HOW HEPPNER'S HERO SAVED 500 LIVES.

Leslie Matlock Tells the Story of His Ride Before the Storm.

His Horse Was Poor—Cut Across Country and Clipped Wire Fences as the Lightning Flashed—Fell and Sprained Knee.

HEPPNER, Ore., July 8.—By a wild ride of twenty-three miles Leslie Matlock, a young stockman of this county, saved the lives of five hundred people who were in the path of the flood that nearly wiped out this town. Two horses fell beneath him, and when he at last reached Ione, his goal, he was but a short distance ahead of the huge wave of hail and water that had wrecked the homes and cost the lives of his relatives. He then posted to Arlington, arriving there at one a. m., after riding sixty-seven miles in seven hours.

Matlock is still working over the ruins of his relatives' homes, and his grim face expresses in this ghastly toil the same determination that made him the hero of that terrible Sunday night. He is the son of De L. Matlock, who before his death was sheriff of Morrow county. The sheriff was one of several brothers. One of these lost his family, and the second lost his own life while the nephew was lashing his weary horse along the dark road to Ione. This young man had two sisters in Portland, one Mrs. A. A. Roberts, wife of a United States deputy marshal, and the other Miss Bertha Matlock, who is at present with her sister.

Matlock's story of his ride is as follows. He gives it with much modesty, but in a straightforward manner. He is insistent that due credit be given Bruce Kelly, his companion on the ride.

BY LESLIE MATLOCK.

I lived at the Palace hotel, and I was there on Sunday evening. It was terribly hot and sultry all day. It seemed to be getting up a storm and I was wondering what would happen if it didn't rain, as we needed it very badly. But along about five o'clock it got quite dark and the clouds south seemed to be gathering blacker and blacker. But still I didn't think much about it. I simply decided it would be cooler after it was over, and there wasn't much need of taking things too swiftly in the heat.

Then it came dinner time and we all sat down to dinner. It was so dark lights were in order and one of us called for them. Then the thunder commenced rolling, and before many minutes had passed the noise was something terrific. Then it began to hail. The hailstones were as big as chestnuts and most of us went out on the front porch to see it. Just as we really got settled to watching something happened. I don't know just what it was, but we all looked up, and there it was coming down the creek. It was about twenty feet high and it licked at the walls and banks of the gully so we could see it even in the darkness caused by the storm.

The minute I saw it I knew it was all off with Heppner. A big piece of barn wobbled on the top of the thing, and then kicked up and turned under. That settled me, and I yelled to Bruce Kelly, a chap I've known since I was knee high to a grasshopper, and we lit out.

"Tell 'em it's coming!" I yelled to him.

Then we both of us doubled up and ran like mad. But the water was too fast for us, and before I could reach Uncle Tom's or Uncle Jim's house it was all over the place, boiling, roaring and cracking things up so you couldn't hear.

"No use," says Bruce, "it's all off with them. But it's up to us to warn the people below."

SNATCHED FIRST HORSE IN SIGHT.

With that we both made a break for a livery stable run by Kirk. Then I thought of the fences along the creek and we broke into Gilliam & Bisbee's hardware store across the street from the hotel and got some wire cutters, looking over our shoulders all the time to see what was doing. We got our nippers and then we broke and ran for Kirk's. We didn't waste any time, but I snatched the first horse I could lay my hands on and Kelly did the same. The horse I got was a poor beast, and before we were through we wished we had hold of better ones. But I guess it wasn't much over a minute from the time when we first started from the hotel before we were on horseback, and then we cut straight up the hill to get ahead of the water. It was hailing like mad, and this made it bad for the horses going up the bank. When we reached the first bench we looked back and saw it was mostly up with the town. I couldn't see anything of uncle's place and the water was booming around the turn in the creek.

We cut along at a good clip, considering the going, and in a minute out we came on the road below the station. The water was piling up like a dam just there. It was a tight place, but we stuck to our nags and in a minute we were going through the storm lickety-split. It was no fun, either, for the hail was knocking us hard. Besides, I wanted to see if there was any one we could help.

