THE LE

Gov.

OTTAWA LETTER.

Facts Already Devoleped by the Drummond Counties Enquiry.

The Bargain Now Proposed is Over Half a Million Better for the Country Than the One Originally Made by Mr. Blair.

Greenshield's and Tarte's Stories Differ Materially as to Where the Money Came from With Which Israel's Sons Purchased La Patrie.

OTTAWA. March 14.-Now that the Yukon bill has been accepted by a majority of the commons attention is turned to the senate. For that matter, it is to the senate that the atten tion of the parties interested in the transaction has been devoted during the greater part of the last two or three weeks. The fate of the bill in the commons was of course foreseer and all the effort was made to hold the government vote together. It has gradually developed that this was a larger contract than was supposed The number of kickers was at least a score, and it required all the efforts of diplomacy, coercion and persuasion to induce the half of them to fall into line. Half a dozen others compro mised by abstaining from the vote, while five either spoke or voted against the measure in the house.

There is a strong conservative majority in the senate. Making all possible allowances for doubtful men, there remains a working majority of over 30, but it is supposed that several conservatives from Ontario and Quebec will not oppose the bill. Some of these are men associated with the contractors in other large enterprises, such as street railways and Rainy river railways. Others are connected with the Canadian Pacific company, and it may be that one or two are open to different influences. Yet when all is done it 's supposed that, allowing a solid government vote in favor of the bill, the majority against it in the senate would not be less than 15. Again it is said that at least three senators who have been accustomed to vote with the liberal party will not support this measure. Senator Boulton and Senator O'Donahue, who have been lately counted as government supporters, have already spoken against the contract. So it seems clear enough that the senators opposed to the bill have the power to give it a six months' hoist. Whether they will do so or will adopt the meas ure with some important amend-ments, taking away the monopoly both of railway construction and of mining, is perhaps a matter not yet

They might for example strike out the monopoly clause, reduce the land grant to the number of acres for which Hamilton Smith offered to build the road, and take away from the contractors the priority of choice which enables them to "scoop in," as Mr. Oliver says, all the gold lands in the country. Perhaps the government would refuse to have anything more to do with the bill if so amended, but in that case the responsibility would rest with the minister. It is under stood that a definite offer is now or will be here from Hamilton Smith accompanied by a sufficient cash deposit to make it quite unneces sary for the government to make any further enquiry into his financial standing. Of course it is possible that a check accepted by the Bank of England might be questioned by this gov ernment. Sir Wilfrid Laurier con no doubt, telegraph to Lord Strathcona to know whether the Bank of England was a recognized financial institution, and whether the Rothschilds firm were owners of the bank. Or he might telegraph to Li Hung Chang to know whether it was that the Bank of Engwere the London agents Chinese government. Afterwards he could produce cables from his old friend in Victoria street or Sir Henri Joly's friend on the Yang Tsi Kiang to show that the Bank of England is a bogas concern. In these great days everything and everybody is bogus on Parliament hill except William Mackenzie and Donald D.

One of the great political parties in Canada is entirely inarticulate on the Yukon question. The McCarthyites neither spoke nor voted. Dalton Mc Carthy having issued written instructions to the electors of his own riding to vote for the patron candidate for the legislature, which they refused to do, fled incontinently to England, and was there when the Yukon vote was taken. It has been previously remarked that Mr. McCarthy is only incidentally a member of parliament He has not been present at a single important vote in the last two sessions and has taken no part in the discussion of any of the large matters that have been before the house during that time. During the present session he has only been seen in the chamber two or three times, and then only when he had dropped in during the session of the supreme court, where he had business. The head of the party being away, its body did not know what to do. So Mr. Stubbs is not counted in the vote. He was seen occasionally moving in a vague way through the chamber, or wandering absently about the corridors. But apparently he was not able to discover what he ought to do about it, and therefore he didn't do anything.

The vote given by Mr. Costigan Mr. Hale and Mr. Blanchard against the Yukon amendment has been repre-

Montreal Star even goes so far as to say that the three N. B. members were influenced by Mr. Blair. Why Mr. Blair should desire to influence them not only to vote against his own bill, but also against immediate railway construction to the Yukon on any terms, is not clear. The position taken by the three men from this province is even more extreme than that S. D. S.

