OTTAWA LETTER.

to Throw Light on 6. T. Pacific Deal.

The Finance Minister's Lame Attempt to Meet Some of Hon. Mr. Blair's Most Pertinent Arguments.

Mr. Barker Ridiculed the Attitude of Mr. Hays in Connection with the Whole Proposition—He Commended Mr. Blair for His Gourage in Resigning from the Cabinet.

(Special Cor. of the Sun.) OTTAWA, Aug. 13 .- The debate on the Grand Trunk Pacific proposal has brought little more from the government side than shouting and the pounding of desks. Two ministers, Sir Wilfrid Laurier and Hon, W. S. Fielding, have spoken, but as yet they have gigantic scheme which they have undertaken without deliberation. Mr. Fielding was expected to say something to dispel the gloom which has gathered about the government's bill, but he nade what might be easily characterized a combination stump and hudget ental line. In the midst of this continental line. In the midst of this selves again for the benefit of the glowing word picture one of Mr. Field-Grand Trunk through the medium of ing's own supporters. Mr. Hevd of ing's own supporters, Mr. Heyd of Brant, rather shattered the ideal by enquiring of Mr. Fielding if the surplus would pay the \$65,000,000 which will have to be provided for in order to onstruct the road from Moncton Winnipeg. It was a cold one, and Mr. Fielding fairly shivered as he thought of his wasted oratory. Mr. Fielding attempted to meet some of the arguments of Hon. Mr. Blair. Judging from the lameness of the effort, if the entire were to take a week off and devote their whole time to consideration of the onslaught of the ex-minister of railways and canals they would hardly succeed in arranging a defence which would be accepted by the general public as a conclusive answer to the strong statements made by their to the railway committee, and then ex-confrere. Mr. Blair quoted Sir Sand- went downstairs, where he met Sir ford Fleming to show that many parts of the line from Moncton to Winnipeg would be unprofitable when construct to show that the proposed line would immediately afterwards he got all he wanted from Laurier. In order to Monoton section in unintegrated the management of the public will accept Sir Sandford's latest statement, which is position as a protest against this kind enumer in regard to the new transments of a modern railroad.

Mr. Fielding does not think it would a serious matter if the freight on the Intercolonial railway was diverted structed its short line from Montreal to St. John it paralleled the Intercolonial quite as much as the Grand Trunk Pacific will. That is a good example of some of the arguments advanced the short line was built, the Intercolonial was not within a couple of hundred miles of Montreal, and the line running from Quebec to Moncton, in giving this distance) the Intercolofight for traffic, that is provided the Brunswick can be operated profitably. this road on a paying basis is impossible, and declares that as a grain-carry- ment is told not to wait. ing road the Intercolonial would be vastly superior. Why Mr. Fielding wishes to destroy the Intercolonial and consequently throw an investment

The finance minister considers that by Sir Wilfrid Laurier. He doubts if figures to which he calls attention. made during the winters of 1864 and running in Canada should be conthis and in his actuarial statement provided for an up to date road. be noticed, however, that Sir Wilfrid and Mr. Fielding are using anybase their arguments and calculate the

the road from Quebec to Winnipeg Mr. The ex-premier of New Brunswick to main inet. The ex-premier of New Brunswick

ned the route as one only capcondemned the route as one only capable of being developed at enormous cost. The best evidence that Mr. Rowan's judgment was good is to be found in the abandonment of that country by the Canadian Pacific and the construction of their line along the rocky shores of the lake district. Evidently the company considered the roll of the company considered the contraction of their line along the rocky shores of the lake district. ently the company considered that route the cheapest available, and those who have been through the country it traverses will appreciate what the territory is like which it is proposed to open up by the Grand Trunk Pacific.

It is understood that the engineers eports are now coming in from the country between Quebec and Winnipeg and, according to reliable information they are anything but encouraging So far the great clay belt, with which Mr. Charlton dealt so exhaustively, has not been located. In fact the existence of this fertile region is not known

to any competent engineer and is largely based on information brought out by inexperienced men. The only encouragement offered so far is that the surveying parties have found better timber than was generally believed to exist in that part of the country. All this goes to prove that Mr. Blair, in urging upon the government the necessity of delay and careful consideration, based his request on good judgment Mr. Fielding took occasion to refer to

