THE HEAVYWEIGHTS TOOK A HAND IN

Continued from page 1.

cerned. (Hear, hear). I am quite certain that my right hon. friend and his colleagues will receive the hearty support of both sides of this House in taking that manly and independent course which is absolutely due to the character and position of this country, and in devising such means as will effectually prevent our being subjected to the base humiliation we shall be subjected to if we were to submit to such terms as the Senate of the United States proposed to dictate to the Government and Parliament of Canada. [Cheers.]

The Premier's Reply.

Sir Wilfrid Laurier agreed sincerely with all that had been said in regard to the maintenance of the dignity of the nation, holding that nothing should be given away that would trench upon our national dignity, but he could not agree with Sir Charles' conclusions. Indeed, he believed that when Sir Charles looked into the matter he would come back to his original conclusion, that the Stikine route is still the only one available. The Government at the outset, looking for a route which would benefit the trade of Canada, had chosen the Stikine in preference to the Lynn Canal. While doubtless a line from Dyea or Skaguay, on the Lynn Canal, would give a more direct line of communication to the gold fields, the terminus of such a railway would be in territory administered by the United States, and we could not send a pound of freight over it without being subject to the United States customs regulations. But by using the Stikine, the railway line to Teslin Lake started in our own territory, and our treaty with the United States gave us the right of navigation of the Stikine up to the terminus of that railway. That power of navigation means something or nothing. Gentlemen opposite interpreted it as meaning nothing at all. [Cries of "No, no."] He himself maintained that the Stikine was a highway which we have a right to use for the transportation of goods to and from our own country, in the interior, without payment of duty to the United States. What was the use of the treaty if we could not send our goods up the Stikine? And if we have that right, it is not, he contended, in the power of the United States' authority to demand the payment of duty when we reach the port of Wrangel, on the Stikine River. They have the right to exact from us obedience to municipal regulations for the prevention of smuggling, for their own protection, but if the establishment of those regulations gave to the length of defeating our treaty rights they would render the treaty null and void, and would be declared by the courts of the United States to be ultra vires of the Legislature.

Will Appeal to Washington Courts.

Therefore, as the Washington treaty was part and parcel of the law of the United States, as well as of Canada, it was not in the power of Congress to controvert its terms. He regretted exceedingly the legislation which proposed to refuse us bonding privileges at Wrangel, although, to judge by Senator Hansbrough's speech, it probably passed under a misapprehension of our position; but if it received the sanction of the President, refusing to us such bonding privileges at Wrangel as would prevent our enjoyment of the treaty privileges, we would have to appeal to the United States courts and they would decide the bill could not be enforced. But, while insisting upon our rights in this regard, he was aware that we might be harassed in the exercise of them, and the Government, bearing that in mind, had taken the precaution to provide for an extension of the railway line from Telegraph Creek down to waters that are undoubtedly in Canadian territory. [Cheers]. And the Government proposed to ask an appropriation from Parliament at once to carry out that plan. [Loud Government cheers].

"I would ask the question of my hon. friend," he continued, "if we do not proceed with this bill what alternative course will he advise? Will he advise the building of a railway starting from Dyea or Skaguay plan us in any better position? No; in that case we shall be altogether dependent upon the good-will of the United States, and so there is only one thing to be done, namely, at the earliest possible moment to have the Stikine-Teslin line extended south to where it will reach Canadian waters."

Hopes for Reconsideration.

He hoped that the bill of the United States Senate, which purported not to give us bonding privileges at Wrangel unless we ask a handsome pie by levying our own domestic legislation, would be reconsidered before it became law. This question of the Atlantic fisheries was one that did not concern the issue. If United States fishing vessels did not have the right to tranship their cargoes at Canadian ports on the Atlantic, it was the fault of the United States in not assenting to the treaty negotiated by Sir Charles Tupper and Mr. Chamberlain, for which treaty he gave his hon. friend all credit for rejecting. If their vessels were subject to the conditions of the treaty of 1818, signed and sanctioned by the Americans themselves. But, although his treaty was rejected, Sir Charles and his colleagues had agreed to a modus vivendi, whereby, upon the payment of a small license fee, they had the privileges of transhipment in bond were accorded, and at present all American fishing vessels could avail themselves of them.

Reverting to the bill the Senate Senate bill he declared it could not affect our treaty rights. As to the bill before the House the Yukon Railway bill, he would ask if Sir Charles Tupper had anything better to offer.

Sir Charles Tupper: Yes.

The Edmonton Route.

Dr. Sproule: The Edmonton route.

Sir Wilfrid replied that the distance from Edmonton was 1500 miles, so it is out of the question as an immediate scheme, and an immediate line the country must have. Would, he asked, the hon. gentleman advocate a line starting from Dyea?