OTTAWA, March 15.-Every day hereafter when Mr. Bruneau, young and impetuous member for Richelieu, takes his seat he will give thanks that Mr. Speaker is less impetuous than he. If Mr. Edgar had been a young lover he would perhaps not have left his mail unopen long as he did last Friday, and if he had opened his mail Mr. Bruneau would not now be the member for Richelieu. The story was told by the peaker himself and wired to the Sun. But there are some things which the speaker did not know, and possibly some things which he did know and did not tell. Mr. Edgar says that Mr. eau came to his office and asked whether a letter from him had been received, and that when the letter was found in the unopened mail if was given back to Mr. Bruneau, who carried it away with the cover on. This letter contained a duly attested and statutory resignation, made by Mr. Bruneau and sent to the proper authority. As the statute does not require that the speaker should read the resignation in order to make it valid, but that the receipt of it alone vacates the seat, it is an interesting question how much the speaker knew when he gave up the letter.

Possibly if Mr. Speaker could have

told the whole story, as known to other people, and had told also what had come to his ears during the morning in question, the story would have been better worth his telling. It would have begun with a serious quarrel between the minister of railways and the minister of public works on the one side, and Mr. Bruneau and Mr. Bourhonnais on the other, concerning the patronage of their respective districts. Then would have come in the wrath of Bruneau and the threat of a resignation. When this threat was treated with scorn, as the story would go on to tell, the member for Richelieu wrote out his surrender of the seat, carried it to a French-speaking friend of his, as one of the witnesses, and then to Mr. McMillan, the farmer from Essex, who innocently added his signature in his best Scotch brogue. Having dropped the letter in the house of commons post office, Mr. Bruneau made an occasional visit to the restaurant, and afterwards proceeded to unburden his mind. Even it he might have observed that it was the gentleman who shaved him down stairs was informed of what had happened. The matter naturally came to the ears of the ministers, and then its seriousness was evident. Nothing would be more natural than that some member of the government, or perchance the party whip, should wait upon the speaker to know if the story were true. Absolute candor would compel the speaker to observe that were true. Absolute candor would compel the speaker to observe that not yet having opened his mail he was all its control and command of the not prepared to say

The speaker is an impartial officer, of course. All speakers are. But there vas no particular reason why, when the bird in the air brought the matter to him, that he should rush impetuously to his office and tear open all his letters. It was more reasonable that he should prepare his mind by a long cool stroll in the open air. While the speaker's mind was being prepared, the mind of Mr. Bruneau was also undergoing a metamorpho sis. Several people talked to Mr. Bruneau. It is too soon to say what was promised, but it is generally unlerstood that affairs in Richelieu will reafter be managed very much more to Mr. Bruneau's liking. The letter tint was never opened has vastly improved Mr. Bruneau's influence with the government. The speaker may hereafter find large mails in his box, if the members can persuade themelves that Mr. Edgar's curiosity has not been increased since last Friday. As was remarked, the speaker is imartial, and yet one would not advise miserable tory to try Mr. Bruneau's experiment. His letter might happen to fall on a day when the speaker had business to settle before the bank closed, or when urgent correspondence was pending over Mr. Edgar's Yukon expedition. Procrastination, that thief acres of land, but that is not enough, of resignations, might thus have failed to get in its work.

Various things are suggested by the resignation is valid and the seat for Richelieu is vacant. The Star but the other bill is not yet law, and finds that if the speaker by not opening his letters can postpone or destroy a resignation, he will be able to keep a member in his seat the whole term against his will, simply by losing his spectacles. Dr. Bourinot, the constiutional adviser of everybody, is pon lering over this whole matter. Pending a decision from him, it will be imprudent for a layman to discuss the awful possibilities, the hairbreadth scapes, the surprises and shocks that

are involved in the question. Mr. Jameson of Winnipeg wants a commission which shall make railways give better privileges to their customers. He is tired and of monopolies in Manitoba. a railway monopoly, they elevator monopolies, have they land monopolies. The Canhave adian Pacific was a monopoly until Mr. Greenway set himself destroy it. He and Mr. Martin attempted this purpose by pouring out an immense contribution from the province to bring in the Northern Pacific road. It is said that people connected with the Northern Pacific made their contribution, too. Martin knows about the \$1,000 a mile for incidental expenses, and Mr. Sifton is not wholly ignorant of the matter. But unfortunately the government in bringing in the Northern Pacific forgot one thing. They neglected to provide that the new railway should not form a combination with the old one, and impose the same high rates and the same unpleasant regusented in some quarters as a sort of lations. By reason of this slip of the

of course of farmer Greenway, get no benefit of all the public expenditure. On the contrary, the business of the province has to maintain two great lines of railway while if it all went to one it would no doubt have a result of decreasing the

