

DRUMMOND COUNTY RAILWAY.

The Conservatives are running this campaign on true Tupperian principles. Even the mild Mr. Earle seems to have become infected with the virus of exaggeration and recklessness. He holds forth about corruption and extravagance with a vehemence that is astonishing, all things considered. One would really think he is in earnest, and if it were worth while we might be induced to reply to his nonsensical harangues by quoting again a few remarks from the London newspapers about the doings of the government he supported so slavishly—comments not of political opponents but of journals more friendly to the Conservatives than the Liberals of Canada. It is noticeable that the Conservatives never condescend to give particulars when they make charges. The Liberals gave particulars of the charges they made against their opponents, following them up with proof and driving some of the guilty men from public life, although many of the greater scoundrels escaped by reason of long experience in dodging justice. In this contest most of the insinuations are made through the media of circulars or that truly respectable journal the Montreal Star. Subscribers to the morning paper were to-day furnished with copies of a document purporting to set forth certain facts in connection with the acquirement by the government of the Drummond County Railway. Colonel Prior and his friends are evidently under the impression that people have forgotten that charges were made in Parliament by the Conservatives that everything was not straight in that "deal," as they called it. A commission was appointed to inquire into the matter, and after going into it fully the actions of the government were completely vindicated, one of the prominent Conservatives on the commission, the late Minister of Railways, we think it was, excusing himself and his friends by asserting that they had never made any charges of corruption. Now they send forth lying circulars claiming that the charges they could not prove, and admitted they did not believe, are true.

No Canadian government has ever made as good a bargain for the purchase of any railway as that which was made by Mr. Blair for the Drummond County road. When we compare it with the bargains made by Conservative governments, the contrast between Mr. Blair's administration and that of his predecessors is very marked. The cost of the Drummond County Railway complete and in perfect order, equal to any portion of the Intercolonial, was just \$12,000 a mile. The average cost of the Intercolonial has been about \$40,000 a mile. In 1879 Sir Charles Tupper purchased the old Grand Trunk branch from River du Loup to Levis, paying for it \$12,000 a mile, but he simply got for this a roadbed without rails and practically without ties. It cost more than \$2,000,000 to make it fit for use, and even then it was far inferior to the Drummond County Railway. In more recent years the Conservatives built the Cape Breton extension at a cost of \$33,000 a mile, the Oxford branch at \$40,000 a mile and they built the St. Charles branch for \$123,000 a mile. After reading such figures as the above will anyone pretend to say that the Drummond County Railway was a dear road at \$12,000 a mile? The matter is too plain for argument.

THE ROYAL MINT.

In Vancouver steps have already been taken to call the citizens together for the purpose of passing resolutions setting forth the fact that the Terminal City above all other places is the spot where the Canadian branch of the Royal Mint should be established. The people up there always act with promptitude, and when they make demands they generally present a united front in support of them. To be sure, there was the Dead-man's Island affair—but there was something peculiar about that, and we shall let it pass. In the present instance there will be but one mind in the whole city, and the united demand of an important place like Vancouver cannot but have great effect with the government. Undoubtedly Mayor Hayward will also act with promptitude in taking the necessary measures to acquaint the government with the feelings of Victorians on this subject. It is not known whether the administration has taken the matter of a site into consideration at all yet. The probability is that it has not. The negotiations with the Imperial government have just been concluded, and it would have been useless to discuss the matter of a location until all doubt as to the co-operation of the British government had been assured. We hope to be able to announce that the mint will be erected in British Columbia, as the centre of the gold-producing country and in Victoria as the capital of the province. We believe that we have a claim on the proposed institution which cannot very well be overlooked, but we must remember that there are others who think they have just as strong a position and that they will work quite as hard and perhaps with a great deal more diligence to attain their object. It may be all right to pass resolutions to strengthen the hands of our representatives when they appear before the government to state our case, but we must go farther than that. It is essential that we send men to Ottawa who can be depended on at all times to place the in-

terests of their constituents above all party considerations, men who are in sympathy with the government, and are not likely to oppose measures simply because it is inexpedient that the government should be allowed to acquire prestige if it be possible for the men sent there to oppose them to prevent it. It has been contended by the organ of the opposition that mere party questions should be relegated to the background, and that the paramount issue in this campaign should be the welfare of British Columbia. The Liberals are content to let it go at that. We are not prepared to say in the words of Sir Charles Tupper that "we shall sweep the country," but we are convinced that the administration will be sustained by a large majority. Is it in the interest of Victoria to be in opposition to or in harmony with the government?

