

GRAND TRUNK BILL.

Friends of St. John
Valley Route

PUT FORWARD CLAIMS.

Government Promise that
Line will be Built

FROM CHIPMAN TO ST. JOHN.

Ottawa, Aug. 4.—The Grand Trunk Pacific incorporation bill was up in the commons yesterday. There were a number of sections which had been disposed of and which were laid aside until the government policy on the question was made known.

Mr. W. F. MacLean, (East York) held that the need of the west for relief was through the medium of a government owned railway.

Mr. MacLean declared for a government owned roads across the continent with running rights to the Intercolonial and all other roads over it.

Mr. Borden complained that the capitalization was too large.

Sir Wilfrid Laurier said that the mountain section would cost \$24,000,000, the prairie section \$17,000,000 and there would be \$20,000,000 rolling stock required, so that the capitalization was not too large.

A clause was inserted in the bill giving the government the right to appoint directors, in this way making the bill agree with the proposed government bill. The directors need not hold shares but will otherwise exercise all the rights and privileges of other directors.

An amendment was moved by Mr. McCarthy giving the company power to build branches from Montreal to North Bay, Fort William and Port Arthur, to connect with government built road.

The Toronto members complained that their city was side-tracked, in fact according to their argument, Ontario was left out in the cold.

Sir William Mulock said that connection was to be had by connecting the provincial government road from North Bay with the government road. There would be another branch connecting Montreal and the one from Chipman giving connection to St. John before Moncton was reached.

Mr. Fowler said that there was no provision for connecting the road between St. John and Chipman.

Mr. Wade (Annapolis) said that there was no provision for connecting Halifax with the road, but a line built between Chipman and Norton on the I. C. R. would make a shorter route than running on to Moncton.

Mr. Fowler said that every one knew that the I. C. R. took the shortest road to Halifax.

Mr. Ross (Victoria) said he had the authority of eminent engineers that fifty miles could be saved on a road between Moncton and St. John.

Dr. Roche (Marguette) wanted to know if the contract provided for connection with Lake Superior. The congestion of the west could not be relieved in any other way as far as wheat was concerned.

Mr. McCarthy said that there was no doubt that it was the intention to build to Lake Superior.

Mr. Emmerson moved an amendment to build a branch from the main line at or near Chipman to St. John or acquire an existing branch line that would serve the same purpose. He said that it would not be in the best interests to build from Edmundston to St. John, as some suggested. Chipman was a common point. To build from Chipman would be in the best interests of the dominion and the best interests of St. John. By the proposed branch 219 miles would be saved in the distance between Quebec and St. John now traversed by the Intercolonial. The distance by the Intercolonial was 587 miles and the distance by the branch which he proposed from Quebec to St. John would be 378 miles.

Mr. Fowler said that the best way to reach St. John was from Edmundston.

Mr. Emmerson pointed out that there was a railway now running from Edmundston to St. John.

Mr. Kaulbach said that the route by Chipman would not be any shorter than by the Intercolonial.

Col. Hughes thought the saving between Quebec and Moncton by the Chipman route would be about forty-eight miles.

Mr. Fowler moved that the branch be

built from Edmundston to St. John, instead of from Chipman.

Mr. Emmerson gave figures to show that the route by Chipman to St. John was 383 miles, while the route by Edmundston to St. John would be 398 according to Mr. Fowler's figures, or fifteen miles longer than the line he (Emmerson) proposed.

Mr. Fowler's amendment was declared out of order. The amendment of Mr. Emmerson as well as Mr. McCarthy's amendments were adopted.

Mr. Hackett moved an amendment that in the event of the company acquiring the New Brunswick Railway the government should build a pier at Carleton Point and run mail steamers summer and winter connecting with such railway. The amendment was not in order.

The bill was not a government one.

Mr. Wilmot moved an amendment to insert St. John instead of Moncton. That was to run to St. John instead of Moncton. The amendment was lost.

Mr. Fowler offered an amendment that freight be carried to St. John at the same rate as to American ports. It was pointed out that the agreement provided for this and the amendment was rejected.

The bill was reported and stands for third reading.

THE RAILWAY POLICY.

Points in Sir Wilfrid Laurier's Great
Speech.

"Another trans-continental railway, every inch of it on Canadian soil, is a national as well as a commercial necessity; it is a corollary of our status as a nation."

"Now is the time for action; the flood tide is upon us that leads on to fortune. If we let it pass it may never recur again; if we let it pass the voyage of our national life, bright as it is today, will be arrested in the shallows."

"The prairies of the Northwest, which for countless ages have been roamed over by the wild herds of bison, or by the scarcely less wild tribes of red men, are now invaded by the white race. They came last year 100,000 strong."

"The sum total of the money to be paid by the government for the construction of the entire line of railway from Moncton to the Pacific Ocean will be in the neighborhood of \$12,000,000 or \$13,000,000, and not a cent more."

"It will not only open territory hitherto idle and unprofitable; it will not only force Canadian trade into Canadian channels; it will not only promote citizenship between Old Canada and New Canada, but it will secure as a commercial independence, and it will forever make us free from the bondage of the bonding privilege."

"The Canadian Confederation would have been a union on paper and a union on paper only, but for the fact that the G. T. R., the C. P. R. and the I. C. R. brought all parts of our country together in union to pulsate with one and the same heart. This new railway will be another link in that chain of union."

