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the Intercolonial itself, and far higher than the Grand Trunk Pacific in this province. It is probably as impossibility for the lower part of the line. Moreover if the general proposition of Mr. Hazen were accepted, the grades, curves, weight of rails, and other matters were questions of detail to be worked out in the subsequent negotiations. Mr. Hazen has no department of railways. It would be for Mr. Graham if he proposed to take over the railway to specify its character. Why should Mr. Hazen procure engineers and settle all these matters, before he knew whether the Federal Government would consider the question of operating the railway?

When Mr. Pugsley's letter was submitted to Mr. Hazen by Mr. Chestnut, the Attorney General made the position clear. Mr. Hazen said he was still waiting for the answer which Sir Wilfrid Laurier had pro ded to make. He was anxious for an answer that he might take up other negotiations if these failed. Mr. Hazen recalled Sir Wilfrid's own statement that the proposition was definite, and said that if on reflection the Prime Minster desired further information or explanat ready to give them. In his previous letter Mr. Hazen stated that three members of his Government had been appointed a committee to confer with the Federal Government and clear up any points of difficulty or give any information that might be desired. He now repeats this statement. As to the standards, he would expect the Department of Railways to make stipulations if it pro-posed to operate the road, and the Provincial Government was equally anxious to have a good railway. Fin-ally Mr. Hazen said that he was prepared to give the

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Butcher, employed on a fe
of here, committed suicide
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for another man. Butche
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Niegara Falls, Ont., Oct. 6