Kelly and I pretty soon got our bearings, and then we commenced to yell as we passed houses. We shouted:

"Save yourselves; the flood is coming!"

As soon as we saw them take to the hills we cut ahead as fast as we could. Kelly and I were both raised on the ranges hereabout, and we knew every turn in the creek and every bend in the hills. This helped us a lot, and before long we were far enough ahead that we could do some good. One thing frightened us. It was storming and we were afraid of the wire fences, for fear the lightning would strike, but our nippers were all right, and we struck right through.

The main thing we remembered to about was that they mustn't wait to save a thing. Several times the people came out, and while they were asking us what the matter was the roar of the cloudburst would tell them, and they would climb right out for the high ground.

WATER WAS PILING UP.

About fifteen minutes after we left Heppner we looked back around a turn and saw the water piling up. It rose and rose and rose till we thought there wasn't any end to it, and then it would curl over like tar and away she would sweep for another lap. It was strange the way it behaved. I've tried to figure out since how it was we weren't overtaken. It seems as if the hail and mud and trees just tangled up into a mass that had to come by jerks, but when it did come it came all at once. One time we looked back and saw a fire right on top of the wave. It was a piece of a house and burned very brightly for a minute, and then puffed out as the water rolled over it. We could hear teams every now and then.

About six miles on the way to Lexington my horse stumbled and threw me hard. My knee was sprained and it hurt a little to remount. Kelly helped me, and as soon as I saw the horse could still go, I went along with him. But it was hard on the horse, for the road was rough and rocky and slippery as well. Every now and then a big pond of hail and water was in the middle of the way, and the mud was fearful.

We got to Lexington all right, and warned everybody about the flood that was coming down the valley. On the way we had warned a good many. The water was not far behind us, even here, and we had to warn the people on the way down the valley to Ione. Kelly and I kept on and beat our horses into as fast a gait as we could. We heard the boom of the flood behind us, and it seemed as if it would be too bad if all the houses, twinkling with lights, were to be knocked into splinters, with the people inside them.

So we kept on, shouting and warning people till we got to Rainey's. Here my horse gave up the ghost. It was clean worn out, and I got another. Then Kelly and I hit up the pace again on the way to Ione, twelve miles away. This was really the hardest part of the journey. We were getting farther off from our folks, and it seemed as if we must turn back and save them, though we knew, of course, that if they had not escaped they were dead by this time.

At Pettyville we found a lot of people who didn't know anything about what had happened. It seemed too bad to see all the good stock going, but we had enough to do to tell the people and get them started away without driving any cattle or horses. I looked back once and saw the water lick up some galloping horses as a cat takes a mouse. The darkness made it worse, for one thought he saw it all the time.

BY THE TIME

we were three miles from Ione, Kelly's horse gave up. He hadn't another ounce of strength left in him. So Kelly just made for the top of a hill and I kept on into Ione. I got there all right, but found the railroad operator had sent a message in about things at Heppner just before he was washed away and drowned. But I got to the telephone and warned people below and messengers started out and warned the ranches along the creek. I hadn't been there but a very little while before the flood struck Ione, but it wasn't near what it was at Heppner. As I watched it come down and saw what still was after travelling so many miles I thought it must be awful above. Then I was taken sort of sick. My folks were all up above and I thought it must be up to me to get back there and see what was to be done. But then I knew the people outside ought to know about it, and presently I fetched a new horse and rode to Arlington, where I got pretty soon before daybreak.

It's been a bad thing all around. I've lost most of my folks and I've lost most of my friends. Kelly deserves most of the credit for what I did. We worked together, and I'm glad we saved some. I wish I could have saved my own people. I don't know what we will do, those of us that are left. I guess we will build up again and choose higher ground. It's hard for us to say just what we could do. Maybe such a thing wouldn't happen again. Maybe it would. I don't know why I did just what I did, except that it seemed to me that it would be better if I saved somebody. I thought of a lot of people down the valley. Did I think of one especially? Maybe I did. But in saving folks who are in danger we don't choose and pick. If I hadn't done what I did I wouldn't have done what my family would have thought I ought to. Anyway, when we once got started it would have been too bad to give up the race. Kelly wasn't any quitter and I ain't, either, when it's a race.

