

MINISTER REPLIES TO CRITICISM AGAINST PROPOSED G. T. P. ROUTE.

Deplores Attempt to Stir up Ill-feeling in West Against the New Railway—Claims West Needs a New Grain-Carrying Line.

Winnipeg, Sept. 12.—A prominent member of the Federal Cabinet said to a Herald representative today:—
“The Conservative press has adopted a new line of action in its efforts to injure and delay the construction of the Grand Trunk Pacific Railway west of Winnipeg. The cry now is that small places on the main line or branches of the Canadian Pacific Railway, Sewell, Douglas, Ham-ford, Pendergast, Birtle, Binscarth, etc., will be injured by the building of the new road, because it will penetrate territory from which they draw a good deal of business. In other words, the grain which is now carried to those towns from the region immediately behind them will henceforth be handled by the G. T. P., with the result that they will cease to be collecting points and will also suffer as commercial centres since the farmers in the rear will no longer visit them.”

“On this principle, of course, every new railroad ought to be opposed, inasmuch as its construction is bound to hurt those communities which have enjoyed a monopoly of the business of the country north or south of it, as the case may be. One might say, indeed, that on this principle Canada ought never to have built the Canadian Pacific Railway, seeing that the development of the Northwest by that road has injured farming in the older provinces by attracting thousands of persons from them to the West, and thereby depreciating the value of farm lands. No railway has ever been built either in a new or in an old country without interfering, more or less, with the trade and traffic previously possessed by the old centres to which that new country was tributary. Yet no one in his senses would ever employ that as an argument against the construction of new roads or the development of new territory. If Austin, Carberry, Hamiota, etc., will not receive as much grain as they formerly did, it is obvious that the Northwest at large will be immensely benefited by the Grand Trunk Pacific, which, in the first place, will introduce competition with existing lines and, in the next, render possible the settlement of vast areas hitherto owing to the absence of railway facilities, are still in a state of nature. It is equally clear that in the run the places named will profit by the general increases of prosperity arising from the construction of the G. T. P. and the extensive colonization that will follow in its wake.”

COUNTRY WANTS THE ROAD.

“It is unfortunate that these attempts to stir up ill feeling against the Grand Trunk Pacific should be made. The location of that line from Portage la Prairie to a point 275 miles west has been approved by the government and sustained by the railway board. All the capital necessary for its construction to the Rocky Mountains has already been found, or can be obtained on favorable terms. In a few weeks the line will

be located through to Edmonton. Work has already been commenced on the first section west from Portage, and is about to begin on the branch line from Fort William to Lake Superior Junction, on the main line. The whole country is interested in the early completion of the road from Fort William to Edmonton. The crying want of the West being a new grain route to handle the rapidly augmenting wheat crop. Under these circumstances it is absurd, to put it mildly, for our Conservative brethren to harass Mr. Morse and his associates by creating jealousies as local points of no very great importance.”

“So far as the principal centres in the West are concerned, the Grand Trunk Pacific proposes to take good care of them. It cannot place them all on its main line—that is out of the question; but it will build branches from the main line to such places as Brandon, Price Albert, Regina and Calgary, and give them an efficient service in every respect.”

CRY AGAINST CONSTRUCTION COMPANY.

One or two papers are also seeking to make capital out of the formation of the National Construction Company. This, these papers say, is a corporation composed of directors of the Grand Trunk Pacific and their friends, who will make large profits for themselves out of such work as they may do. The facts are quite otherwise. The National Construction Company is not an inside ring in any sense. It is a company with a capital stock of \$250,000, the entire amount of which is held by the Grand Trunk Railway proper, except such shares—five or ten each—as are necessary to qualify the directors, all of whom are Grand Trunk employees. The company will build the Lake Superior branch for the amount of the authorized issue of bonds are guaranteed by the Grand Trunk proper, it is simply another form that the Grand Trunk has taken for more readily building the road on its own account.

“This is the whole story. There will be no ‘rake-off’ for anyone. The Lake Superior branch, like every other portion of the work devolving on the Grand Trunk Pacific, will be constructed with the utmost economy compatible with the highest efficiency. Obviously, it is to the company's interest that the cost of construction of the whole line, the government division from Moncton to Winnipeg, as well as its own division from Winnipeg to the Pacific should be kept down to the lowest possible figure, having regard, of course, to the fact that the road throughout is to be of the highest transcontinental standard. For this reason, no doubt, the government will take care that in the construction of its portion from Winnipeg eastward the company shall have the due measure of control over all contracts which is described in clause 7 of the agreement between the two.”

MURDERED HIS BABE.

Awful Crime of a Montreal Man While Temporarily Insane.

Montreal, Sept. 11.—The climax in Quebec's epidemic of tragedies was reached this morning when Albert J. Martin, of 37a Dubord Street, killed his seven months old infant, strangling her with a wet napkin.