"Sir, I claim that every one who has in his bosom a stout Canadian heart will welcome it as a scheme worthy of this young nation, for whom a heavy task has no terrors, and which young nation has the strength to face grave duties and grave responsibilities."

Fred Ireland's View.

Montreal, Aug. 4.—Mr. Frederick Ireland an official reporter of the debates in the House of Representatives at Washington, was in the city this morning on his way to New Brunswick, where he spend several months in the wilds of that province, exploring, hunting and fishing.

Mr. Ireland has spent months in the interior portion of the Province of New Brunswick; has travelled 400 miles by canoe through the district which the Ottawa river takes its rise has travelled all through Saskatchewan and Alberta; and has made extensive investigations of the country lying back of Fort Simpson.

In reply to the question as to whether he thought the country through which the proposed railway would pass would be suitable for railway exploitation, Mr. Ireland said:

"I am not an engineer, and, as you know, a railway may be laid almost everywhere a river is to be found. Through the Province of New Brunswick the railway will have to follow the course of numerous rivers. It can not be carried in an air line, or in anything approximating that. I can take you to a place in the centre of the province of New Brunswick, where, on the top of a mountain, nothing can be seen for thirty miles on all sides but verdure-clad mountains."

The first American newspaper was Public Occurrences. It appeared in Boston in 1390 and was promptly suppressed by the government of the colony.

An Abstract Idea.

At a card party at Charles Lamb's Hazlitt and Lamb's brother got into a discussion as to whether Holbein's coloring was as good as that of Vandyke. At length they became so excited that they upset the table and seized each other by the throat. In the struggle Hazlitt got a black eye, but when the combatants were parted Hazlitt turned to Talfourd, who was offering his aid, and said: "You need not trouble yourself, sir, I do not mind a blow, sir. Nothing affects me but an abstract idea!"

Dogmatism.

A pretty snub delivered by a professor to a very young and very dogmatic undergraduate is refurbished in a work of fiction. "Dogmatism," said the don sadly, "is puppyism which has reached maturity." It may similarly be said of dog Latin that it is chiefly used by pups.—London Globe.

Stuck Postage Stamps.

To separate postage stamps that have become stuck together, dip them in water for a few seconds, shake off the water and heat them with a match as much as possible without burning. The heat expands the water between the stamps, and they are easily pulled apart.

The Tonsillitis Germ.

The germ which causes tonsillitis is the staphylococcus.

Pigs as Swimmers.

Pigs are poor swimmers, their fore legs being set closely under them, and when they fall into water they very often cut their throats with the sharp points of their cloven feet.

DIED.

Aug. 3rd, at Nashwaak, Florence Gertrude, only daughter of Mr. and Mrs. Frank G. Delingham, aged two months.

Cook's Cotton Root Compound.

Ladies' Favorite. Is the only safe, reliable regulator on which woman can depend "in the hour and time of need." Prepared in two degrees of strength. No. 1 and No. 2. No. 1.—For ordinary cases is by far the best dollar medicine known.

No. 2.—For special cases—10 degrees stronger—three dollars per box. Ladies—ask your druggist for Cook's Cotton Root Compound. Take no other as all pills, mixtures and imitations are dangerous. No. 1 and No. 2 are sold and recommended by all druggists in the Dominion of Canada. Mailed to any address on receipt of price and four 2-cent postage stamps. The Cook Company, Windsor, Ont.

No. 1 and 2 are sold in Fredericton by all druggists.

THE JOHANNESBURG GOLD MINES CO. requests that its proposition be investigated. It is high class. Send for prospectus and engineer's report. Price 50 cents. Dividends assured by October.

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Executed in Gold and Porcelain after latest and best methods.

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INTERCOLONIAL RAILWAY

Tender or Engine House, etc., at Riviere Du Loup, P. Q.

Sealed Tenders, addressed to the undersigned, and marked on the outside "Tender for Engine House, Riviere du Loup," will be received until THURSDAY, the 20th day of August, 1903, for the above work. Plans and specifications may be seen on and after the 31st instant at the Office of the Station Master at Riviere du Loup, P. Q., and at the Chief Engineer's Office, Moncton, N. B., where forms of tender may be obtained. All the conditions of the Specification must be complied with.

D. POTTINGER, General Manager.

Railway Office, Moncton, N. B., 27th July, 1903. July 31—d151

Tennant, Davies & Clarke

WE HAVE TURNED OUT ALL OUR

FANCY
SUMMER
SILKS

In stripes, self-figured and spotted, and marked them regardless of former price, to

39c. Per Yard.

Sale to commence Saturday.

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New Idea Patterns 10 cts.

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THE ONLY PLACE IN THE MARITIME PROVINCES WHERE

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Automobile Races, Bicycle Races, Horse Races and Athletic Contests. Low rates and special excursions on all Railways and Steamboats.

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Tender for an Engine House at Ste. Flavie, P. Q.

Sealed Tenders, addressed to the undersigned, and marked on the outside "Tender for Engine House, Ste. Flavie, P. Q." will be received until THURSDAY, 6th August, 1903, for the above work.

Plans and specification may be seen on and after the 3rd instant at the Office of the Station Master, Ste. Flavie, P. Q., and at the Chief Engineer's Office, Moncton, N. B., where forms of tender may be obtained.

All the conditions of the Specification must be complied with.

D. POTTINGER, General Manager.

Railway Office, Moncton, N. B., 21st July, 1903. July 23—d101

WM. H. IRVINE, M. D.,

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