SNAKE IN HER HAIR.

Mrs. Whalen Woke Up to Find One Coiled There.

(New York World.)

Dreaming that she was putting up her hair and having difficulty in disentangling it from her fingers, Mrs. Ida Whalen of Loganport, Ind., woke up to find a snake coiled around her fingers.

She hastily flung the reptile to the floor, and succeeded in killing it. In the struggle the snake bit her several times, inflicting painful wounds. The snake measured 12 inches and is of the water snake variety, which are not considered very poisonous.

The presence of the snake is accounted for from the fact that the family cat frequently brings them to the house. It is thought the cat brought this one in the night and carried it into the bedroom, springing upon the bed with it.

DIED IN BOSTON.

A New York despatch says: Eliza Symons, widow of Henry M. Symons, died at 91 Reid avenue, Brooklyn, aged seventy-one. She was born in St. John, and for many years resided there, as did her husband. She had been ill with a complication of diseases for three years. She is survived by three daughters.

BLAIR AND THE EDITORS.

Interesting Comment of Provincial Papers About His Resignation.

MUCH TO HIS CREDIT.

That he has at length resigned his portfolio, rather than support the infamous proposal of the government to give the Grand Trunk Pacific grafters $80,000,000, is much to his credit. If his action shall have the effect of defeating that gigantic steal, this Dominion will owe him a large debt of gratitude. —Halifax Mail (Con.).

ANOTHER RIGHT OR WRONG.

If Mr. Blair has seen in the arrangements which the Grand Trunk desired to make with the Government, that Portland, Me., was to be made the shipping port of Canadian produce to the British Isles, we must concede he was quite right in resigning his important position and withdrawing from the government. In that event his course was directed by a sound national policy.

If on the other hand the question resolved itself into rivalry between Halifax and St. John, or between any local ports, any member who held a seat in the government should have higher ambitions than to make a break in his party which may have serious results to it.—Fredericton Gleaner (govt.)

HONEST BUT MISGUIDED.

Governments naturally exist by compromises, and cabinet ministers are forced, as the price of their retaining portfolios, to yield their individual opinions at times for the advantages of the whole.

Mr. Blair has honestly arrived at the opinion that he cannot yield in this respect, and is prepared to pay the penalty in the tender of his resignation. His ability and integrity are such that all will regret the course he feels himself compelled to take, but in admiring the honesty of his course, there are many who, like this journal, believe that the best interests of Canada as a whole are associated with the policy as strongly objects.—Moncton Transcript (government.)

BOTH RIGHT AND WRONG.

He is constitutionally correct but politically wrong. He has followed Mr. Tarte in his withdrawal, but has taken more defensible methods in retiring.

This is said to be the only cause of dispute, and without explanations it is hard to conjecture what other, if any, reasons he may have. Mr. Blair's retirement will not affect the government or its policy. Naturally his seat in the cabinet will be filled by a New Brunswick representative. There are several able men, but the most prominently mentioned is Hon. Mr. Emmerson, M. P. for Westmorland and ex-premier of the sister province.—Halifax Recorder (government.)

SAVED HIS SELF-RESPECT.

By making such an emphatic protest against the worst measure the present government has yet devised, Mr. Blair has probably sacrificed his chances of being appointed chairman of the railway commission, but he has saved his self-respect; and in that particular has a marked advantage over some of his colleagues, who had perhaps less to lose by standing up for their convictions. Mr. Blair's action will tend to strengthen him immensely in New Brunswick and to elevate him in the estimation of the people of the whole dominion.—Montreal Star.

TWO GONE.

The government, in losing Mr. Blair, loses also much of its strength in the maritime provinces. Two forceful ministers have gone out within a year. This is a more rapid process of disintegration than has ever been witnessed in the history of Canadian governments.—Toronto Mail and Empire.

AWAITING ORDERS.