Sir Charles Tupper said the question was the Right Hon. Premier an immediate answer. The basis for the monstrous payment imposed under this contract was the securing of a line by the 1st September. That condition was now gone. [Cries of "No, no."] Yes; the Minister of Interior declared it would take six years to negotiate the question of our rights on the Stikine with the United States, and, inasmuch as the Senate of the United States made it impossible to attain the object of this bill, he would ask the Government to take up the whole question of railway communication to the Yukon de novo, on the basis of a route from the headwaters of the Yukon to an ocean port in British Columbia. [Hear, hear.] And Sir Charles would undertake that for a far less subsidy than was being given for this 150 miles to McKenzie and Mann the Government would get a line built from Kitmat or Alice Arm, on the British Columbia coast, to Teslin Lake. [Opposition cheers.]

Sir Wilfrid Laurier answered that that was not a substitute. The Government had stipulated that Messrs. McKenzie and Mann may extend their line in the direction mentioned. [A voice: "In ten years."] "Yes, in ten years; but the Government wanted it done at once, and if Messrs. McKenzie and Mann did not do it others would."

A hon. member: "With another subsidy." [Hear, hear.]

Sir Wilfrid, in conclusion, read the paragraph of the contract referred to, and said that it was proposed to ask Parliament for an appropriation for surveys for a line from the British Columbia coast, which would be absolutely free from interruption by a foreign power. [Government cheers.]

Mr. Foster Was Glad.

Mr. Foster said he was glad this matter was brought up, if only to show United States Senators how little they could rely on the assertions of the Premier. If there was an impression in the United States to the effect that Canada would readily yield concessions on the Atlantic coast, that impression was due to Sir Wilfrid Laurier's own speeches and conduct. Speaking at St. Thomas not so long ago, when a Conservative Government was endeavoring to maintain Canada's treaty rights on the Atlantic, Sir Wilfrid attacked them for trying to resuscitate what he called the barbarism of the treaty of 1818. Another reason was that when he and his colleagues were in Washington he proposed to take up all the vexed questions between the two countries and settle them in a lump. As to Behring Sea, our right had been vindicated by Great Britain after a long series of diplomatic endeavors, while our position as regards the Atlantic fisheries under the treaty of 1818 was equally impregnable; yet Sir Wilfrid wanted to throw these in with all the little vexatious questions at issue. No wonder it is thought in the United States that Sir Wilfrid did not set much store by those rights of ours.

Chicago Record Interview.

Probably they had also read his famous interview in The Chicago Record, in which he treated our rights so lightly that he was willing to forego them all to bring about friendly relations, as he called them, between the two countries. Mr. Foster was glad to hear now that Sir Wilfrid was determined to stand by Canadian rights. For no matter what might have been his shiftiness in Opposition, now that he was Premier of the country, he was the custodian of the dignity of the Canadian people, and could not go behind that dignity. [Cheers.]

And now Senator Hansbrough could estimate at their true worth those antePremierial declarations of Sir Wilfrid, by which he had been misled as to the temper and disposition of the Canadian people. Sir Wilfrid's attitude of hopefulness on this question of Stikine commerce was certainly extracting sunbeams from cucumbers. A few days ago he declared there was not the least doubt that in this respect the United States would act in a friendly spirit and Sir Charles Tupper was flagellated for expressing doubt that those optimistic opinions might be realized. Treaty rights or no treaty rights, the real question is, Will the United States admit those treaty rights or not?

His Faith Shaken.

Sir Wilfrid now was not certain of it. He feared he would not be allowed the untrammelled navigation of the Stikine, so he cited a paragraph of the contract which provides for the remedy of an extension to a Canadian port in ten years. But that clause was not part of the present contract. Yet Sir Wilfrid in this was bound not to let go of McKenzie and Mann, with their fat plum of one-fourth of all the gold lands in the Yukon, for the building of 150 miles of a tramway, that we cannot use under the bill just passed by the United States Senate. [Cries of "Yes, it can."] Certainly the tramway might be built, but it could not be used on Sept. 1. That the Premier admitted, and now he asked the House to stick to the contract and perpetrate this unparalleled extravagance to secure a portion of the road. What Parliament wanted, he said in conclusion, was the Government's whole scheme, not to be asked for one enormous sum for building 150 miles of the route, and then another enormous sum for the remainder. The fact was the Government were face to face with a serious crisis in their plans, but they should let Parliament know what it had to do, do it as a whole, and not build at an extravagant price one piece of the route, without knowing how it is to be completed or at what cost. [Applause.]

Dr. Landerkin's Break.

Sir Louis Davies began his reply by saying he regretted the tone and temper of speakers on the Opposition side.

Dr. Landerkin: Paid agents of the United States? The United States Government.

Mr. Foster drew Mr. Speaker's attention to the unparliamentary observation of the member for South Grey, and Mr. Speaker decided that the expression must be withdrawn.

Dr. Landerkin: I'll retract it. I did not think they would do so much without pay. [Laughter.]