And now Mn Jameson wants government to intervene by appointing a ission to prevent railways taking advantage of the absence of competition. The idea is not a new one: It is very much older than Mr. Jameson and was discussed in the house many times before he entered it. Professor Weldon wanted a commission to manage the government railways. Other members before and after him have been desirous of giving it still larger powers. Mr. Maclean in yesterday's debate declared in favor of nationalizing all the railways, but he was willing to begin with public influence in a smaller way, as the resolution provided. Every person who spoke supported the resolution except the minister of railways, who did not oppose it. It was remarked by Mr. Maclean that in former days Dalton McCarthy was a strong advocate of this restraint on the powers of railway companies. But Dalton McCarthy for the last three years has not een hoard from on this question. is said to be devising a scheme for Protestantizing the roads, but he has not explained it yet any time that he happened into the chamber. Mr. Mulock is another anti-corporation man who has been silenced. Dr. Sproule went so far as to suggest the personnel of the commission. He did it seriously, but evoked some little laughter when he proposed that the commission should include a competent railway lawyer, an experienced railway manager and a man of common sense. It was apparently impossible to combine the qualifications of the third gentleman with those of the other two.

Mr. Blair was non-committal. was afraid the commission would not be as useful as the promoters hoped. but nevertheless the government expected to take action in that direction. Earlier in the day in answer to a question Mr. Blair had stated that nothing would be done about it this year, but the result of the pondering that was going on might be a propo sition next session. He declared that it was a radical error that the late government should have allowed transcontinental railway to pass into private hands. He was fair enough not to blame the late government, but rather the public opinion which made it impossible to expend a larger sum of money. While Mr. Blair was about equally improvident for the government of the present day to put the avenue to the Yukon into private hands, flinging along with it all the gold fields of the Yukon itself. If Mr. Oliver had been given a chance he would have said something in this connection. He would also have reminded the minister that only last situation, out of private hands.

Discoursing on monopolies, a thing occurred in the senate yesterday bearing on the subject. Smith is not a stranger to your readers. He had a bill before the senate. It was a plain, simple application for the right to build a road into the Yukon by the route which he preferred, which is very much shorter than the Stikine route. He says that a man coming out of the Yukon by the road he proposes will be at the Pacific Ocean before he could arrive near the Yukon terminus of the Stikine road, if he had done the other way: The Dalton road is much shorter would consequently be a cheaper and easier route. The promoter has a trong company behind him. The names on his application repr nany million pounds sterling. He is not asking for land. He is not asking for money. He is only asking for the privilege of building a railway and operating it. Yet in the senate the minister of justice is heading him off in all possible ways. He is taking advantage of rules of order and when they fail is obstructing by dilatory tactics and finally declares that the bill must not pass the senate because it comes in conflict with the government policy. The government is giving Mackenzie and Mann four million In their behalf they must shut out other companies which get no land from doing business within 500 of Mackenzie and Mann. It is true this incident. One paper thinks that that the senate charter conflicts with the monopoly clause of the other bill. the government has contended the monopoly clauses were of no account. Why, therefore, should not the senate go on and the other bill changed to suit?