CONSPIRACY OF CATILINE.

As Liberals it is impossible for us to overlook the fact that prior to the last session of the Legislature a conspiracy was on foot to run provincial politics on party lines. Certain Conservatives, figuring upon a putative majority in the local house, demanded a strictly Conservative cabinet, and in this demand they were tacitly seconded—not actively prompted—by Messrs. Eberts and McBride. Mr. Dunsmuir's firmness at that time prevented the consummation of the plot, and the overwhelming signs of Conservative weakness in the coming Dominion elections which have manifested themselves throughout Canada have compelled Messrs. Eberts and McBride to cease for the time being their efforts to use the Conservative party as a stepping stone to their own political preferment. As in the case of Catiline, their conspiracy having been disclosed, it deserves the punishment which follows non-success, and when the Liberals have been triumphantly returned to power throughout the Dominion on the 7th of November, the first demand of the party locally will be that Messrs. Eberts and McBride be replaced by men in whose political integrity all parties of the province have confidence. With such gentlemen in the House as Messrs. Helmecken, Martin, Curtis and others to choose from, the Premier can form a strong cabinet and a strong party. The Premier himself has the full confidence of the country, but even he is not strong enough to retain at the same time that confidence and his present advisers.

A RECKLESS CANDIDATE.

The Colonel still maintains that the Liberals have increased the taxes of the people, although sometimes in moments of forgetfulness he candidly admits that the rate of taxation has been cut down fourteen-hundredths of one per cent. He cannot be right in both instances, but he is probably as near the truth as we can expect a candidate to be who has no case against his opponents. On one occasion he said the Liberals had left the duties on agricultural implements as they had found them. As a matter of fact, that there has been a reduction in the imposts on all tools required by the farmer with the exception of a few specific instances in which the Conservatives were compelled by public clamor to place the protection as 20 per cent. We challenge Col. Prior to deny this, and if he does so we shall print the items in proof of the fact that he either does not know what he is talking about or is again deliberately trying to deceive the people. Colonel Prior, despite the fact that the duties on agricultural implements have been greatly reduced, notwithstanding that the duties on some raw materials have been entirely removed, knowing that the duties on British goods have been reduced by one-third, effecting a saving to the people of Victoria of between sixty and seventy thousand dollars a year at the present time, with a prospect of a still greater saving from year to year—in spite of all these facts, which he must know if he takes sufficient interest in public affairs to properly represent the people in parliament, Col. Prior persists in his untruthful statements that the Laurier government has increased taxation. He takes good care not to mention the fact that the trade of the country has increased during the last four years by more than double the amount of growth in the eighteen years of Conservative rule, and that that is the cause of the great flow of money into the treasury. He ignores the fact that the population has increased, that all the people are working steeper and are earning more money and putting more than double the amount of their savings in the banks, and asks the electors to believe his statement that the wages of workmen have decreased since the days when the Conservatives ruled. We regret to have to state it, but it is a fact that Col. Prior seems to have been reduced to such a state of desperation by the impregnability of the government's position that his campaign from the very beginning has been characterized by deliberate misrepresentation and untruth. He says the Liberals have broken all their pledges; the Times has printed long lists of pledges that have been redeemed. He says if the Liberals had done certain things the country would have been plunged in ruin and desolation, and he asks the electors to vote against the Liberal candidates because the things which were to cause such a state of affairs have not been done. His leader says Laurier is too British for him, while the Colonel in one breath says the Premier is a traitor to Great Britain and in the next that the leader of the opposition condemns Laurier because he wants to unite Canada so closely to Great Britain that we shall

lose our legislative independence. The foregoing is merely a sample of what has been going on since the House was dissolved. It would be utterly useless for a speaker or writer to try to follow the Colonel in his tortuous course. He is contributing to his own undoing, and the only way is to let him alone.