Mr. Speaker: The remark must be withdrawn unequivocally.

Dr. Landerkin: Under the circumstances, Mr. Speaker, I withdraw it. [Laughter, in which both sides joined.]

Sir Louis Davies, continuing, said, under existing circumstances, the voice of faction ought to be hushed; but to secure a paltry party advantage the Opposition had forgotten their patriotism. They called upon the Government now to surrender their advantages, but he could tell the Opposition that the Government was not made of that kind of stuff. The Opposition had entirely misread section 13 of the Alaska Bill. That bill did not take away from Canada the right of transhipment at Wrangel, and it would be time enough to surrender our rights when they were threatened.

Proceeding, he said that Sir Charles Tupper, in moving the ratification of the Treaty of Washington Bill of 1888, had given the then Minister of Marine (Mr. Foster) a lecture on the manner in which he had administered his department, as against the United States, which nearly brought us to the verge of commercial war with that country.

Sir Charles Tupper: "No, no!"

In conclusion, the Minister said the Government, in order to render itself entirely independent of the United States, would arrange for the construction of an independent line to Observatory Inlet as speedily as possible. [Liberal cheers.]

The Bard of Regina.

Mr. Davin referred to Mr. Sifton's speech on the railway question, and pointed out how in all his predictions regarding the friendly attitude of the United States he had been astray. The safety of Canada in this matter lay in the adoption of the Edmonton route.

Mr. McInerney's Warning.

Mr. McInerney pointed out the inconsistency of the position taken by the Minister of Marine. While the Minister had argued that Canada had the right to tranship goods at Wrangel, he had in the next breath admitted the unsoundness of his contention by stating that the Government was arranging to build the railway to a port in British Columbia. He warned the Government that they would be brought to bitter account if they dared to barter away the indisputable rights of the fishermen of the Maritime Provinces. [Loud cheers.]

Mr. Rutherford (Lib., Macdonald) objected to Mr. Davin taking up so much time.

Dr. Montague Defended Sir Charles.

Dr. Montague gently combed down the last speaker, and then directed his attention to Sir Louis Davies. He was surprised at the warmth with which the Minister had spoken. The calm and judicial consideration for which he had argued were certainly lacking in his speech. The Minister had attempted to discredit the Conservative party and its honored leader. During the 40 years Sir Charles Tupper had been in public life the Minister of Marine could not lay his finger on one single point in which the leader of the Opposition had not fought for British and Canadian interests on this continent. [Loud Opposition cheers.] It ill became members of the Government to charge the Opposition with lack of patriotism. If an anti-Canadian feeling prevailed in the United States, it would not have prevailed to a one-thousandth part had it not been for the speeches of Sir Richard Cartwright, Sir Louis Davies and the Prime Minister, who, though he was not a paid advocate, was certainly the advocate of the American contention on these questions of international dispute. [Opposition cheers.]

Adverting to the statement of Sir Louis Davies that Sir Charles Tupper, on returning from Washington and explaining in Parliament the treaty of 1888, had reflected on the then Minister of Marine and Fisheries (Mr. Foster), he (Montague) quoted from Hansard to show that the exact opposite was the case.

The Wrangel Difficulty.

Referring to the Wrangel difficulty, Dr. Montague reminded the House that Mr. Blair, when the Yukon railway bill was introduced, had admitted that the Government had made no enquiries regarding bonding facilities at Wrangel. A simple provision, which ordinary precaution demanded, had been overlooked, the desire of the Government evidently being to rush the bill. There had been nothing but bungling from the beginning.

In closing, he asked Sir Louis Davies to quote from Hansard in support of the charge he had made.

Sir Louis Was Nonplussed.

Mr. Fisher took the floor to continue the debate, when Sir Louis Davies also rose. He quoted from Hansard the speech of Sir Charles Tupper, delivered in the House in 1888, in explanation of the treaty of Washington. His citations had not the slightest semblance of substantiation of his previous statement, Sir Charles' observations being simply an explanation of the attitude of the Conservative Government on the Atlantic fisheries question. There was great laughter from the Opposition when he sat down, which was turned into tremendous cheering when Dr. Montague read from Hansard a sentence Sir Louis Davies had omitted; "The ground they (the Conservative Ministers) took was quite right."

"I would ask the Minister to withdraw his statement," said Sir Charles Tupper, but Sir Louis kept his seat, his color heightened and shame was written on his face.

Mr. Fisher's Weakness.

Mr. Fisher continued the discussion, contending that the Opposition were putting a weapon into the hands of our enemies at Washington. To talk, he said, of the Government's neglect to ascertain whether the Americans would impose impediments to our enjoyment of the right of navigation of the Stikine was to ask that the Government should go on its bended knees to Washington before introducing legislation in Canada. He had heard the hon. leader of the Opposition the other day applauding the Edmonton route. His attitude this afternoon was not in accord with the amendment proposed by Mr. Borden the other evening."