Senator Kirchhoffer is impressed with a dispatch which has appeared in the Toronto World to the effect that a fund of \$300,000 has been raised to carry the Yukon bill through the senate. The Manitoba senator computes that as there are twenty liberal enators who have to vote for the till without pay, the appropriation will give \$4,700 each to the other 64 senators. This calculation is entirely too modest, because Mackenzie and Mann have no ambition to secure a unanimous vote. For their purpose 50 senators will be quite enough and therefore ten thousand dollars would be the appropriation each of the 30 required. The Hon-David Mills is not an arithmetician. He is a great jurist by the act of nature and a barrister by act of legisla ture. So, instead of raising the estimate, he pitched into the newspaper and declared with all the authority of the minister of justice that the story was palpably untrue. He proc that the senate was above and that no person would dare to approach that body with a dishonest proposal. It is needless to remark that Mr. Mills did not repeat the statement he used to make in the house of com mons that the senate was composed of bloated capitalists, appointed reason of their political contributions, and of defeated politicians. Being approval of the government. The mind the farmers in Manitoba, with tuency of Bothwell a slightly discredited politician, Mr. Mills leaves these reflections to be made by Mr. Clancy, who has succeeded to the grace and

Yesterday evening was partly devoted to an address of Mr. Bostock's on libel law. Mr. Bostock, as I may have stated some other time, is young Englishman who came out to this country to grow up with it. He brought a snug fortune with him, and a Cambridge University degree. is said to have \$50,000 a year from home and to be spending the most of it in his constituency. He has cattle ranches and interests in various mines throughout his riding. Incidentally, he went into the newspaper business establishing first of all an elaborate weekly paper after the style of Labouchere's Truth. The country is not quite equal to this costly journal, has accordingly somewhat diminished in size in the place of growing up, like the pro-prietor, with the country. Mean-while, it is said that it cost a few thousand dollars a month for the fun of having a paper. Then there was another paper in which Mr. Bostock, Senator Templeman and others were directors, and by reason of something which appeared in its colums the member for Yale, the senator and a half dozen other people, were charged with oriminal libel.

Mr. Bostock solemnly denies that he s a criminal. He thinks what the paper said was true, but he was some hundreds of miles away when it was said and had never seen it until he was informed of the criminal process gainst him. At present he is out on bail and he makes complaint that the magistrate who held the preliminary examination would not at that stage allow him to justify the statemen contained in the alleged libel. He has an impression that somebody is going to drag him away from parliament and deprive his constituents of his valuable services while he goes to be tried at the assizes. Nothing of the kind is likely to happen, because members of parliament are not so easily dagged away. But in the meantime Mr. Bostock talks about it. He talked about it at the press association till it became rather wearisome, reeing that he did not propose any amendments or changes in the crimiral law, or the law of libel. The association is composed of practical people who want the speakers to arrive at results. The process of law in toria may have been somewhat abused. But Mr. Bostock is in parliament, and there is no reason why he should not take hold of the criminal law and amend it. The house of commons does not appoint magistrates in Victoria and if the man there is hopelessly bad, Mr. Bostock should attack him at However, Mr. Edgar, Clerk home. Bourinot, and the Hansard men heard Mr. Bostock out, and no harm has been done. Having the privileges of parliament, Mr. Bostock may got his revenge by slandering the Victoria magistrates, the prosecuting counsel and everybody connected with the wrong side of the action. Nobody

OTTAWA, March 16 .- The most interestsing business that happened yesterday was the Drummond county enquiry. The evidence was not sensational, but it was instructive. Mr. Blair gave an exposition of the contract and the reasons for it. First he took up the Grand Trunk end of the bargain. He explained that Mr. Schreiber had valued the road from Montreal to Ste. Rosalie at \$1,500,000. Having decided that it was worth this much Mr. Blair agreed that the government of Canada should pay to the company five per cent, a year on onehalf of that valuation. Similarly the property at the terminus in Montreal, used by the two roads in common was valued at two and a half millions. Five per cent. was allowed on the half of that sum. In this way it was arranged that the government should pay the company \$37,500 a year for the use of the line to Ste. Rosalie and \$62,000 a year for the use of the terminus.

This arrangement is obviously open to condemnation on two grounds. In the first place there is no reason why the government of Canada should pay five per cent. on the cost of the railway. Mr. Fielding's last loan was floated at two and a half per cent., so that the government is paying just double the interest to the Grand Trunk that it pays to its creditors in London, and two per cent. more than it pays to the depositors in the savings banks. Considering the rate of interest at two and a half the people of Canada are not only paying for the part of the road that the government uses but for the other half that the Grand Trunk uses. In fact the Canadian people are paying the whole cost of the road and the Grand Trunk gets the use of it for nothing. same thing applies to the use of the station buildings in Montreal. Moreover, the agreement is that the country pays five per cent. on the cost of all increases and additions that the Grand Trunk company may consider necessary, even to double tracking.