And to the feeling of horror at the deed is added the feeling of deepest pity, for there is no doubt that the unfortunate man knew not what he did. It is believed that he is insane, as he has been acting queerly of late. Martin got up shortly after six o'clock this morning, and, after nursing Albertine, his youngest child, for sometime, suddenly carried her into the bedroom facing Vigor Square, and closed the door.

Mrs. Martin heard the door slam, and, fearing that something was wrong, ran to open it, but found it was locked. This increased her anxiety, for her husband had been acting strangely of late, and she knew not what might happen.

Her shouts brought the servant to her aid, and one of them summoned Mr. P. St. Jean, who lives at 37 Dubord Street, just above the Martin home. Mr. St. Jean, who found it impossible to open the door of the room, straightway broke the front window, and tried to effect an entrance by it. Here he was blocked again, for Martin closed the inside shutters in his face, and would not let him enter.

Meanwhile the cries of Mrs. Martin and the maid had attracted the attention of Constable Lantegne, who was on duty near the Vigor Square cab stand. The constable came over to the house, knocked at the door, and was admitted by Martin himself, who let the officer into the dining room. There on the table lay the little Albertine quite dead, with a wet napkin knotted about her throat. The officer ordered Martin to remove the cloth, and, as the latter was unable to untie the knots, the

constable cut it with his knife. Dr. J. P. Gauthier, who lives nearby, was summoned, but, on examining the body, declared that he could do nothing whatever, as the child had been dead some minutes. The body was transported to the morgue, and the father immediately placed under arrest and taken to the Central Station.

There is but little doubt of Martin's insanity. For nearly two months he has not been himself, and has been doing things which in his sober senses he would not think of doing. A sunstroke sustained at Riverside Park early in July is supposed to be responsible for his mental condition. Martin spent the whole afternoon in the park, and, feeling much exhausted by the heat, took a Turkish bath to refresh himself. Since that time he has been gloomy and despondent, and his friends have noticed that at times he acted strangely, and not at all according to his previous habits.

Only yesterday he was seen walking on the street in front of his home, without either shoes or coat.

This morning, however, before her husband carried the child into the bedroom, Mrs. Martin did not notice anything out of the ordinary about his actions. On rising, he seemed to be in as good spirits as usual, and played with and nursed the child for some minutes before carrying her into the room where he committed the deed. Martin was, until his illness in July, connected with the Enterprise Chemical Company. He has two other children, Philip, aged five, and Armand, aged two.

Doctors Dugas and McTaggart made an autopsy on the body of the child, this morning, and will give their report at the inquest this afternoon. The other witnesses at the inquest will be Mrs. Martin, the servant girl, Mr. St. Jean, the neighbor who broke

in the window of the room where the child was killed, and Doctors Malchelosse and Gauthier, who were first to examine the child's body. Martin is still at the central police station, and will not be brought before the court until after the inquest.

It appears that after his sunstroke in July Martin became so obviously insane that some members of his family wished to send him to an asylum. Others preferred to keep him at home, where he was attended to by Dr. Laverigne of Bordeaux.

SERIOUS ACCIDENT.

Witnessed by a Frederictonian at Toronto Exhibition—Five Men Injured.

Mr. T. A. Peters, deputy commissioner of agriculture, who has returned from the Toronto exhibition, was an eye witness of a terrible accident that occurred there Friday evening, when the mimic warfare connected with the ‘Fall of Port Arthur,’ at the exhibition grounds was made painfully realistic to half a dozen young men who took part in the performance. By the premature explosion of gunpowder in an ancient six-pound cannon, the following casualties occurred:

William Kirby, right hand and lower fore-arm torn off.
Herbert Boyce, portion of left hand torn off and right hand injured. Face and arms badly burned with powder.

Victor Boyce, left hand mutilated.
Frank Longhead, right hand mutilated and face badly burned.

Frederick Olson, face badly burned. May lose sight of right eye.

Another young man, whose name is unknown, had several cuts and burns dressed at the Exhibition Grounds Emergency Hospital.

The young men formed part of the Japanese force which attacked Port Arthur from the west, and many of the twenty thousand spectators in the west-end of the big grand stand thought it was all part of the spectacle, and in the noise of battle attendant upon the capture of 203 metre hill and the display of fireworks, the spectators soon forgot the incident.

In the meantime, however, Police Sergeant Geddes and his men were giving first aid to the injured men, while messengers ran for the ambulance and thither for surgeons.

Sergeant Geddes picked young Kirby up bodily and carried him off to the paddock. He had been engaged in ramming home the charge of gunpowder, and had his right hand blown off. Herbert Boyce was standing next to him and also suffered severely. Victor Boyce's thumb was shattered. The other men who were injured were standing near by.