Sir Charles Tupper: "It is, exactly."

"At any rate," he said in conclusion, "it was such a milk-and-water amendment it might mean anything."

Government's Humiliation Complete.

Mr. Pope said the humiliation of the Government was about complete. Except that Mr. Fisher might know, as Minister of Agriculture, something about the "arable lands" in the Yukon and the "milk-and-water" constituent of the Opposition amendment, he had no obligation to take part in the debate, except in so far as he was bound to go back on his former position, as all his colleagues had done. It was ungrateful of the Liberals to taunt the Conservatives with disloyalty. Surely it would be remembered that after the election of 1891, when the Liberals came back to Parliament, they had Mr. Mulock bring on a loyalty resolution, and Conservatives like himself voted for that just to whitewash the Liberal party and make them once more presentable to the people. But where did the Minister of Agriculture stand now? In his speech a few days ago he vaunted that this contract was designed to build the Yukon railway without imposing a penny of burden upon the people. To-day his leader said Parliament would be asked to make an appropriation to extend this McKenzie-Mann line south to a British Columbia port. [Hear, hear.] The Supreme Court of the United States, if asked to decide between a treaty and an act of Congress, would declare in favor of the latter. The Government might deny that, but a Government of lawyers that had made such a mess of interpreting treaties, from the British trade treaties and the postal union treaty, made him almost glad he was not a lawyer.

Better Throw Up the Contract.

The Government would do better to throw up this contract and begin at the sea with a new road in all-Canadian territory. If they issued scrip for the 4,000,000 acres subsidy, they would get $40,000,000 for it, and that was a pretty price to pay for a 150-mile tramway. [Laughter.] Worse still, the contractors would own the minerals in the Yukon, the timber and the fuel, coal and wood. Paul Kruger in his palmiest days never conceived such a monopoly as that.

Sir Richard's Little Skip.

Sir Richard Cartwright said if ever there was a question which called for exercise of calm, cool judgment on both sides of the House, it was a question which by a deliberate prostitution of the rules of the House was hurled at the Government's head this afternoon.

At this the Opposition laughed in glee, for Sir Richard, not having been in the House early in the afternoon, did not know that the matter had been brought up by his supporter, Dr. Russell.

Continuing, Sir Richard said that on this occasion, at all events, the Government's motto was "No Surrender!" [Liberal cheers.]

He characterized the discussion as idle, useless and mischievous. But it would not deter the Government from sticking to its course and upholding the rights and dignity of the country.

The debate was closed by Mr. Quinn, who pointed out the wriggling of the Minister of Marine, the uncomfortable attitude of his colleagues, and the altogether improvident character of the bargain to which the Government was endeavoring to commit the House.

Question and Answer.

The subject then dropped.

Mr. Sifton, replying to Mr. Bergeron, said the Homestead law did not apply to the Yukon.

Mr. Jameson was informed that the 20 years' freedom from taxation of C.P.R. lands dated from the issue of the patent. There was afterward quite an interval between the selection of the lands and the issue of the patent.

Sir Charles Tupper asked for further information regarding the proposed wagon road from Glenora to Teslin Lake.

Mr. Sifton said the Government assumed that a wagon road would be a natural consequence of the railway; that was the reason it was mentioned in the contract.

Mr. Sifton informed Dr. Montague that the regulations regarding quartz mining on the Yukon would be published in a few days.

Debate on the Yukon Bill.

Mr. Fitzpatrick continued the debate on the railway bill. He twitted Sir Charles Tupper with having on the floor of the Stikine route, and wanted to know if The World was responsible for it. Mr. Fitzpatrick accused Sir Charles Tupper of changing front on his question of the superiority of the Stikine route. Then, dealing with the right of navigation of the Alaskan rivers, the Solicitor-General contended that the law officers of the Crown contended that under the Russian treaty we had all the rights of free navigation thereof.

Mr. McInerney: But the United States did not think so. They made the opposite contention.

Mr. Fitzpatrick admitted that. Then he went on to quote leading authorities—Fillimore, Hall and others, also Jefferson—in support of the contention that, even without a treaty, we would have the right to freely navigate those rivers. After defending the bargain, he announced that the Government had decided to amend the bill by providing that all the directors shall be British subjects.

Points Made by Sir C. H. Tupper.

Sir Charles Hibbert Tupper replied. He made it clear that the very authorities quoted by the Solicitor-General were opposed to his contention, and that at the Paris arbitration it was admitted on both sides we never possessed the right to navigate the Yukon under the Russian treaty. "But," said Sir Charles, "it is more important to know what the Senate of the United States says in 1898 than what Jefferson and others thought about it many years ago." It was well enough, by way of politeness, to assume that the United States would live up to their treaty obligations, but it was not a thing to venture money upon, and especially large sums. The duty was to arrange our policy in all domestic matters in such a way that they could not be interfered with by the United States, except by war. [Cheers.] That, he held, was the dominant feeling in Canada to-day.