an article in a conservative newspaper which referred to the splendid backing the Grand Trunk Pacific railway would have through the Grand Trunk, with point was raised that he was reading its \$150,000,000 of assets. Considering that the Grand Trunk already owes the Canadian government \$58,308,179, In addition to the \$58,308,179 due the do-minion government, the Grand Trunk railway received aid from the dominion government to the extent of \$2,850,ion government to the extent of \$2,850,-843; from the provinces of Quebec and Ontario in the way of a second take of reading and lost his case. Mr. Ontario, in the way of provincial aid, the Grand Trunk received \$4,026,130; said nothing which throws light on the Quebec totalled \$6,017,728, and other the municipal aid from Ontario and sums donated to the great western and northern railways in 1869 and 1877 respectively totalled \$4,411,328. The aggregate funds paid to the Grand Trunk, therefore, by the dominion and provincial governments and municipal bodies was \$75,614,208, or more than 50 per speech, in which, by an actuarial computation, he sought to prove that the surplus for last year would meet all the government's expense in connection of the new transand now they are asked to bleed them-

Mr. Barker, in the course of his speech, ridiculed the attitude of Mr. Mr. Emmerson not fallen down so bad-Hays in regard to the whole trans-action. At first the Grand Trunk pro-oath debate. However, that seemed posed to end at Gravenhurst. Mr. to remove the goal from his reach and fifteen years from now I presume there the member for Westmorland left for will be a great many branches in that to Quebec, and he said, "Certainly." his home considerably angered at Hon.
Then he was asked to go to Moncton,

A. G. Blair. He returned to Ottawa to do, and there will perhaps be Grand and again he agreed in a most pleasand again he agreed in a most pleasant way. Mr. Barker believed that if Mr. Hays had been asked to dig a tunnel through to Newfoundland he would have consented to do it. But behind all this there was a something which did not appear on the surface. Wilfrid Laurier and made an altogether different arrangement. Mr. Barker described Mr. Hays as the most Last night Mr. Fielding brought obliging man living. He promised the up Sir Sandford Fleming in rebuttal railway committee anything, because

of humbug was commended by Mr. continental railway. It may have been an able defence, but most people mnister of railways was forced to put failed to understand willest railwayman in Canada. "No of his effort on both sides of the house wonder he resigned," declared Mr. to a line owned and operated by a Barker. The prime minister thought private company. For instance, he that such a scheme would only have to be announced and that the whole cabinet would swallow it just as it had been arranged. Mr. Barker had no methods employed by Sir Wilfrid Lauby the finance minister. At the time rier were so different from what everybody expected of a cabinet, that it was no wonder that the country was surprised. To be told that parcases are not parallel. With a liament must not consider, must not deliberate, must not wait until tomor-100 miles shorter than the Intercolonial row, seemed a little remarkable in the (and we are using Mr. Fielding's figures face of the government's mature con sileration as to the appointment of a would be badly worsted in the transportation commission. The whole session had been devoted to those aproad through the middle of New rointments, which had not yet be completed, but when it comes to a Sir Sandford Fleming says that to run question involving the expenditure of one hundred million dollars, parlia-

Mr. Barker made a strong point against the Grand Trunk Pacific deal of \$65,000,000 to the four winds is a nothing in the contract to compel the when he pointed out that there was little uncertain, but perhaps he may Grand Trunk Pacific to take over a make this point more clear when the single mile of the eastern section of the road until it is all completed. He pointed out, too, that nothing goes to pieces as fast as an unused railway, the government possesses all the mountains of information referred to for its maintenance. While the government will be responsible for its maintenance. the opposition will have time to ex-amine all the documents placed at keep that portion already completed in ernment will thus be struggling alo their disposal. It would be better repair, the Grand Trunk Pacific will be smiling away out on the prairie secform the commons if he, himself, has tion and collecting its freights. What examined the voluminous facts and will become of those freights? Is the From his speech there is little to lead one to believe that he had. Sir Wileve that he had. Sir Wil- land? It is impossible that the Grand frid Laurier outlined the route from Trunk will hold all its grain until the Quebec to Moncton, as he knew it, government completes its portion of from a map prepared by a surveyor the road. So that there is only one named Hoare. Mr. Fielding on the outlet for the trade and that is by other hand, falls back on the survey eastern section of the road is complet-Sanford Fleming and his ed, the Grand Trunk Pacific will have party. Mr. Charlton, in the course of established a trade through the United his speech, suggested that a modern States it will take years to recover. railway as well equipped as any now There is nothing to prevent that. And yet Sir Wilfrid Laurier says this is no both sides of the question

Emmerson has spoken on the Grand
Trunk Pacific bill. It didn't do the bill isting presentation of the good féatures

of three chapters, and not particularly

Mr. Emmerson, when he entered parliament, was heralded as an orator.
He may be one. So far it has been
difficult to discover anyone in Ottawa
who suspects that he is. His Thursday
night speech was read. It might be his speech, which, by the way, is a breach of the rules of parliament, that ent orators as Fox, Pitt, Sheridan and Burke he read a scholarly defence. Emmerson has sinned in the same way. It does not add to his reputation as an orator that he was forced to read a speech before the parliament of Canada, the one place in this country was nervous, but why should a pros-pective cabinet minister have nerves? A man who lays drain pipes through a garden does not require these particuarly annoying adjuncts.