In regard to Col. Prior's contradictory assertions that the taxation has been both increased and decreased, they are probably caused by a desire to please Mr. Foster, who is the prospective leader of the party, and says the N. P. is still in force, and to retain the good graces of Sir Charles Tupper, who in the year 1897, when the British preference was only one-eighth said:

"While hon. members gloat vindictively gloat-over the destruction of Canadian industries, I was reading the wall—the sorrowful wall—of those industries in the Montreal Gazette, where one manufacturer after another declared that their industries were ruined, and their mills must close, and that they saw the deplorable state of things that existed when the hon. gentleman who last addressed the House was in charge of the fiscal policy of this country. I say that deeper wrong was never inflicted upon Canada."

"I feel that, far from rejoicing at it from a party standpoint, I deplore from the bottom of my heart the ruin that is going to be inflicted upon the best interests of Canada, and upon its great industries. Still, I unhesitatingly say who is the party to blame of this ruin, the hon. gentlemen are doing our work; they are showing the people of this country that no reliance can be placed upon the most solemn declarations that they make, either in the House or out of it; they are showing the people of this country that, having obtained power, which was all they wished for, they are now prepared to abuse that power at the cost of the sacrifice of the industries of Canada."

MCINNES' VAGARIES.

As was expected, Mr. W. W. B. McInnes is conducting a vigorous campaign on behalf of Mr. Sloan, but it is a question whether he is advancing the cause of the candidate very much by the extraordinary extravagance of his language. Mr. Sloan is a Liberal, and says he will support the government if he is elected. If the speeches of his chief supporter be correctly reported in the newspapers they are more likely to alienate than gain the support of Liberals for Mr. Sloan. Mr. McInnes has already gained quite a reputation for recklessness that he appears to have permanently blighted a career that was full of promise. It is hardly necessary to say the remarks attributed to Mr. Mills were never uttered by that gentleman, and as for the charge that the government has an understanding with the C. P. R. on any question, it is only necessary to point out that in New Brunswick Mr. Foster is appealing to the electors to condemn Mr. Blair because he has thwarted the efforts of the great railway corporation to make the Intercolonial a mere feeder to the C. P. R., as it was in the days of Conservative rule. It should be obvious to Mr. Sloan that the nonsensical harangues of his advocate are bound to drive all the Liberals to the side of Mr. Smith, thus leaving his two opponents to divide the minority between them.

THE RAILWAY SCHEME.

Whatever opposition may be expected from individuals and corporations who think their interests are likely to be endangered by the proposed connection of the city with the Great Northern Railway, last night's meeting of the City Council proves that the majority of the Aldermen accurately gauge public opinion, and are determined to do all in their power to carry out the wishes of the people. It has been one of the great obstacles to the progress of Victoria in the past that when an enterprise of the kind at present under consideration was mooted sundry other schemes purposely designed to strangle the bona fide one have been brought forward, and the end was that in a few months we found ourselves in the same old position. We believe the time has come to put down that sort of thing. They day has surely gone by when Victorians can complacently fold their hands and shut their eyes and take whatever certain corporations and monopolies choose to give them.

The telegram from Mr. Hill proves nothing but the fact that certain interests in Victoria mistakenly think connection with the Great Northern will be inimical to their interests. It is not to be expected that the C. P. R. will allow this connection to be made if it can prevent it, and, although one would hardly expect it from the treatment we have received from that great corporation in the past, the Canadian Pacific Railway solves in our mind the fact that the Great Northern and the Canadian railways have an agreement to respect the territory of each other and the wording of the telegram he was replying to, the answer of Mr. Hill could not have been other than it was, and what the writer wanted to get. There is no doubt whatever that the offer of the company is a bona fide one, that it will do business in connection with the Great Northern, that all the traffic to and from Great Britain and Canada will be handled here, if the City Council attends properly to the details of the agreement, and that it will to all intents and purposes be operated by the Great Northern in substantially the same manner as several other lines in this province are worked by the same company, although there is nothing in their names to indicate that the astute Mr. Hill has anything to do with them.