Sir Charles Hibbert was allowed to move the adjournment of the debate, so as to continue his speech at another sitting, and the House adjourned at 12.30 a.m.

HAPPENINGS OF A DAY.

Items of Passing Interest Gathered in and Around this Busy City.

Alive Bollard's noted cool smoking mixture beats all lines; 2700 lbs. sold last year.

Toronto Presbytery will meet to-day and will consider a number of appointments and changes.

Mrs. McKillop of Jamaica addressed the members of the Guild last evening on mission work.

The District W.C.T.U. monthly devotional service was held yesterday afternoon at the Union headquarters.

Rev. L. W. Hill of Woodgreen Tabernacle read a paper on "The Prophet Jeremiah" yesterday before the Toronto Ministerial Association.

Mrs. Francis Hurst of Dufferin-street is suing the city for $5000 damages for injuries caused by falling on a defective sidewalk on Gladstone-avenue in August last.

The Young Conservatives met last evening, with E. M. Dumas in the chair. Only matters relating to the late election contest were discussed.

The regular monthly meeting of Her Majesty's Army and Navy Veterans will be held this evening at Cameron Hall, Cameron-street. It is requested that every member will endeavor to be present, as matters of great importance pertaining to the welfare of the members will be brought before their notice.

The Voice of Praise.

Bloor-street Presbyterian Church held a service of praise last evening, at which the pastor, Rev. W. G. Wallace, presided. The soloists of the evening were: Mrs. Caldwell, the Misses Bertram, Cross and Rogers, and Messrs. Drummond and Blight. The choir favored with several anthems and the congregation joined in a number of hymns. During the course of the program the Rev. John Neil gave a short address.

Juvenile Housebreakers.

James Green, aged 9, and George Burkholder, aged 12, two housebreakers from Owen Sound, were brought to the city yesterday. They have each been sentenced to a 2-year term in Mimico Industrial school.

WEST ELGIN SHOWS A TORY TENDENCY

Continued From Page 1.

ing each ballot very minutely, indeed. At 4.25 p.m. MacDiarmid (Con.) had gained 10 votes, leaving MacNish with a majority of one. The chances are now in favor of MacDiarmid.

News From Nipissing.

Latest reports from Nipissing indicate, as do reports from other constituencies, that the returning officers did not receive their appointments on account of their peculiar competency. Some of these officials do not appear to have mastered simple addition, notwithstanding Mr. Ross' magnificent Public School system. In Copper Cliff subdivision, in Nipissing, an error of 11 votes, which should have been counted for Lamarche, was found after the returns were sent in, the returning officer having made a mistake in his addition. Three votes in Ferris Township and two in North Bay are already accounted for on the same basis. Mr. Loughrin's supporters also claim several disputed ballots for him. Mr. B. B. Osler will appear for Mr. Lamarche, the Conservative candidate, at the recount tomorrow, and an interesting time is expected.

Lennox Will be Heard From.

The official count in Lennox has reduced Mr. Aylesworth's majority over Dr. Meacham to 33. The result is that the doctor will likely demand a recount, and he may not remain defeated, as the end is not yet.

Hon. John Dryden to Retire.

It is reported in Liberal circles that Hon. John Dryden has signified his willingness to drop out of the Cabinet, and that his offer will be gladly accepted. The Liberals claim that the Minister of Agriculture lost them at least three ridings in the recent election, and they feel that it would be removing a millstone from about their necks to have him accept the people's dismissal as final and retire as gracefully as possible.

THE FAITHFUL REWARDED.

Others Besides the Candidates Were Interested in the Result.

Some people wondered why Dr. Baxter was so willing to retire from politics, but in the light of recent developments his reasons are not difficult to define. Note the following appointments gazetted by the Government:

Walter Haight of Parry Sound, to be Clerk of the Peace.

G. F. Farwell of Sault Ste. Marie, to be Local Registrar and Clerk of the Court for Algoma.

Dr. Baxter, to be Registrar of Haldimand.

Alex. Robillard, to be Registrar of Russell.

A CONSERVATIVE CAUCUS.

Members and Defeated Candidates to Meet in Toronto To-morrow.

Kingston, March 7.—J. S. Gallagher, M.L.A., has received notice from Mr. Whitney to be in Toronto on Wednesday. All the elected and all the defeated Conservative candidates will meet there on that day.

Conmee for the Cabinet.

Mr. James Conmee, M.L.A., was at the Parliament buildings yesterday. It is reported that Mr. Conmee wishes to become Minister of Public Works, Furthermore, he believes that the Department of Crown Lands is too big, and the sub-Department of Mines should be added to the Department of Public Works.

The Ex-Member for East Hastings.

Mr. Alex. McLaren, ex-M.L.A. for East Hastings, was in the city yesterday. Mr. McLaren expressed surprise at the defeat of the Patrons, but now considers the movement, as a party, to be dead beyond hopes of reorganization.