Westmorland agreed that Mr. Blair's then suggestions, whatever they may have been, were quite proper and much to the surprise of those who had nasty person. Mr. Blair's particular offence seems to have been that he himself alone and unaided against the ingly there is a dearth of appreciation

Mr. Emmerson is angrateful to Mr. Blair for all the ex-minister of railways has done for him, yet instead of soothing the feelings of the Rt. Hon. experience in cabinet working, but the leader of the house by his attack on his late patron, he ruffled them con-siderably. Sir Wilfrid listened to Mr. Emmerson for a very few minutes and then consoled himself with a muchneeded rest. The premier was almost asleep when the member for Westmorhouse. and most of those present were mari-time province members who were hon, gentleman in the house, who is heard some of the remarks of his ships goods cares what is written on friends after his speech he would have been inclined to kick himself "This can go most quickly, I think, on The liberal party is an ungrateful one. "Send it that way." If he is shipping It has use for men just so long as the men will act as tools, violate their his goods to Halifax, the billing clerk nity that the leaders of this great them to Halifax. There is not a steamparty may see fit to inflict upon them. er there this week, but there will b Mr. Emmerson could have well afforded to take a lesson from the experi- choice. The man says: "My choi ence of Hon. J. Israel Tarte and Hon. Portland." There is not a person in A. G. Blair and refused to defend an the country who does not know that for its best friends. But we must not devote too much

really not worth it. Those of Mr. Emmerson's friends who wish to learn more about his efforts will probably receive a copy of Hansard containing the contribution to the records of Canada. But, in passing, may we be per mitted to suggest that a very agree able companion to Mr. Emmerson's speech would be a verbatim report of the able oration delivered by Hon. A. G. Blair. Mr. Emmerson supposes him-self to be the leader of the liberal party in New Brunswick. Surely ther can be no objection to the present lead er placing his opinions against those of the ex-leader. It is only just that the people of New Brunswick should in Canada should be conMr. Fielding agreed with
in his actuarial statement
for an up to date road. It

J. D. McKENNA.

both sides of the question, and there is
time for deliberation. Could anything
be more ridiculous?

J. D. McKENNA.

Mr. Blatr's speech. For the sake of
the government policy extant than
Mr. Blatr's speech. For the sake of OTTAWA, Aug. 15.-Hon. Henry R. argument we will concede that Mr. ase their arguments and calculate the ost of the Grand Trunk Pacific.

In connection with the sanction of the race for a position in the cabthe country for the Canadian Pacific parliament. His first effort was in connection with Hon. John Costigan's venturing this prediction, that after a persusal of both orations the corres-

ndent of the Sun will be exonerated from any exaggerations of the defects in the effort of Hon. Henry R. Emmeron and the virtues of the masterly exposure of the government policy by Hon. Andrew G. Blair.

So we will consider further defects to be found in the policy which the gov-Sunlight Soap is useful in more
ways than one. It will demonstrate

Sunlight Soap is useful in more

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Barker, the member for Ham
Ilton. Mr. Barker is one of the best inits wonderful cleansing power in commons, and what he says in regard to rallway matters may be accepted in good faith. The liberals are still harping on the question of bonding privicall how, on that occasion, Mr. Emmerson commenced his speech in the afternoon and at 5.45 p. m. invited the United States, will refuse to Canada speaker to call 6 o'clock, dismiss the house and give Mr. Emmerson a chance our farms and factories through Amto collect his scattered thoughts. On erican ports. Mr. Barker rather falls Thursday night Mr. Emmerson duplin with the idea and declares that if cated that performance by adjourning the debate before eleven o'clock. His speech followed the next morning, and during part of the forencon, so that it was to all intents and purposes a serial to the Canadian trade. What would be the result? Canadian shippers would be forced to send their goods through Halifax, St. John and many other points as yet undeveloped on the Atlantic coast. This is what the liberal party is so anxious to avoid. They represent such a sublime condition of represent such a sublime condition of affairs as something which would be disastrous to the best interests of this country. If we were refused an outlet for our produce in American channels the Intercolonial railway would prove he was quoting from copious notes. a bonanza and St. John and Halifax the canadian government \$58,308,179, the was quoting from copious notes. Those who are familiar with the life of haps, than discharge its obligations to this country instead of endeavoring to secure more funds from the treasury. In addition to the \$58,308,179 due the dominion government the Grand Trunk. Trunk Pacific scheme in order to avoid these desirable conditions.