The Telegraph's two days' dumbness on the subject of Blair's resignation is more eloquent of its sentiments than columns of its irresponsible editorials would have been.—St. John Star.

BLAIR'S RETIREMENT.

Leading Editorial in Yesterday's St. John Telegraph.

The resignation from the cabinet of the Hon. A. G. Blair has naturally evoked widespread comment throughout Canada, and the country awaits with eagerness the statement of the premier and the minister of railways on the causes leading up to that decisive step. Nowhere is this more true than in this province, for while the press comments show the full relization which it had in the other provinces of the bigness of the man, and the loss sustained not alone to the liberal party, but to the country, and particularly to the department with which his name has been so directly connected, yet here in New Brunswick where his forceful personality dominated the party councils and united naturally divergent forces under one banner for the best interests of the province, the import of the resignation is more distinctly felt.

The Telegraph has no desire to forestall the public statement which Mr. Blair will in all probability offer today to the parliament and people of Canada, and indeed in our determination that no published words of ours might be construed as the inspired utterance of a newspaper which has been proud to support his hands in his great and unselfish efforts on behalf of this city, province and dominion, we have abstained from comment on the reasons leading up to Mr. Blair's resignation and upon the consequences most likely to follow his action in that regard. But a word may be in order concerning the loss which his official resignation brings to the liberal party in this province and to the people of New Brunswick in general. Never, perhaps, since confederation has one man wielded the influence in liberal circles in New Brunswick which Mr. Blair has wielded since 1896, for never before has one man been so closely acquainted with the people of the province and of the forces, political, economic and social which go to make up the body politic. This, apart altogether from the question of ability, energy and determination which so eminently fitted him to be a leader of men.

We fully understand that parties are bigger than the men who lead them, and that there remain men of ability in liberal circles in New Brunswick. But many a day, we fear, will pass, ere again New Brunswickers of all shades of political opinion can unite in such a feeling of unanimity concerning the patriotic endeavors of any political leader. We, in this seaboard province, admire strength in the men who lead, nay, it would be fairer to say we refuse to be dominated by any but men of intense forcefulness. And without disparagement of any of the natural successors of the minister of railways, none can hope for the complete surrender of will which New Brunswick liberals offered to the Hon. Mr. Blair as the highest proof of completest confidence in his ability, foresight and integrity of purpose.

To the people of the province in general the news of Mr. Blair's retirement has fallen with stunning force. Friend and foe, liberal and conservative united in comment on the dominant power of this man of untiring energy whose absorption in the furtherance of New Brunswick interests has been a characteristic feature of his seven years tenure of office. We venture to say that no such loss has been sustained by liberalism as is consequent on the retirement of the Hon. A. G. Blair from the administration of the railway department.

St. John stands to lose the most powerful advocate it ever had in the national council. And the national council loses the wisdom of a man who will ever be regarded as knowing what the country wanted and having a singularly clear idea as to what was the proper course to pursue.

FISHER'S WEAK MEMORY.

A Sample of the Men Who Ousted Tarte and Blair From the Cabinet.

OTTAWA, July 17.—Hon. Mr. Fisher was on the stand before the public accounts committee this morning, and manifested a remarkable weakness of memory in reference to Montreal Herald newspaper matters. Fisher thought he was one of the charter members in the present Herald organization, but was not certain. Associated with him were Robert McKay, Hodgson Brierly, Bickerdike, J. N. Greenshields and others. This was before the general elections of 1896. It was the re-organization of an old company, and his interest was merely the amount of an old interest. It was a good many thousand dollars; he could not say how many, nor whether he received paid up stock or not. He did not remember having certificates of these shares. He transferred the whole immediately after he came into office to his brother. No consideration was paid. His brother, he believed, is still a director of the company. There was no understanding with his brother at the time of the transfer, which was made in Montreal. Mr. Fisher could not tell what proportion of stock, as compared with the whole, he had held. He would try to get more details. He could not say what proportion of the government advertising given the Herald company came from his department, but he would ascertain. He did not think any of the census printing was done by the Herald. He had transferred shares to his brother because he thought it better as a minister of the crown not to be interested financially, and as the shares were of no value there was no consideration. It was possible, but it would surprise him to hear that he had aided to more than $10,000, but was sure it was not $20,000. Fisher doubted if he had any book which would assist him to information. He could not tell whether he had aided the paper to the extent of $15,000 since he became minister.