The big iron hammer, weighing ten pounds, was blown several hundred yards, over the heads of the other men who took part in the spectacle.

After preliminary dressing by several doctors who appeared on the scene, the injured men were removed to the Emergency Hospital on Bay Street. Nearly all the patients were injured about the eyes, but it is thought that none of them will lose their sight.

The injured men were members of the Toronto Naval Brigade and were in the employ of the Hand's Fireworks Company. Captain Nuttall, who was in charge, is an experienced naval gunner. He advances the theory that a spark from the fireworks ignited the charge of the powder as it was being placed in the gun. It is quite possible that a spark of the former charge remained in the gun and caused the explosion.

RYE MAY SLEEP IN PEACE

For 'Tis the Law that Cocks May Crow at Dawn no More.

Rye, N. Y., Sept. 9.—Those of the inhabitants of Rye who love to look for trouble are becoming alarmed over the ordinance passed last night by the Board of Health forbidding the crowing of roosters, barking of dogs, ringing of bells and tooting of whistles within the corporate limits after ten o'clock at night. They are saying today that the situation is alarming, as the authorities intend to enforce the new ordinance to the fullest extent, and declare that there is a possibility of the new law retarding the growth of the place. The new ordinance reads as follows:—

“No person shall permit or cause the ringing of church, decorative or other large bells, except fire bells, the blowing of steam whistles, the moving or shunting of trains except in connection with the through traffic on the railroads, the handling or movement of large masses of rock, metals or other substances, so as to interrupt or disturb the sleep of residents within the village of Rye, between the hours of 9 o'clock in the evening and 7 o'clock in the morning, the maintenance of barking animals, crowing cocks, barking dogs or other animals, birds which produce, create or emit noises of a degree and kind to disturb the sleep and quiet of the neighbors within the above hours. Any violation of the provisions of this ordinance shall be punishable by a fine of ten dollars.”

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EDMUND'S PLAN.

When Mr. Good came home to dinner he found his wife in a state akin to despondency, which was quite unusual with her.

“Why, my dear, what is the matter?” he anxiously inquired.
“Matter enough,” said she. “Our servant has left us, and here is a letter from Sarah Armitage saying she will be here tomorrow, and expects to stay over Sunday with us. What on earth is to be done?”

“Oh, that will be all right,” said Mr. Good. “Harold can act as dining-room waiter, Millie can be maid of all work, and you can cook. You know you are a good one. We will get along swimmingly.”

“And what will you do?” quietly inquired Mrs. Good.
“Me? Oh, I'll be a gentleman,” he replied.

“Very well, we will try your plan, Edmund,” said she, cheerfully. “But I am afraid that we shall all feel rather awkward in our unaccustomed roles.”

Mr. Good says she was as cheerful as a lark all the remainder of the evening.

Eighteen men from Norwich, Conn., Sunday experienced a narrow escape from death in a launch on the Thames river, four miles from that town. An attempt was made to start the gasoline engine and the gasoline vapor ignited, probably from a leak in the pipe. There was a sudden flash and Capt. Leon and William B. Shan-

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McGILL'S BOTTLED BY THE

Intercolonial Railway.

TENDER FOR ENGINE HOUSE

Sealed tenders, addressed to the Secretary of the Department of Railways and Canals, Ottawa, Ont., and marked on the outside “Tender—Pictou Engine House,” will be received up to and including FRIDAY, 15th SEPTEMBER, 1905, for the construction of a nine (9) stall Engine House, Turn Table, Foundation Walls, Retaining Walls, Cribwork, Drains, etc., at Pictou, N. S.

Plans and specifications may be seen at the Station Master's office at Pictou, N. S., 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,
Railway Office, General Manager,
Moncton, N. B., 25th August, 1905
Aug. 29, d131.

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non and several other men near the engine received burns of a serious nature. Leon and Shannon were taken to the Memorial Hospital and the others were attended by physicians. Fifty gallons of gasoline in a tank in the after part of the boat did not ignite.

An engineer of a Boston & Maine passenger train was obliged to resort to the unusual course of calling out the fire department Sunday night to assist him in controlling a refractory locomotive. When the train which leaves Boston at 6:03 on Sundays reached Devereaux station Engineer Thompson found that the water injectors were disabled. A hot coke fire was burning under the boiler, and to avoid damaging the ties

by drawing the fire, the engineer decided to call out the fire department. A box near the station was rung, and within a few minutes the department had deluged the fire box and averted all danger.

Tokio, Sept. 12.—(Special)—The Japanese battleship Mikasa, which was the flagship of Vice-Admiral Togo during the battle of the sea of Japan, caught fire and sank at two-thirty a. m. yesterday.

In Belgium death sentences are never carried out because King Leopold promised his mother as she was dying that he would never sign his name to a death warrant.

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