The Times believes that if the proposal be ratified by the ratepayers all parties to the agreement will carry out their part of the contract, that it is the best and most reasonable offer that has yet been made, and that it would be a great mistake to reject it because certain persons may say they have something better or that certain companies which have done a great deal for Victoria may be injured by the competition of the new line. We feel it to be essential to the continuation of the period of prosperity and confidence which we have entered upon that preparation should be made for still greater progress in the future. The most effectual way to do this is to secure more intimate relations with one of the great transcontinental roads.

REVIVAL OF BUSINESS.

The satisfaction felt by Victoria's wholesale merchants at the preferential tariff is also shared by the retailers and consumers. In a lesser degree the retailer has felt the importance of lower taxation upon the products of his store, as it has enabled him in many instances to make direct importations, instead of being dependent upon the Eastern jobber or wholesale merchant. A retail trader, for instance, who formerly paid \$1,000 duty—which must be paid in cash before the goods can be handled—has only to pay under the preferential tariff \$607, leaving him \$333 additional to trade with. By the judicious use of \$333 he can purchase and stock \$1,000 worth of goods wherewith to enlarge his business and increase his profits. There is not a retail purchaser of British goods in all Victoria but has directly reaped the benefit of the patriotic tariff of the Liberal government.

This benefit again passes to the consumer, upon whom in the last analysis the actual burden of the tariff rests. The \$62,000 that will be saved by Victorians during the fiscal year will be saved by the general public, and their appreciation of the reduced burden will be shown in the votes cast for Messrs. Riley and Drury. This economic arrangement is about equal to four mills upon the dollar on real estate within the city, and if calculated in this way would create a revision of good feeling amongst the real estate owners of Victoria. Surely it should not be considered any less a benefit because such benefit is of an indirect character.

It is further to be noticed that not a single manufacturer of this city, Liberal or Conservative, has arisen to denounce the British preferential tariff. Where is the sorrowful wail of despair predicted by the Prince of Political Cracksmen? Where are the "closed factories," the diminished industries, the troops of idle workmen that we were led to expect would be the result of the reduced tariff? We fearlessly challenge the manufacturers of our city, the Albion Iron Works Co., Victoria Machinery Depot, W. J. Pendray, Canada Paint Works, Weiler Bros., the sash and door factories, the lumber mills, Lenz & Lesler, Turner, Beeton & Co., the Marine Railway Works of Esquimaux, and all and sundry manufacturers, if, as a result of the British preferential tariff, their trade has been lessened, their profits have been decreased, or the wages of their workmen lowered? The truth is, that lessened cost of living has meant greater ability to compete, quickened energies and larger expansion. The horizon of our producers has no longer been limited by the surroundings of our own city, but with keen perception the merchants and manufacturers have reached out to the regions beyond for trade. Canada's growing time has been Victoria's growing time, and the better houses built and occupied, together with the increased comforts and conveniences of the homes, bear indubitable testimony to the value of Sir Wilfrid Laurier's patriotic determination to favor trade with Great Britain.

The dispatch which we print to-day fully bears out our remarks of a few days ago in regard to the helpless condition of the Conservative party in the East. The campaign in the great province of Ontario, which usually and naturally supplies many prominent men for the public service, has been conducted by Sir Charles Tupper almost unaided. Two of the Conservative leaders, Haggart and Howell, are too busy abusing each other to take part in the general fray. In Quebec the Conservatives have scarcely a man in the field who has ever been heard of outside of his own province, while further East the provincial elections have indicated unmistakably the state of public feeling. After reviewing the extraordinary situation, the conclusion is irresistible that many of the prominent men in the Conservative party will be pleased when their old leader is convinced by the disaster which is awaiting him that a stronger and more popular man is necessary at their head if they are ever to make any headway against the forces opposed to them.

Speaking of humbug, would the Colonel characterize it as reputable tactics to distribute for political purposes copies of the Montreal Star printed under the heading of the Toronto Globe? Have the Conservatives of the city of Victoria less regard for what is fit and proper than the people of Montreal? By its methods the Star has disgraced all fair-minded men and has driven the paper with the largest circulation in Canada from the Conservative to the Liberal side. La Presse was not likely to change its political allegiance without being fair-

ly well informed as to the feelings of its great constituency. We could not be furnished with a more reliable indication than this that Montreal will go solidly Liberal and that the government has gained strength in the province of Quebec. Is it not the rankest kind of humbug and a mean reflection on the intelligence of the electors to accuse the Liberals of disloyalty in dodgers which no respectable newspaper would print, while at the same time Pamphlet No. 6 and the legend that "Laurier is too British for me" are being circulated in Quebec under the delusion that they are adding to the popularity of Sir Charles Tupper there? Col. Prior must be aware of these things, and if he be, what shall we style him but a political humbug?