"Will you endeavor to ascertain," asked Mr. Monk.

"No, I won't," replied Fisher.

"Why not?"

"Because it would not be accurate and would not be of any use," was the answer.

A little spat occurred, Fisher disclaiming any interest and Monk taking the position that the committee would assess his interest according to his financial contributions. The enquiry then adjourned.

EVANGELIST ATTACKS A JAG,

And Pictures Hell in Such Lurid Colors That the Jag Collapses.

(New York Sun.)

George Washington, a negro evangelist of Syracuse, who plays the guitar on the street, was encountered by a drunken man this afternoon, who shouted:

"Give us s'uthin' lively. Hit 'em up."

The evangelist responded with Keep in the Middle of the Road, and the man with the jag danced, to the entertainment of the crowd. When he had concluded, the evangelist stepped to the front.

"Brethren," he shouted, "dar's hope for dis yer feller. De Lawd sabed Shadrack, Meschack and Abednego out ob de fiery fu'nace. You fellers like dis yere man wants to look out. You'll be sittin' in de hottest paht ob hell for a thousand years, and den along'll come de debill and you'll say, 'Ain't dis about ober?' and de debill he'll say, 'It ain't only jest beginnin,' and den he'll take you and drap you in de lake of boilin' brimstone to cool you off!"

The drunken man collapsed and was led away by a friend.

GOVERNMENT ENCOURAGEMENT OF HORSE BREEDING.

The Ottawa government has given $815 for the encouragement of horse breeding at the Dominion Exhibition, which is to be held in Toronto from Aug. 27th to Sept. 12th. Single roadsters in harness not less than 15.1 are apportioned $65; pair roadsters not less than 15.1, $75; carriage horses not less than 15.1, $65; pair carriage horses (coach, high steppers or cobs), not less than 15.1, $75; best saddle horse ridden by owner, $65; best saddle and harness horse, $65; single heavy draught, any breed, in harness, $50; span of heavy draught horses, in harness, any breed, $75; best collection of 10 horses, any breed, $200. Three or four prizes are to be given in each class.

NORTH END BOY'S SUCCESS.

Charles McIntyre of north end, employed as cashier in Charles Miller's milling offices, has been informed by the proprietors of Ainslee's Magazine, New York, that his competitive criticism of stories, essays and poems, published in Ainslee's, has won third prize, which among other benefits means a cash award of fifteen dollars. Mr. McIntyre has written considerably himself and wields a facile pen.

WHAT THEY THINK.

The Opinions of Several Prominent Citizen's on Mr. Blair's Resignation.

The following expressions of opinion re the resignation of Hon. Mr. Blair will be read with interest:

HON. WM. PUGSLEY.

The attorney general said: "The resignation of Hon. Mr. Blair deprives the government of one of its strongest members, and it will be found exceeding difficult to fill his place with any one capable of exercising so potent an influence for the benefit of the province. His management of the department of railways, the persistent manner in which he has sought to bring the Intercolonial railway to a high standard, and his success in making it in every respect a first class railroad, has, I have found in conversing with people not only in the lower provinces, but in Ontario and Quebec as well, won for him great praise.

When one considers what a strong feeling there has been in the upper provinces, particularly in Ontario, against expenditures upon the Intercolonial, it can be realized what tremendous efforts Mr. Blair must have put forward and how persistently he must have argued with his colleagues to induce them to consent to the very heavy expenditure which has been made in recent years upon the Intercolonial, and which was absolutely necessary in order to put it in proper condition.

