clark Russell to weave into a romance its extraordinary details:—A number of capitalists have recently established a trading post at Fort George, in opposition to the Hudson's Bay Company. On July 23rd a steam schooner laden with supplies left Liverpool and reached Quebec on August 9th, where some fifty persons, including carpenters, laborers and others, joined the vessel, among the passengers being Count D'Aigneaux and his wife and child. The vessel, with her valuable cargo and heavy complement of people, left Quebec for Hudson Bay on August 15th. The straits were passed on August 24th, and rough winds were encountered in the bay. Their charts were apparently defective, and it is charged that they were misinformed by persons encountered in Hudson Bay. However that may be, on September 1st, during rough weather, the vessel struck a reef near Loon Island, a considerable distance out of her course.

The damage was so great that it was found necessary to abandon the vessel. Part of the valuable cargo was saved from the partially submerged hull, and the party proceeded in one of the ship's boats southward into James Bay, refusing the aid of the Hudson Bay officials when tendered, on the ground that no help had been offered when it might have prevented shipwreck.

It was decided by those in authority to try and reach civilization through northern Ontario. A landing was made on Charlton Island, and on the day following forty miles were made against a strong headwind. On the second day out from the ship they made another island, camping on it over night. Here they secured water and berries. Reaching the mainland, they had to encounter the currents and rapids of the treacherous river up which they made their way. The route followed was, of course, as unknown to them as if it had been in the heart of Africa, but, according to the story told by one of the ship's company, almost incredible sufferings were undergone. On several occasions were rapids were encountered the men had to lift their heavy lifeboat out of the water and carry it up the precipitous banks, which, under ordinary circumstances, no one would think of climbing.

On at least one occasion a portage of over two miles was made at a height of fully 200 feet above the rushing waters. After many days of this toil, the party, consisting on deer and wild fowl, reached Lake Abitibi, where the outlying settlements were first encountered. The route southward from the Abitibi country was by way of the White River, and on the night of Oct. 7th New Liskeard was reached. The party, some forty persons in all, took the first steamer down the lake, and will return to Liverpool by way of Montreal.

Pretty Quick Work.

A loaf of bread has been on exhibition at Mark Lane, London, Eng, which was the result of a record-making experiment at Blockley, in Worcestershire.

The owner of the wheat started to cut it at 8.30 a. m. As fast as the sheaves were cut they were carried to the granary, and there threshed and winnowed. These operations took six and a half minutes. Thence the wheat was taken to the mill and there ground and dressed in five and a half minutes.

At the adjacent bakehouse the flour was made into dough and moulded into cakes and loaves.

Seven small loaves were taken from the oven at nine o'clock—thirty minutes from the time the wheat was standing uncut. The larger loaves were finished in forty minutes. One was sent to the King, and others presented to Lady Northwich and Lord Redesdale.

THE EVILS OF CONSTIPATION.

This dangerous condition causes sick headache, abdominal pains, piles, and in severe cases insanity and apoplexy. The most agreeable and satisfactory remedy is Ferrozone, which makes the bowels so well ordered that natural and unassisted action is established. It is mild and certain in action and never causes distress or inconvenience, and may be taken as long as required. Pains in the stomach and intestines, piles, biliousness, and headache disappear at once when Ferrozone is used. Recommended and sold by Druggists, price 50c. By mail from N. C. Polson & Co., Kingston, Ont.

No Pills Like Dr. Hamilton's.

Lever's Y-Z (Wise Head) Disinfectant Soap Powder dusted in the bath softens the water at the same time that it disinfects.

FARMERS' COLUMN.

Great Development of the
Dairy Industry in the
Northwest

ABOUT COLLECTING EGGS.

Department of Agriculture,
Ottawa, Oct. 22.

Owing to the necessity of breaking the new land, the lack of capital and the distance from markets, many settlers in the North West naturally find the first few years rather trying. In order to assist the pioneer farmers to keep a few dairy cows which yield a modest cash income monthly, the dairy division of the Dominion Department of Agriculture several years ago established a number of creameries under government control. At the present time there are eighteen creameries of this sort in operation in the territories, situated at Calgary, Innisfail, Edmonton, Tindastoll, Wetaskiwin, Red Deer, Blackfalds and Lacombe in the Territory of Alberta, at Churchill, Moose Jaw, Whitewood, Regina, Moosomin, Saltcoats, South Qu'Appelle and Grenfell in the Territory of Assiniboia, and at Prince Albert in the Territory of Saskatchewan. Three creameries formerly managed were closed by the Department in 1902, owing to the lack of sufficient patronage. The failure of the farmers in these districts to support the creameries does not appear to arise from any lack of confidence in the dairy business, but simply because they are now in a position to go into stock raising and grain growing, and because they prefer the latter means of livelihood. The changes of the past few years have altered the aspect of farming operations in many parts of the Northwest. Last year five carloads of butter from the government creameries were exported to Great Britain, one carload was sold for export to Queensland, Australia, and shipments were also made to China, Japan and the Yukon. The remainder was disposed of to local and British Columbia markets. Up to Oct. 1st of this year the output of butter from the Government creameries exceeded that of last year by 100,000 pounds. The increase has been mainly in Alberta. This year all the butter has been taken by the markets of Western Canada, or has been exported to the Orient, none have been shipped to Great Britain.