GARROW MEMBER NOW.

But it Will Likely be Beck's Turn Again After the Recount.

Goderich, March 7.—Registrar Gibson, returning officer, to-day declared J. T. Garrow elected for West Huron. Majority, 8. The results of three polling divisions were not counted, the deputy returning officers failing to sign poll books. A recount has been demanded by Mr. Beck.

A Large Majority in Welland.

Welland, March 7.—Official returns give W. M. German 681 majority for Welland County.

Craig Elected—Another Negligent Officer.

Fergus, March 7.—Registrar Anderson of Arthur, returning officer for the riding of East Wellington, to-day declared Joan Craig of Fergus, the Liberal candidate, to be elected by a majority of 188. The total vote cast was: Craig, 1476; Park (Ind.), 1288; Coughlin (Con.), 1241. One of the returning officers in West Luther Township neglected to fill in the returns in his poll book, and the figures for that division were not counted. However, the only effect of the omission was to increase Mr. Craig's majority slightly.

Lackner 65 Ahead in Waterloo.

Berlin, March 7.—Official count, North Waterloo: Lackner (Con.), 2701; Clemens (Lib.), 2636. Majority for Lackner, 65.

Clarke's Majority 134.

Cobourg, March 7.—The official count, held here to-day for West Northumberland, gives the following results: Clarke (Lib.), 1654; Mulholland (Con.), 1520. Majority for Clarke, 134.

South Lanark.

Perth, March 7.—Official declaration for South Lanark shows: Matheson (Con.), 2195; Clark (Lib.), 1398. Majority for Matheson, 797.

Macpherson is Next.

Hamilton, March 7.—(Special.)—One of the most uneasy heads here at this hour is Mr. T. H. Macpherson, M.P., and he has good cause for it. In the small knot of Conservative leaders that were triumphantly borne on the shoulders of the crowd on election night to Hamilton Club was Ald. Nelligan, the Richard Croker of this city. As he entered, Mr. Macpherson, M.P., smilingly advanced with outstretched hand to greet him. "No, sir," retorted the alderman; "I won't take your hand. I have had my revenge twice to-day, and there is one more yet to come." "Who will be the victim?" nervously enquired the Liberal member. "You're the man," was the answer. "Mr. Gibson and your party robbed me of my job, and full justice will soon be done." Mr. Macpherson looked scared and disappeared in the crowd.

Almost 1000 for Stratton.

Peterboro', Ont., March 7.—J. A. Hall, returning officer for West Peterboro', made his official returns to-day, as follows: J. R. Stratton (Lib.), 2742; J. W. Garvin (Con.), 1743. Majority for Stratton, 999.

E. Peterboro Safe for Blezard.

Peterboro', Ont., March 7.—Returning Officer B. Morrow to-day made his official returns for East Peterboro', as follows: James Blezard (Lib.), 1870; Dr. Ford (Con.), 1604. Majority for Blezard, 266.

North Hastings Returns.

Madoc, Ont., March 7.—The declaration made by the returning officer gives the total vote for Allen 2374, making his majority 252.

Celebrated Their Anniversary.

The Journeymen Horse-Shoers International Union, No. 49, celebrated the first anniversary of their organization at their usual meeting place last night. Among those who participated in the entertainment were Bros. T. McKenzie, I. Adams, G. Bennett, W. Mackenzie, W. Trayling, J. Murray, J. McDonald, J. Prittie, A. J. Trayling, F. Gillard and E. McCaffrey. A very pleasant time was spent and much credit was awarded the Entertainment Committee, Bros. E. McCaffrey, D. Flaws and G. Bennett.

We are fighting for future business—not immediate profits. The immediate profit is yours—if you want it.

BUSINESS SUITS 12.50

TO ORDER ONLY

Made from Fine Scotch Tweeds—new patterns—stylish effects in green and brown mixtures. Cut in morning or sack coat, well trimmed and tailored.

Complete satisfaction or your money returned.

The HOBBERLIN Brothers Company, Limited.

155 YONGE ST. - 490 QUEEN ST. W.

Agents wanted in every unrepresented town in Ontario.

THE HUMBER SWINARIUM.

World Reporter Takes a Ramble Through the Historic Place.

Not a Bit of Hog Cholera, Says Manager Warriner—No Traces in Those Killed Lately—"Joe St. John" in the Pink of Condition—Pleasant Chat With the Officials.

It lies nestled amid surrounding hills, a little to the right of the Humber River, and on the left is Bolt Works pond, and it occupies a position of splendid environment.

It is historic. It has figured in battle—the battle of the ballot—for it is safe to say that every Liberal speaker in his remarks at election time mentioned it. If a man was timid and afraid he still mounted the platform with, even pulse. It knew that though his well-thought-out points should at the vital

DIRECTOR OF THE SWINARIUM

moment fade as the vestibuled end of a fast express, and if he should lose his voice and experience a gone feeling in his knees, yet there was this left him—he could always mention this spot, and bring down the house.

