

BLAIR'S TELEGRAM

Says Subsidy Will Not be
Granted Grand Trunk

UNLESS ITS TRAFFIC IS
BROUGHT TO MARITIME
PROVINCE PORTS

Either by I. C. R. or an
Independent Line.

INTERESTING DISCUSSION IN THE RAIL-
WAY COMMITTEE.

In reply to a telegram sent to him by President Jarvis of the St. John Board of Trade, in which it was stated that apprehension is felt in St. John as to the Grand Trunk's plans regarding the maritime provinces, Hon. A. G. Blair sent the following message:

"I believe that in case government gives financial assistance, the Grand Trunk Pacific will be obliged to enter into a satisfactory traffic agreement binding itself to hand over at Quebec its ocean winter traffic to Intercolonial, or build a line through to a maritime port. Have been doing everything possible to bring this about."

In the Railway Committee.

Ottawa, May 14.—It was all maritime provinces before the railway committee yesterday.

The adoption of the preamble of the bill was followed by a series of questions put to Mr. Hays by Mr. Kemp of Centre Toronto, who desired to know if the Grand Trunk were satisfied with the present arrangements with the Intercolonial, and if under the existing agreement all western freight could be handled by the Intercolonial. He also asked if the Grand Trunk Pacific would be prepared to build an eastern extension from Quebec.

Mr. Hays replied that the arrangement with the Intercolonial was perfectly satisfactory, and only in the event of that railway being unable to handle the freight would the company secure entrance to the maritime provinces. He thought all freight could be cared for under the present terms.

Mr. Kemp.—In order that the Grand Trunk traffic may be transferred through Canadian territory would the Grand Trunk Pacific if not able to make satisfactory arrangements with the Intercolonial Railway build on their own behalf a new line of railway to some winter port in the maritime provinces?

Mr. Hays.—Yes.

H. J. Logan, (Cumberland, N. S.), continued the interrogations from the point of the last question as follows:

"You do not propose to build independent of the Intercolonial?"

"I won't say we do."

"If you do build will you build to the city of Moncton?"

"Most likely we would."

Mr. Blair said that if the committee deemed it essential that an arrangement should be made to handle traffic received from the G. T. Pacific at Quebec, the present arrangement would have to be revised to a considerable degree. He mentioned this because it might be thought that the present being satisfactory to the G. T. R. was also satisfactory to the Intercolonial, but it was not. As to the ability of the government road to handle traffic, Mr. Blair said that it could take all the freight the G. T. Pacific could give it, and that its facilities would be fully equal to those of the proposed line.

Mr. Fowler spoke of the charter being fixed so that the company would be compelled to take the traffic to the maritime provinces, and Mr. Hays replied that the company could not control the shipper.

Mr. Emmerson said he did not think that the people were just now clamoring

for a transcontinental line. Before a subsidy was granted the Grand Trunk the road should be insured to go to a maritime province point.

Mr. Logan made a strong appeal that the committee see that the road was constructed on Canadian territory with an ocean port on the Atlantic and the Pacific. He had no confidence, however, in the Grand Trunk carrying out its promises. It had already broken all the promises it made in connection with the Drummond county contract. All that Mr. Hays now said was that the maritime provinces would get the preference. What he (Logan) wanted to see was an arrangement which would make it to the company's advantage to take the traffic to St. John. If the company built to Moncton this advantage would be obtained.

Mr. Blair said that he would not like to see a line constructed which would parallel and compete with the government road, unless it was absolutely necessary in the interests of Canada, and it had been suggested to Mr. Hays that it should be provided that if satisfactory traffic arrangements were offered by the G. T. P. and approved of by the government, the government should have the power to supersede this clause and dispense with the construction of that portion of the line.

Mr. Hays replied that he did not see why the company should not accept the amendment proposed by the minister. They would not be confined to whether the line adopted was built, acquired or leased.

Mr. Blair stated that the national idea should impress every member of parliament. He announced that Hays had expressed his willingness to extend the road to Moncton and St. John, which was the nearest winter port. Halifax would come in for passengers and any surplus freight that might offer. He did not know that the I. C. R. desired through business, as it could not be profitably handled. He had no doubt that the government could arrange matters with Hays so that only Canadian ports would be used.

Mr. Hays then expressed his willingness to secure an entry to St. John and Moncton.

Messrs. Galliber, Fraser and Pringle all held out for an all-Canadian route. If the country is to pay subsidies it should not be for the purpose of building up United States ports. Every section of the Dominion wanted to see the line made a national one, and this should be guaranteed by protecting clauses in the bill.

The committee will further consider the bill on May 27.

LOWER SOUTHAMPTON.

(Special correspondence to the Herald.)

May 11.—Nelson Stairs of Lower Southampton died March 3rd at his residence after a short illness of typhoid fever and pneumonia. He was 36 years of age. He left a widow and four little children, 3 boys and one girl. But what seems more sad on the 2nd of May his widow followed him and left the four fatherless children also motherless, the youngest hardly two months old. Mrs. Stairs had been in failing health for the past year and with her sudden bereavement it was too much for her to bear. There are an aged father and mother, three sisters and three brothers left to mourn her loss. But what seems to be their friends loss is their gain as both of the deceased died with a hope in Christ the Saviour. Interment was made in this place. Rev. C. N. Barton of Debec Junction preached the two sermons. They both belonged to the Baptist church at Temperance Vale.