With regard to the question upon which Mr. Blair differed with the premier everyone will realize that this minister must have entertained a very strong view to induce him to part with his colleagues, with whom, as far as I have been able to learn, his relations have been of the most agreeable character. Mr. Blair, however, is a man of strong views, and having made up his mind that the course which the government intended pursuing would be detrimental to the best interests of the country, there evidently seemed to him, as an honorable and high-minded statesman, no other course open but to retire from the government and so avoid taking the responsibility for a measure of which he could not approve."

In answer to a question of the reporter as to whether he shared the same opinion as Mr. Blair as to the policy of the government in connection with the proposed trans-continental railway, the attorney general stated that as at present advised he was not prepared to express a decided opinion, but so far as he had been able to study the question he had been in favor of the Grand Trunk Pacific building and operating a road through the centre of the province. He had felt that even although it went to Moncton as its eastern terminus, it would necessarily have connection with St. John at the nearest available point, and being very much shorter than the Intercolonial, it would be more likely to be successful in bringing the products of the West in the winter season to maritime ports. He also felt that by reason of St. John being much nearer to the West than Halifax, this port would be most likely to get the freight.

J. D. HAZEN, M. P. P.

J. D. Hazen, M. P. P., said Mr. Blair's retirement would undoubtedly be a great blow to the present government in New Brunswick. The breach between him and the Laurier administration was absolute, and complete, and would no doubt be widened as time went on. It was quite clear from Mr. Blair's own statement in parliament yesterday that his colleagues, Sir Wilfrid included, had shown want of confidence in him and had practically ignored him in framing the transportation policy, and had to all intents and purposes invited his resignation. Under such circumstances he had taken the only course open to him. In taking that course, however, he would have the satisfaction of knowing that the policy which the government proposed with reference to the Grand Trunk Pacific was a peculiarly indefensible one, and would find few if any supporters in New Brunswick. I am, said Mr. Hazen, opposed to the construction in Canada of any more government railroads, as they are used and controlled for political purposes and are managed in the interest of the political boodler and party hack, and not in that of the country, and this will be the case until they are placed, as in Australia, in the hands of an independent commission. I know, he added, that in both parties there are men who hold different views, but I doubt if any one can be found in either party who will honestly endorse the proposal to build a road from Quebec to Moncton, a work which must destroy the Intercolonial as a commercial road for through freight. If the government had concluded that it was desirable to build a road from Quebec to the lower provinces, it should in the interests of all concerned have followed the valley of the St. John to the nearest Canadian winter port, when instead of passing through a wilderness for a great portion of the distance it would have traversed one of the most fertile agricultural districts in the dominion.

The scribe asked what effect Mr. Blair's action would have on the political parties in this province.

Well, said the local opposition leader, there is absolutely no one to take his place. The liberal representation from New Brunswick today is an unusually weak one as it is, and if as is indicated, several members decide to follow the fortunes of Mr. Blair, the party in this province will be broken into fragments. There are only two parties in Canada, and the fruitless efforts of two such able men as Peter Mitchell and D'Alton McCarthy do not encourage the idea that a third one can be formed with any hope of success or effectiveness. If the conservative party under the leadership of Mr. Borden oppose the government railway policy, I fail to see how there is open to Mr. Blair, if he intends to remain in political life, any other course than to once more throw in his lot with the party to which he belonged when he assisted in defeating the Mackenzie government in 1878.

You ask me what the attitude of the conservatives of New Brunswick as a party will be towards Mr. Blair. I have no authority to speak for the party, but as a rule all political parties welcome to their ranks those who are prepared to loyally support their leaders and their political opinions.

W. M. JARVIS.

Mr. Jarvis, who is president of the board of trade, said: "Hon. Mr. Blair acted consistently from the first and his views are in accordance with a resolution passed by the board of trade at a meeting held in January last, when the board expressed a strong opinion favoring the extension of the I. C. R. across the continent through Canadian territory, and further that in granting charters to trans-continental lines that it should be the policy of the government not to grant subsidies either of money or of land to railway companies, but rather to consider that the right of way given by such charters was a valuable franchise owned by the people and so arranged that within a definite term of years they would revert to the people if so desired.