It is the Swinarium or Piggery, and there are two ways to get there. You may either begin at Bloor-street and work down, descending the hills which lead to it, and finally almost fall plump on top of it, or you may turn sharply to your right off the cinder path and utilize the road leading to it. Only if you do, in the present weather, you are apt to lose your rubbers.

Mr. Warriner, the gentleman who occupies the position of General Manager, turned himself into a host with a broad smile and escorted the writer through the building, pointing out important parts with great readiness.

"Cholera! Hog cholera? Not a bit of it. There is only one animal in the whole academy that is not in perfect health, and he is merely off his feed a little; come along and see him."

So we trotted along the granolithic floor, and there, nestled against the side of the pen, was the whole thing—the war scare—the source of so many tall headlines and such campaign material.

THE DUNLOP READER.

TOOL-PROOF TIRES "DUNLOPS"

Don't you take a sharp tool near your Bicycle Tires. If yours is a Dunlop-tired mount these are the only tools you'll need:

Easy to fix and Hard to hurt—DUNLOP'S.

Just a small, very ordinary little pig, who might, for all the scribe knew, be at that moment in the throes of a violent case of hog cholera, or might only be suffering from a slight headache or a touch of grippe.

"There's your cholera! People now think a pig can't die of anything but cholera."

The little animal was entirely isolated—that is, there were no other occupants

of the pen, and he lay with one forefoot crumpled up, and occasionally shivered.

"What is the matter with him?"

"Well, I don't exactly know. To tell accurately would require a post mortem examination, which, of course, can't be held while the pig is alive. But all that have been killed lately have been examined by a veterinary and no traces or indication of cholera have been found. There's the man behind you—Dr. Smith's assistant—ask him."

This gentleman, Mr. Farquhar by name, readily assented to this.

So we left the cot of the little sick pig, and wended our way further, past other pens like this; Mr. Warriner, the host, who, by the way, wears a very fetching pair of rubber top-boots, stopping every little while, from sheer pride, to point out the peculiar fatness of this lot, or an invitation to gaze at the whites of that fellow's eye, and note his condition.

And in a large pen, all by himself, was a hog—a big, an exceptionally big hog, who was dirty and unshaven, and seemed to be all bristles. And he had two very wicked white eyes, but they lit up with a kindly smile as our conductor's bulky form appeared.

"That's the one we call 'Joe St. John!'" said the host, and his loud laugh echoed gleefully all through the Sanitarium.

And Joe winked his right eye, and seemed to know his name.

There is a yarn connected with a certain gentleman and the pig St. John, which was related by our host. "And that is one on St. John, though St. John said it was on the hog," said he, with another laugh.

Having viewed St. John, our host conducted us upstairs into the loft above, where in the pig-pens are 101 slaughtered hogs, the result of about four days' work of the butchers below, who are keeping up a continued onslaught on the swine. The number of living pigs is small compared with the number already dead.

The practice has been to purchase medium-sized pigs and fatten them up for market.

Mr. Warriner, through whose instrumentality pigs are allowed to be slaughtered in the Government institution, is hopeful that young swine may be purchased and that even the breeding of swine may be fostered there. At present the profits are largely lessened by the freightage and frequent handling of their purchases.

And as we turned to go from this historic spot, and thanked our kindly host, the little cholera pig (who will soon be able to sit up) gave another shiver, and the pig "Joe St. John" glared calmly after till a turn in the road obstructed the view

"JOE ST. JOHN"

CITY HALL NOTES.

According to the statement prepared by Mr. T. F. Ahearn of Detroit and submitted by the Toronto deputation at Ottawa, the Bell Telephone Company are making annually a profit of $84,540, or 14 per cent. on an estimated capital of $600,000. The cost of maintenance is arrived at by a comparison with that of the Detroit Telephone Co. Taking 4000 business 'phones at $40 each and 2000 private 'phones at $25 each per annum the revenue is placed at $210,000. Taking into account $10,000 for depreciation of plant and $10,000 for unexpected expenses, the operating expenses are placed at $55,460 annually. This, added to $30,000 allowed as 5 per cent. interest on $600,000 bonds, makes a total expenditure of $125,460, which, taken from the estimated income, leaves the balance as above.

Candidate Harvey Hall, in Ward 6, offered to retire if, before 10 o'clock yesterday, Ald. Gowanlock could prove his qualification for alderman. Mr. Gowanlock did not do so, so that there will be a contest, with Robert Noble also in the field. James O'Hara and John Leith having failed to notify the City Clerk, within the time prescribed, of their retirement, will have their names on the ballots in Ward 3.