To-morrow's Attraction.

"Side Tracked," the attraction scheduled for the Opera House on Friday evening next contains enough entertaining diversity to keep an audience in continual hilarity and runs the gamut of sensation, farce, melodrama and variety. A murder is committed, a theatrical company have a rehearsal at a railroad station, a pretty lunch-counter girl falls in love with a tramp who eventually becomes as attractive a lover as any girl could wish. Pretty girls sing and dance themselves into popularity and "Side Tracked" moves along without a dull moment, with the scabrette and tramp in the lead.—d.

Hard work is not all that is necessary to succeed in life. Misdirected energy and zeal will send a man to the penitentiary.

THE REDISTRIBUTION BILL.

In New Brunswick, Albert and Kings will be United.

Ottawa, May 13.—The joint redistribution committee held a private session yesterday re propositions for rearrangement of seats. In Nova Scotia, Pictou will lose one seat and Victoria and Richmond will be united. In New Brunswick, Kings and Albert will become one constituency. In Prince Edward Island, Prince loses one seat, Kings gets one and Queens two. In Ontario 26 counties will have one, two counties two members and five counties three members. Toronto gets five instead of four. Parry Sound and Thunder Bay are new constituencies and Algoma gets an additional representative. Bothwell and Cardwell are wiped out and the following countries drop a member: Durham, Victoria, Dufferin, Norfolk, Bruce, Wellington, Hastings, Leeds and Middlesex. Lennox and Addington are united.

THE SPIDER TREE.

A Curious Product of the Cape Negro Country of Africa.

Travelers who visited or passed the Cape Negro country of Africa often heard from the natives of a plant that was part spider and that, growing, threw its legs about in continual struggles to escape. It was the good fortune of Dr. Welwitsch to discover the origin of the legend. Strolling along through a wind swept tableland country, he came upon a plant that rested low upon the ground, but had two enormous leaves that blew and twisted about in the wind like serpents—in fact, it looked, as the natives had said, like a gigantic spider.

Its stem was four feet across and but a foot high. It had but two leaves in reality, that were six or eight feet long and split up by the wind so that they resembled ribbons. This is probably the most extraordinary tree known. It grows for nearly, if not quite, a century, but never upward beyond about a foot, simply expanding until it reaches the diameter given, looking in its adult state like a singular stool on the plain from ten to eighteen inches in circumference.

When the wind came rushing in from the sea, lifting the curious ribbon-like leaves and tossing them about, it almost seemed to the discoverer that the strange plant had suddenly become imbued with life and was struggling to escape. When a description and picture of the plant were sent to England it was, like many other discoveries, discredited, but soon the plant itself was received, and now Welwitschia mirabilis is known to botanists.

Plenty of Truth.

"Perhaps," ventured the unsuccessful contributor, "you didn't consider my little ode true to life."

"Oh, it was true enough," replied the editor. "I assure you there was more truth than poetry in what you said."

What is known as "goose flesh" usually results from a low condition of the system and is really a slight chill. If you have such attacks often, it would be wise for you to consult a physician.

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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.
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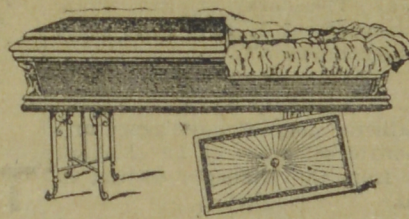
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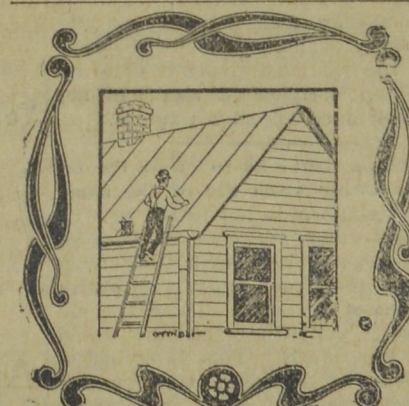
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Between Stations in Canada
East of Port Arthur.

C. B. FOSTER,

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Intercolonial Railway.

Tender for Building for Baggage
and Express Rooms at
Levis, P. Q.

Sealed Tenders, addressed to the undersigned, and marked on the outside "Tender for Building at Levis," will be received until MONDAY, the 25th day of May, 1903, for the above mentioned work.

Plans and specification may be seen at the Office of the Assistant Engineer at Levis, 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., 3th May, 1903
May 9—4111

WANTED.—Several industrious persons in each state to travel for house established eleven years and with a large capital, to call upon merchants and agents for successful and profitable line. Permanent engagement. Weekly cash salary of \$18 and all travelling expenses and hotel bills advanced in cash each week. Experience not essential. Mention reference and enclose self-addressed envelope. THE NATIONAL, Caxton, Bldg., Chicago. April 28—4301

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