Colonel Prior is either deliberately misrepresenting facts or he is badly reported by his organ. He is reported to have said:

"That the duty on mining machinery was 20 per cent."

"That the duty on agricultural implements was left by the Liberal government at 20 per cent., as they found it."

"That the Liberal government subsidized the Crow's Nest Pass Railway with \$6,000,000."

"That Jaffray and Cox received coal lands voted for railway purposes."

"And half a dozen other statements just as remote from the truth."

All these statements, credited by the Colonelist to Col. Prior, are absolutely and unqualifiedly untrue.

In the celebrated Pamphlet No. 6, circulated by the opposition in Quebec, it is stated in large type: "The first utterances of Imperialism were made by Sir Wilfrid Laurier in London. Then it was that he put the Canadian soldiers at the services of the English." The Colonel says Laurier wouldn't have sent the contingents at all if he had not been forced to do it by Sir Charles Tupper and his Conservative supporters. Is this humbugging or straight dealing? Who are they trying to humbug—the electors of Quebec or those of the other parts of Canada?

Col. Prior quotes a little list showing that the department of railways is now paying a great deal more for the oil used on the Intercolonial railway than it did when Mr. Haggart had charge. Mr. Blair says he is saving \$10,000 a year on oil alone. It is merely a question of veracity. The Colonel has made so many mistakes in the course of the campaign that we really think the Minister is the more reliable. Besides, the Intercolonial is now returning dividends to the people.

There is some talk of a public meeting to arrange for united action in presenting the claims of Victoria as the proper place for the location of the mint. The idea is very good, but we can suggest even a better one, and that is that at the great public meeting on the 7th November the electors name Messrs. Drury and Riley as delegates to Ottawa to present the claims of Victoria. That will have a better effect than any resolution that any public meeting may adopt.

In the last election Col. Prior had a majority of 107. Since that time many new voters have been added to the lists, which are not five years old. No one can deny that there has been a great change in public opinion since that time. For the foregoing reasons we would advise the Colonel to maintain a discreet silence as to what he will do with Messrs. Riley and Drury when he meets them at the polls.

Mr. Duff's arraignment of Col. Prior and Mr. Earle for their votes against the Yukon railway bill at the political meeting last night was clear-cut, conclusive and convincing. When he described Messrs. Prior and Earle as representatives at Ottawa in the interest of the business men of Seattle, the audience "caught on" instantly and cheered the remark most vigorously.

Mr. Harry Helmecken is speaking for the opposition candidates. At one of their meetings he said: "Of course we cannot exactly see what those gentlemen (Prior and Earle) have done, but there is no doubt they must have done something." Which is as clear as the noonday sun in one of our bright July days.

There was a report in circulation that Messrs. Earle and Prior would resign before nomination day. We have no doubt it was a mere canard. The Liberals should not permit any story of that kind to affect their work. There should be no relaxation of the canvass until the poll closes, when Messrs. Earle and Prior will be defeated.

Col. Prior is pretty well posted on the Crow's Nest Railway deal and the coal lands deal, although his speeches would suggest that he is not. Will he tell his audiences how much he made out of the deal himself? Was it \$25,000 or \$50,000, or how much more?

Does Col. Prior condone forgery? It looks very much as though he did. At his last meeting he approved of the circulation in his interest of a forged copy of the Toronto Globe.

Our morning contemporary thinks the scheme of the government for a railway to the Yukon country was not so practicable as it appeared to be a few years

ago, although it is not disposed to condemn the authorities altogether for their efforts to do something to place the coast cities in close communication with the Yukon. The plea of the Colonelist now is that the building of the line would have proved more expensive than was expected. What have the people of British Columbia to do with that? The more it cost the better for them. Those who had the matter in hand had plenty of money, and they were under bonds, if the Americans showed any disposition to put obstacles in the way of the free navigation of the waters of the river, to carry the line down to British Columbia. What better arrangement could we desire than that?

