

above would then enable the Canadian Northern Railway almost at once to take a car of grain from Edmonton straight through to tide water, during the whole of the season of navigation, a period of at least seven months in the year.

If the government have allowed the Grand Trunk Railway Company to obtain possession of the Canada Atlantic and Parry Sound road, they have put a block in the way of relieving the congestion in the west, of which representatives in parliament have so frequently complained, and to which the government have pledged themselves frequently to do their utmost to relieve. This is a serious statement, and, if it is true, we greatly regret the fact. It is understood that several months ago Mr. Booth had agreed with the Canadian Northern Railway Company to transfer his road to them, and when the government was cognizant of that, and had promised to co-operate to the extent of their power to facilitate the transfer, if the Grand Trunk Company have now obtained the road, it may be that there will be laid a charge of breach of faith. Of course we have not a sufficient knowledge of the facts to decide on this.

The price the Grand Trunk have agreed to pay for the road has not been made pub-

lic, but it will not be less than \$15,000,000 or \$16,000,000.

As the Grand Trunk have for years worked in harmony with the Canada Atlantic, and used the road practically as their own, it is difficult to say what object they have in attempting to acquire control and possession, unless it is to endeavor to cripple the Canadian Northern Railway Company, and to force that concern to yield up its western system, covering 1600 miles in Ontario, Manitoba and the Territories, to the Grand Trunk Pacific Railway, whose promoters originally went after the system but met with a refusal.

According to the Montreal Gazette of the 7th inst., Mr. William Mackenzie, president of the Canadian Northern Railway, said in Montreal on Tuesday that the transfer of the Canada Atlantic Railway to the Grand Trunk would not affect the Canadian Northern in any way. They were not dependent on the Canada Atlantic, and the business of the Canadian Northern would go on as before. He was unable to see how the Canada Atlantic would afford the Grand Trunk any better facilities than they had, as their own road from Midland, where they had terminal facilities and elevators, was just as short to Montreal as by way of the Canada Atlantic Railway from Depot Harbor.



THE WAR SITUATION IN THE FAR EAST.
From the North American (Philadelphia)



THE BRITISH LION: (to Russian Bear) "Keep your paws off my commerce!" (Germany and Turkey may be seen in the background.)

From the Leader (Cleveland)

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