Ald. Lamb thinks the drowning accidents at McNamee's Cut have left the city no recourse but to bridge the channel at the foot of Cherry-street. Mr. George Bertram, M.P., will get such permission from the Minister of Public Works as is necessary.

Raised One Thousand Dollars.

A special service was held on Sunday at the First-avenue Baptist Church, when the pastor, Rev. T. C. Parker, asked for a collection to reduce the mortgage by $1000. Nine hundred and eighty dollars, the largest amount ever raised in the church at one time, was contributed, and the remaining $20 to make up the $1000 was received yesterday morning. No concert or other worldly means were used to raise this amount, and the pastor desires to thank the congregation for their liberality.

Dyspepsia or Indigestion is occasioned by the want of action in the biliary ducts, loss of vitality in the stomach to secrete the gastric juices, without which digestion cannot go on; also being the principal cause of headache. Parmalee's Vegetable Pills, taken before going to bed for a while, never fail to give relief, and effect a cure. Mr. F. W. Ashdown, Ashdown, Ont., writes: "Parmalee's Pills are taking the lead against ten other makes which I have in stock." ed

A Dyspeptic's Gratitude.

Anyone who has suffered from Dyspepsia or Indigestion will know what joy it would give to be able to eat three good meals a day and not be punished for it.

Mrs. J. F. Westfall, of Trenton, Ont., was for five years a dyspeptic and thanks Burdock Blood Bitters for curing her after everything else failed. Here's her story in her own words:—

"For five years I have suffered from dyspepsia, and having tried every thing I could hear of without avail until I became almost discouraged I tried Burdock Blood Bitters at last, and I feel it my duty to let the results be known, as it may help some other poor sufferer. B. B. B. completely cured me, and my gratitude to this wonderful medicine is more than I can express."

Burdock BLOOD BITTERS

NOW AFTER SHARPE

Judge Dartnell of Ontario Complaint to the Law

Discipline Committee Will Sit March 26—Sharpe Given 10 to Put in His Defence—T Ex-M.L.A. North Ontario, With the Hatter.

Last October Captain S. S. year law student at Osgoode several letters to The Uxbri which he accused Judge Da judge of the County of Onta given the most unique and pa the country ever read. He that the judge showed favorit Chapple, ex-M.L.A., in such a Division Court practice in the of Ontario was being centred of Mr. Chapple to the exclusio members of the bar in that vi Mr. Chapple had charge of meant a favorable decision; ot then, just otherwise.

Here the matter rested till Judge Dartnell and Lawyer C declaration that the accusatio tions of the said Sharpe we substance and in fact; and, these documents to the Law Ontario, asked that Student-at- be punished. The matter wa the Discipline Committee, c Messrs. J. Hoskin, chairman; wick, R. Bayly, A. Bruce, E. Donald Guthrie, W. D. Hoga dougall, D. B. Maclennan, C. H. Strathy and G. H. Watso mittee on March 7, 1898, sen word that his answer to the d Dartnell and Chapple would filed with the secretary of the at Osgoode Hall by the 10t and that the hearing of the co take place in Convocation H a.m., March 26, when couns and documents must be put on

THE RAILWAY COMPLI

Viewed From an Internation Standpoint—Is the Canadi an "All"-Canadian Ro

Editor World: I notice an at ate sentiment in favor of t Pacific Railway in its existin with the Grand Trunk and U railways, upon the ground t Canadian Pacific) is an route."

A friend of mine, who, fro tion with railway interests in the United States, has opp studying the question from an al and United States standpo recently that the Canadian P from its efforts to monopolize traffic between Eastern and W ada, was progressive in its with the United States railwa international and purely D traffic. He supported his a statements and figures, some wid give for the information o ers, as they may help to exp usual determination exhibited United States railways in the pre

My friend requested me to Canadian Pacific map, and fro cut that the competition be bet dian Pacific on the one han Grand Trunk and United Stat on the other was chiefly for passing business of the sections between Quebec, the Maritime Provinces land, New York State, New part of Pennsylvania in the northern ballots in Wards 3, part of Iowa, Minnesota, North Dakota, Manitoba, Canadian Territories, British Columbi ton Oregon and California west. This omits southern Illinois, etc. (where the trad the Canadian Pacific ever since and Manitoba and Western second, of monopolizing the of the traffic created by its As to the first, its success, w spicuous, as Manitoba in 189 lation of only 152,506, was, b ly at the expense of Ontari severely felt the steady annu its population in the depreci farms and other properties in and in the constantly dim gration from Europe, the ex Dominion Government and C the abroad being aimed to se and the Canadian Northwe regard to the interests of Ol older provinces.

As to the second object States railways, owing to the were unable to compete with other valuable traffic, and Pacific has not only been car fic from Eastern Canada, New York State, etc., into also, through Manitoba, into States of Minnesota and Da the dissatisfaction of the railways affected, who feel,

According to latest cens (Canadian, 1891, and United the population of the many p ern Canada, viz.,