"I say it boldly and unhesitatingly that the policy of Sir Wilfrid Laurier is too British for me."—Sir Charles Tupper.

HOUNDING DEER.

To the Editor: Is there a law forbidding the hunting of deer with hounds? If so, it is time a stop was put to the wholesale slaughter of deer in Lake District by parties who are running their hounds almost daily. On Thanksgiving Day there were seven deer run into the waters of Elk Lake and killed. Our game law must be quite a farce. If a person shoots a ben pheasant or a grouse he is fined \$25, and no attention is paid to those parties who are running their hounds every Sunday. Where and when is the officer appointed to see after these things? A RESIDENT.

October 25th, 1906.

Capt. Clarke, harbor master, has received the following order-in-council from Ottawa, dated October 9th: "Whereas it appears by a report from the harbor master of the ports of Victoria and Esquimaux, upon certain statements and complaints made by the board of trade at Victoria and others, that daily steamers leaving the harbor are hindered by vessels anchoring in James Bay; and whereas it is deemed expedient to meet this difficulty: Therefore His Excellency, by and with the advice of the Queen's Privy Council of Canada, is pleased to order that the following regulation shall be and the same is hereby added to the general rules and regulations for the government of ports in the provinces of Nova Scotia, New Brunswick, Quebec, Ontario, British Columbia and Prince Edward Island, which have been made and established under the provisions of chapter 86, revised statutes of Canada, by order of the Governor-in-Council, dated 12th January, 1890. All vessels anchoring in James Bay (Victoria harbor) are hereby required to anchor in such a position as to be south of an imaginary line drawn from the southern part of the wharf situated on lot 4, known as James Bay coal wharf, and the point of Sehl's wharf, Laurel Point, during all states of wind and tide, and all vessels are prohibited from lying at anchor in that portion of the harbor between the said imaginary line and the railway bridge. The penalty incurred by the violation of this regulation is a fine of \$25, and the harbor master may immediately remove any vessel violating this regulation."

A SEVERE CASE OF ITCHING PILES.

A Well-known Minister Escaped a Dangerous and Painful Operation and Was Thoroughly Cured of Piles by Dr. Chase's Ointment.

Rev. S. A. Duprau, Methodist minister, Concession, Prince Edward County, Ont., states: "I was troubled with itching and bleeding piles for years and they ultimately attained to a very violent form. Large lumps or abscesses formed so that it was with great difficulty and considerable pain that I was able to stool. At this severe crisis I purchased a box of Dr. Chase's Ointment, but I had little or no faith in it, as I had tried various remedies before and to no purpose.

"Now, imagine how great and joyous was my surprise to find that just the one box cured me, so that the lumps disappeared and also the external swelling. I feel like a different man to-day and have not the least doubt that Dr. Chase's Ointment saved me from a very dangerous and painful operation and many years of suffering. It is with the greatest pleasure and with a thankful heart that I give this testimonial, knowing that Dr. Chase's Ointment has done so much for me. You are at perfect liberty to use this testimonial as you see fit for the benefit of others similarly afflicted."

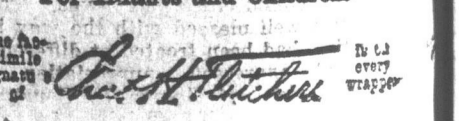
CAPT. PELLY'S STATEMENT.

New York, Oct. 26.—A special to the Herald from Bermuda says: "Captain Francis R. Pelly, of the British cruiser Psyche, which has arrived here, says that the Psyche did not fall to fire the international salute of 21 guns when she entered the harbor of New York. He says that the fog was so thick he could not make out the forts and could not tell whether or not any preparation had been made to return his salute."

"In his uncertainty, he passed up the Hudson river and anchored off West 85th street. As he dropped anchor, he says he ordered the usual salute of 21 guns. Captain Pelly expresses his regret that there is any misunderstanding of his conduct, as he intended no discourtesy to the American flag."

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For Infants and Children.



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