In the second place it is well known that the Grand Trunk does a very heavy business on the railway to Ste. Rosalie, which is part of its main line, The buildings and grounds about the Bonaventure station at Montreal form thte greatest centre there is to the whole traffic of that great corporation. At least six times as much business will be done on these premises by the Grand Trunk as by the Intercolonial. So the Intercolonial is paying interest on the whole cost of the property used jointly and giving the Grand Trunk the use of five-sixths of it. In the course of the enquiry some questions were asked Mr. Blair on this matter. Mr. Haggart, Mr. Powell and Mr. Borden tried to find out whether the department had not asidered the question of propor tionate use. Mr. Blair explained that they had to deal with the company on the basis of equal use, as the Grand Trunk refused to entertain any other

The arrangement about the bridge was reached on another basis. seems to have been based on the tolls

the department figuring on the quantity of freight and the number of passengers that would probably be transported. Mr. Powell pointed out that the government, by this agreement, was also charged with the share of the maintenance of the bridge, which is not the case at Niagara. Mr. Blair proposed to offset that by the immense increase of traffic that he expected. Again he went back on the general defence that no other arrangement could be made with the Grand Trunk. It was shown that the offer first made by the Grand Trunk was the one accepted.

On Mr. Blair's statement the arrangement was a perfect bonanza to the Grand Trunk company. They get practically the whole use of their line and terminus, while the government of Canada pays interest at two and a half per cent. on the whole of it and interest likewise on any increase that may be deemed necessary. They also get a \$300,000 cash subsidy. Whatever bargain Mr. Greenshields may make with the government he can not be said to have made a better one than the accomplished American manager of the Grand Trunk railway

Now as to the Drummond road The basis of that agreement was explained by Mr. Blair last year. The \$64,000 which was to be paid is foun per cent, on the assumed valuation of \$1,600,000. This valuation differs from two others. Mr. Schreiber made an estimate of a value of \$1,365,000, but this, as he explained in his testimony yesterday, was on the basis of a better road than the government was getting. He figures on the standard of the Intercolonial, and on grades very much less than those of Drummond county. According to other figures given it would require about \$100,000 to bring the Drummond read up to that standard. The third estimate was made by Mr. Greenshields, the chief owner of the Drummond road. He said that the road would costs when completed \$2,100,000. He proposes to bring the books by and by to show how this amount is made up, but remembers now that this is the amount charged to construction. It includes the rolling stock, which the government does not buy. It also included the expenses of promotion and other allowances made to directors of the road. The actual cost of constructing borne by the parties building the road would probably be two or three hundred thousand dollars ess. As the company has received from the dominion and local governments some \$800,000 in subsidies, it is perhaps possible that the road as delivered over to the government would eost a million dollars of Mr. Greenshields' money.

Mr. Blair made the interesting announcement that has already been mentioned in your columns. stated that he now had an option on this railway for \$1,600,000 in the place of the \$64,000 a year for 99 years provided in the original contract. He used this as a text of a short address to the commission, in which he argued that the willingness of the company to accept this sum instead of the annuity would not be worth to them \$2,200,000, which was the estimate some persons had put upon it. But it is quite certain that the company would have made no such offer of compromise if they could have got their original proposition accepted by parliament. Besides, any actuary can demonstrate that on the basis of the last government loan the \$64,000 annuity would cost \$2,000,000 to the people of Canada, whatever it may be worth to Mr. Greenshields.

It therefore comes about that the country is offered the road now for \$600,000 less than the offer which Mr. Blair accepted last year. This much the action of the senate has saved to the people of Canada. Even then, seeing that Mr. Greenshields has spent only \$1,000,000 of his own money on this road, he will get a clear profit of over half a million, though of course that is not so good as the million or million and a quarter that would have fallen into his lap if the senate had not risen to the occasion.