"Apparently Mr. Blair has occupied a difficult position for some time past. He has always been ready to assist in every way in promoting the interests of St. John and equally ready to listen to any suggestions made in the interests of this city, whether these suggestions came from his own supporters or from those, like myself, who took an active part on the conservative side in the last general election.

"Mr. Blair has done much during the last few years to secure for St. John the important position it now occupies as the principal winter port of Canada on the Atlantic coast, and that position is now so well assured that I do not think it can be seriously affected by his resignation, though we shall certainly miss his ready replies to any information asked for by the board of trade.

"I believe that the general opinion here is adverse to placing any new government trans-continental line or any part of such line under the control of any railway corporation, whether it be the Grand Trunk or another. Such corporations are naturaly selfish and as pointed out by Mr. Blair, even if running rights were reserved over the line for other railways, so many difficulties could be put in their way by the railway holding the lease that it would be very difficult and almost impossible to take advantage of the privilege secured.

"Looking at the matter from the standpoint of the present conditions of Canada it may be well that a large railway corporation should show an active interest in providing greater facilities for the transportation of the produce of the West to the seaboard and the markets beyond.

"Looking to the future and the rapid development of the dominion that seems likely to take place. It certainly seems very questionable if the Grand Trunk or any other railway should be given such a controlling interest in that traffic, as it seems probable would grow out of the arrangement which as far as we know, has been decided upon by the government, and is now opposed by Mr. Blair."

C. A. STOCKTON, K. C.

Mr. Stockton said: "At this stage it is difficult to express an opinion upon the difficulty which has arisen between Mr. Blair and his colleagues, and which has caused Mr. Blair's resignation. I am not yet sufficiently in possession of all the facts to form a correct or intelligent judgment. After reading Mr. Blair's letters to Sir Wilfrid Laurier, as they appeared in the papers Friday morning, I think there is a great deal to be said in favor of Mr. Blair's position as to what the policy of the government should be in relation to the Grand Trunk Pacific scheme, and the expenditure of public money for purposes of transportation. The Intercolonial Railway was guaranteed, under the terms of the British North America Act. It belongs to the government of Canada, and should continue to do so. Canada has invested a large amount of money in the construction of that railway, and in the public interest it would seem unbusinesslike for any government to aid in the construction of another railway, practically in the hands of a private corporation, to come into direct competition with that road.

"If it is desirable in the public interest that the public funds should be used to construct a line of railway from Quebec to Winnipeg to become a part of a line owned by a private company, built westward from Winnipeg to the Pacific, I can see no reason, from a business standpoint, why the government should not build and own the entire line. The government policy, as suggested by Mr. Blair's letter, appears to be to build the most expensive part of the line and present it to a private corporation, which corporation will build from Winnipeg westward through the wheat fields, where freights can be easily gathered. The proposition seems almost incredible.

"What the effect of Mr. Blair's retirement from the government will be it is difficult at present to predict. Mr. Tarte and Mr. Blair have always been considered the two strongest men in the government, and with both of them out and unfriendly, the effect must be greatly to weaken the government both in the house and throughout the country. It is, however, impossible to form a correct or intelligent judgment until Sir Wilfrid has announced in detail the government programme. No doubt Mr. Blair's present retirement will be somewhat grateful to him from a personal standpoint, as he has held office for over 30 years and has always been considered a hard working man, and now he will have an opportunity to have some rest."

ALD. MACRAE

said that the retirement of Mr. Blair from the government was a confirmation that the cabinet was at no time a stable body. He considered it was an opportunist government. The bond of union had all along been self-interest, and naturally when the self-interest of some individuals clashed with that of others dissension must arise.

The matter of parelleling the I. C. R. from Quebec to Moncton he considered unbusiness like. He regretted to learn that Mackenzie and Mann had been granted a charter for the purpose of paralleling that road. So far as he know Mr. Blair did not oppose the granting of such charter. If that were a fact, he considered it went to show that there were reasons for the minister's resignation, other than the proposed paralleling of the I. C. R. by the G. T. Pacific.