The exhibit of Canadian dairy products at the great Japanese Exposition at Osaka was an excellent advertisement and has already borne fruit; three new customers for butter have already been secured by the department in that country as a direct result of that exhibition. The trade in butter for the Orient is for the European residents there and not for the natives, and Mr. J. A. Roddick, chief of the dairy division, hopes also to develop an extensive trade with the warships touching at Nagasaki for coal. It is a good thing that this trade with the Orient has been worked up by the government creameries, as it requires some financing and could scarcely be handled so well by private enterprise, as it is necessary to have every facility for studying the markets and also to be in a position to ship at once on receipt of cablegram. In the case of the trade with the warships for instance; they sometimes stay several weeks at this coaling station and in that time it would be possible to get a supply of fresh butter to them from Canada. Part of the butter shipped this season, especially in the summer months, went forward in tins, but a considerable quantity has also been sent in boxes of assorted sizes. It stands the journey very well in the latter, and has been reported in very good condition on arrival. The Yukon trade is increasing, and shipments have been made to that district in boxes also.

COLLECTING EGGS.

In connection with the system of creameries, the department has adopted the plan of collecting eggs from the farmers of the Territories and holding them in storage. It worked well the first season and has improved ever since, but greater improvement is noticeable in the eggs this year than ever before. The plan adopted is as follows: Each

creamery patron has a number and he is required to mark this number in pencil on all the eggs he supplies. No driver will accept the eggs without the number being on. These eggs are held at the creamery for a short time and then sent in refrigerator cars with the butter to the storage at Calgary. There all the eggs are examined and classified by an expert who has the egg lists in front of him, and every farmer is credited with the exact number of each class of eggs he has sent. The department advances fifteen cents per dozen on the eggs at the time they are received and later the farmer gets the balance according to the classification. This year the average price to the farmer will be just about twenty cents per dozen for the season, or fully double what could have been obtained locally. About 30,000 dozen will be handled. Last year 21,000 dozen were handled and the town of Calgary consumed them all. Shipping first class eggs greatly increases consumption, and it will be some time before this trade can possibly be crowded, because there is a market in the Kootenay and an ever growing market in the Northwest Territories.

The Talk of the Dominion.

The decision of the Alaskan Boundary Commissioners has stirred up an intense interest all over Canada. In one point, however, Canada has outstripped the Yankees. By clever foresight a Canadian firm is the first in America to produce new maps showing the disputed territory and the Commissioners' award. The family Herald and Weekly Star of Montreal have been waiting for the decision to go ahead with their new map of the Dominion, which shows the territory in dispute; also the new Grand Trunk Pacific line, New Ontario and in fact everything up to date. The publishers' price we believe is \$2.50 per copy, but they have decided to send a copy absolutely free to all subscribers to that great family weekly for 1904. As each subscriber will also receive two beautiful colored pictures, each 22x28 inches, along with the Family Herald for a whole year, for one dollar, it will be a surprise if they can handle the business that is sure to come their way. The publishers adopt the rule of sending premiums in the order in which subscriptions reach them so that it will pay to get on their lists without delay.

Marysville News.

(By our own Reporter.)

Oct. 27.—Mr. William Wilson, one of our most popular sportsmen, and Mr. Harry Wilson of St. John returned Saturday from Burpee Brook district, where they spent a few days, hunting big game. Our genial friend, Mr. Patrick Forrest, acted as guide and performed his duty in a capital manner. These gentlemen were fortunate enough to secure a good sized moose, and they naturally feel proud of their success, it being their first shooting experience.

The Marysville rifle club are to have their shooting contest at St. Marys range tomorrow and no doubt some good scores will be made. It is hoped that a large crowd will be able to attend and make the outing a day of pleasure.

Mr. Robert Lee, who has been visiting his father the past few days, returned yesterday to Biddeford, Maine.

Mr and Mrs Newton Boone of McAdam who have been visiting Mr and Mrs Frederick Gibson returned home yesterday afternoon.

Miss Jennie Sherman, who has been ill the past few weeks has so far recovered as to be able to take a drive yesterday.

Mr W W Maxwell of St. Stephen is in town on a business and pleasure trip, and is a guest at Mr. Tribe's hotel.

There was a large number of Marysville people at the opera house last evening to see "Thelma." All were delighted with the performance.

The many friends of Miss Blanch Gibson, will be pleased to hear that she is much better after her recent illness.

DON'T FORGET ABOUT YOUR CORNS.

Cure them in one night by an application of Putnam's Painless Corn and Wart Extractor. It is sure, safe, painless, and guaranteed to cure or your money back. Refuse a substitute.

A farmer that "ran rapidly through his property" wore a red shirt, and had his brindle bull behind him.

When you want a physic that is mild and gentle, easy to take and certain to act, always use Chamberlain's Stomach and Liver Tablets. For sale by all druggists.