The case may be stated in another way. The proposition involved the payment of \$64,000 a year. Now under the present option, supposing the crecit of the country remains as it is today, \$47,000 a year will pay the interest on the cost of the road and leave enough to repay the principal at the end of the lease. This means a saving of \$17,000 a year, or more than 25 per cent .of the whole amount. But of course the interest rates will continue to go down and the saving will thereby increase as time passes. Under these circumstances it must be admitted that the people of Canada are under some obligation to the senators, or at least to a very consider able majority of them.

There is one thing more. Mr. Blair explained that under the provisional agreement by which the roads are now operated the company is under obligation to spend \$100,000 to bring up the standard of the road. The standard now fixed is above that of a subsidy rcad, and even above that arranged for in the contract which the senate threw out. The estimate is that on the 73 miles of road which had been completed last year \$35,000 would have been enough to bring the line up to the original agreement. But by the present agreement the company bliged to spend \$65,000. The other \$30,000 may also be put down to the credit of the senate.

Mr. Blair's declaration as to the norality of the transaction has ready been given. He declares that he made the whole agreement himself with Mr. Greenshields, referring of course from time to time to his coleagues, adding, "at no time and under no circumstances did Mr. Greenshields say to me nor I to him one syllable in reference to any election or other contribution in any shape or form." This declaration was repeated by Mr. Greenshields himself, who also declared that the Drummond County railway did not contribute anything to ministers or to elections. At a later stage Mr. Greenshields will be cross examined, when it will be discovered of the Niagara Falls rallway bridge, how much, if any contributions may

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have been made by some owners of the railway.

Now we turn to the statement of Mr. Greenshields. He stated that the negotiations were conducted on business principles, and gave the estimate mentioned above as the cost of the road. But the most interest attaches to his statement in respect to the nurchase of La Patrie newspaper, now under the control of Mr. Tarte's sons, the same young gentlemen who are expected by their father to appear by and by in parliament. Mr. shields' statement 'n regard to that purchase was that not a dollar of the Drummond County railway had gone into the paper. Mr. Tarte had telephoned him from Ottawa that his boys were desirous of buying the paper from Mr. Beaugrand, and had asked Mr. Greenshields to act as solicitor for them, as he had been acting for Mr. Tarte in other legal matters. Subsequently Mr. Tarte himself came to Montreal, and they together went with the two young gentlemen to Mr. Beaugrand's house. Mr. Beaugrand asked too much for the paper, but towards evening they got him down to a fair basis and the bargain was closed. As the bank had then closed, Mr. Tarte asked Mr. Greenshields to give him a cheque for the \$20,000 cash required, because he feared that Mr. Beaugrand might change his mind before morning, and it was then too late for Mr. Tarte to get his own cheque marked. Mr. Greenshields was assured that the cheque would be covered by the Tartes in the morning. He gave the cheque on the Bank of Commerce, and that same night Mr. Tarte paid by one of the sons in the morning, and the other \$10,000 was arranged cheque on the Bank of Hochelaga Where the Tartes got the money Mr. Greenshields did not know.

According to Mr. Greenshields' account, Mr. Tarte had simply taken Lim in there as his own solicitor and the Grenshields cheque was a mere after-thought, to meet an emergency that had not been foreseen. It was merely required because the dealings with Mr. Beaugrand had lasted until after banking hours, and was arranged by him as a personal accommodation. There was not even an advance of money, but only the use of his name.

This is an intelligible story, but it is not very easy to understand in connection with the account of the transaction given a year ago in the house of commons by Mr. Tarte himself, Mr. Tarte was then meeting the charge that Mr. Greenshields had bought a paper for him or his boys. We quote from the official report: "The leader of this government had begged me over and over again to arrange to have a liberal organ in Montreal." Mr. Tarte then went on to explain the advantage of party organs and their necessity, which he said would be admitted by gentlemen opposite. Then he went on: "I arranged that Mr. Greenshields, who was my lawyer in many other cases, should act as the purchaser of La Patrie, as the lawyer of the party. They speak of the cheque that Mr. Greenshields gave. There is no secret about it. Mr. Greenshields had a cheque in his hands, not of his own money, but of the money of the party, and he paid that cheque.

Next Friday when Mr. Greenshields romes back he will perhaps reconcile the direct action attributed to him by Mr. Tarte with the indirect and inidental action claimed by himself. He will perhaps explain whether the cheque was his own private paper or represented party money, and whether the matter was arranged beforehand, as Mr. Tarte thinks, or only came up casually, as he now testifies.