He thought the natural way for a new trans-continental railway to go to the Atlantic was by the St. John Valley route, which would bring both Halifax and Moncton nearer to Montreal than the proposed Grand Trunk Pacific would do. Mr. Blair's resignation could not strengthen the liberal party, and in some sections might weaken it.



HE COULD NOT LACE HIS SHOE.

TILL DODD'S KIDNEY PILLS DROVE AWAY HIS RHEUMATISM.

Story of W. J. Dixon Has Set the Rainy River Settlement Talking.

BARWICK P. O., July 17.—(Special.)—Among the settlers here the cure of William John Dixon of Rheumatism is causing much talk. The story of the cure, as told by Mr. Dixon himself, is as follows:

"During the summer of 1901 I had an attack of Typhoid Fever, and after I got over it Rheumatism set in. I had pains in my back and in my right hip so bad that I had to use a stick to walk and had no comfort in sleeping.

"I could scarcely dress myself for nearly two months, and for three or four weeks I could not lace my right shoe or put my right leg on my left knee.

"My brother advisd me to try Dodd's Kidney Pills, and after taking three boxes I began to walk, do my work and lace up my shoes. And the best of it is, I have had no Rheumatism since."

Dodd's Kidney Pills take the uric acid out of the blood and the Rheumatism goes with it.

LOST AN EYE.

On Wednesday P. Cogger of Norton came to the city for treatment for one of his eyes, which seemed to be in a bad condition and which was giving him much trouble. Upon examination it was found that the man was suffering from a malignant growth, which would in a very short time prove fatal. He was sent back to his home and yesterday Dr. A. P. Crocket went out. Dr. Crocket removed the eye and it is believed that all will now be well, though Mr. Cogger was very near the boundary of the other world.

KILLED OFF THE COLONELS.

In the Southern town where Will N. Harben, author of the Substitute, lives, there is the usual supply of men who have acquired, by courtesy of their fellow-townsmen, the title of "colonel." It struck Mr. Harben that the old soldiers of the town who possessed genuine hard-earned titles were somewhat obscured by the younger set who were colonels in name only. So Mr. Harben wrote an unsigned editorial for one of his town papers, in which he ably set forth the cause of the veteran as against the amateur soldier in the matter of titles. The editorial made a sensational impression, and did result in discouraging the "colonel" habit. It has now leaked out that Mr. Harben was the guilty man, and his fellow-townsmen are retaliating by calling him colonel, and saluting him in the streets. One old confederate soldier was heard to remark, "Of course Harben deserves promotion. He killed more colonels in one day than General Lee did in four years of war!"

CORNWALLIS NEWS.

CORNWALLIS, N. S., July 18.—Miss Leota Doty of Providence, R. I., is visiting her aunt, Mrs. John Newcombe, at Habitant.

Five candidates for church membership were received by Rev. Mr. McLeod into the church at Canard on Sunday.

The death occurred at Canning on Wednesday of Marshall Meek, son of the late Samuel Meek. The deceased was some forty years of age and had been ill with consumption for some time. He leaves a wife and large family.

Miss Florence Palmeter, who has taught in the school at Habitant for three years, has secured the intermediate department of the High School at Canning. Miss Rand, the former teacher in this department, has gone to New York to train as a nurse.

Lady Borden of Canning is in Ottawa for the remainder of the month.

The apple crop promises to be a fair one in Cornwallis. The strawberry crop is poor.

GAPE BRETON MATTERS.

SYDNEY, C. B., July 19.—The government steamer Minto, which was iced up last winter, has been chartered by Sydney parties to attend the international yacht races. It is expected that a large party will go on the steamer.

The congregation of Falmouth street Presbyterian church, Sydney, which will be made vacant August 1st by the retirement of the present pastor, Rev. B. E. Rankin, will extend a call to the Rev. A. Gaudier of Toronto.

Augusta Chronicle: A Missouri paper thinks it has hit upon the true explanation why negroes seldom commit s[illegible] says that when a negro sits down to brood over his troubles, he straightaway goes to sleep and forgets them.