S. D. S.

HAMILT N GROANS

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Mr. I. McFarlane, 216 Wellington Street
Mr. I. McFarlane, 216 Wellington Street
N., Hamilton, says: "Was very had with
rheumatism for many weeks—cured with
two bottles of South American Rheumatic
Cure." Mrs. Phillips, Sr., corner Hunter
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Parkin, Binbrook, says: "I had sciatica so
badly I could not put my feet to the floor;
pains were intense. Great relief from one
bottle— 4 bottles completely cured." Mr. J.
S. Bates, Grandford, writes: "South American Rheumatic Cure is the best remedy
in the world for acute rheumatism. Have
tried it and know."

An exchange says Miss So-and-So is matronized by Miss Smith, who is her aunt when in town. Pray, what relation is she when not in town?"

Jean—Why do you never speak to Mr. Outre? He is uncouth, but I feel sure he is a diamond in the rough. Katherine—So do I. That's why I am cutting him.—Cincinnati Commercial Tribune.

Latest news in THE WEEKLY SUN

FREDERICTOR Mr. Tweedie sub report from the COMMITTEE

It Was Prorogued

The contingent comm. Present: Hon. 1 Mr. Porter, Mr. Chi Mr. Farris, Mr. Scov umberland), Mr. Mo Smith, Mr. Barnes, Mr. Shaw, Mr. Osmith, Mr. Barnes, Mr. Shaw, sui, stank L. Mage
junior pages, each, \$
Biggs, D. J. Stock
\$5; E. Segee, A. Tur
\$3; James Ryan, cos
count of T. Amos Wi
sidered excessive and
that he be paid \$40 in
account.

that he be paid \$40 I account.

The account of W. considered excessive ed that he be paid it ment of said account. Toner for \$2 extra ed not to be paid, a the committee that the department of a paid by that depart It was recommended. It was recommendation M. McDade, the house, the sum addition to the amou And your commi further report. (Signed)

The motion to a the contingent cor ed without division Hon. Mr. White consolidating and relating to the cou Mr. Dibblee com ing the acts incor ing to the town

Davidson in the with amendments. Hon. Mr. Tweed public health act, chair. Mr. Twee the bill as already the appointment the local boards provincial board further considerat thought best that should be with the nor in council, and

Lill be amended in This was oppose der, Black, Howe, and Stockton, who that such appointr the hands of the would have to pa curred by local bo Hon. Mr. Emme expenses.

Hon. Mr. Tweed had been well tho believed to be in that appointments should be divided tricts, and appoint of local boards sho posed.

The amendment Mr. Tweedie was Yeas-Emmerson. Richard, Smith. Russell. Bertran O'Brien (Northun Scovil. Fowler. O'Brien (Charlotte) Venoit, McLeod, P Nays-Stockton,

Shaw, Lockhart, A der, Black-9. Other amendmen were adopted and t agreed to. Mr. Dibblee con porating the Free tion of New Bruns the chair.

Progress was repo sit again. Mr. O'Brien (Ch. a bill to authorize of district No. 1, pa to issue debentures, chair. Agreed to Hon. Mr. Tweedie consent of the hous by Hon. Mr. White Resolved, That rule and the following subs

of:

1. No private bill sh house after the 10th to of the session, both it 2. A typewritten or private bill so to be fyled with the clerk three days before the session, and in case with this provision, the duction of this bill sh provided for in rule bill.

The motion was and adopted without Mr. Davidson comm corporate the Alexa way and Manufa (limited), Mr. Shaw During the disuc Hon. Mr. Tweedle s of the great ene displayed by Mr. years past, and the ner in which he had try. He well deser lumber king of the connection Mr. Tw statistics of the arr and business transa Mr. Gibson in the v his operations. Mr. the bill to bond hi 000,000. The volume by Mr. Gibson w Tweedie thought the cilitate the bill in than place any obs It was a significant years Mr. Gibson h brought against his Hon. Mr. White capital amount sho bill and protested making the mortga

Hon, Mr. Tweedie relating to the tru drew's Presbyteria

upon property by st The bill was agree