> Mr. Barker told a very interesting little story about the way in which the Grand Trunk Pacific will escape the provisions of the clause which provides for the shipment through Canadian ports of all freight originating on where our best men are supposed to be assembled. But he did it. "Tis true he wish to say a few words upon clause 42 of the contract. This is the wonder-ful clause that the finance minister re-ferred to, by which the Grand Trunk Pacific railway agrees to forward its traffic through Canadian ports. Mr. Hays was perfectly frank when he was Mr. Emmerson is a man who has asked by the railway committee if he been badly treated by his political would bind himself to that. He said, friends. He resigned his position as 'No; would you have me ignore the premier of New Brunswick with a wishes of the shipper?' That was a promise in his pocket that he would be taken into the dominion cabinet. So him to say and the committee underfar as is known that promise was gen-uine and would have been fulfilled had is the clause here? Let us see what last session and vowed to dethrone Trunk branches, or branches bought limited in that respect.

'But it has to route all freight ormuch to the surprise of those who had heard of the impending trouble between the two ex-premiers of New Brunswick, Mr. Emmerson made a vigorous speech in defence of his alleged enemy. Now Mr. Emmerson declares that Hon. A. G. Blair is a just made. I do not think the two clauses combined are any more effecrailway knows perfectly to what des- ing them in the Southern States is most money. If he does not know that he had better seek some other vocation, because he will not remain long haps an old cotton field where the earth is loose. A negro boy who is a or the vice-president of the Grand Trunk send orders out once a week to every station master and billing clerk line that they must send freight through Canadian ports, that they must not send it to Portland, and the agent will send it to Portland, just the same."

The billing clerk will understand, if he were to begin shipping say to Hall land moved the adjournment of the fax for money which the Grand Trunk The Friday morning session would get for carrying the freight to found him talking to a bare quorum Portland, that he would not be wanted whipped into line to do duty for the accustomed to shipping goods or grain, occasion, If Mr. Emmerson could have believe that one man in a hundred who around several blocks and turn tory. such a road," the shipper would say, consciences and submit to any indig- will say: "Certainly, sir, we will send one at Portland, and you can take your administration which has few favors Mr. Hays can not prevent it. Mr. Barker summed up the whole situation of routing through Canadian ports by the sarcastic remarks: "The boys would space to this particular speech. It is take the risk of being discharged for acting in the true interests of the com-pany." No wonder the people of Portland are patting themselves on the bruise his feet, and as his blood offers back over the Grand Trunk Pacific the best scent, it is merely choosing scheme. What form their celebration of the coming extension of the Portland terminals may take is hard to determine. Would it surprise any of us if they even went so far as to elect Senator George Cox to the United States ate or congress? J. D. McKENNA.

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SCARCE.

Man-hunting Animals Still Used for Criminals.

Their Instinct a Mystery—How They Are Trained to Follow the Trail of Their Quarry-Few Have Pure Blood.

The use of what are called bloodunds in the southern part of the United States for catching criminals is common practice. For over 50 years dogs have been trained in the South for this purpose. Before the Civil War nearly all of the larger plantations had one or more pure bloodhounds, trained to pursue runaway slaves. In son cases the plantation owners would club together and purchase a pack, each having the use of it when needed to catch the fleeing negro. In those days some white men in the South made i a business to train dogs especially for the purpose, and accompanied them when they were needed for a "chase," as it was termed. Very few were ever used for bird or animal hunting, as it affected their scent for men. planters fond of hunting kept other breeds of dogs almost entirely for sport. Since the war the value of the hound is so well known in following escaped criminals that today the halfbreeds are almost as numerous as the other were thirty years ago, although many were killed by the Union sol-

diers and the negroes themselves during the war. Dog fanciers say that there are probably not 25 pure-blooded dogs of the breed in the United States at present. The first of the kind came from the North of England, near the Scotch boundary line. When not in service they are often kept about the house, more as pets, probably because of their courage and docility, for the real bloodhound is anything but the savage and vicious brute depicted by artists and described by novelists in his ordinary condition. When not aroused he is as gentle and as tractable as a lap-dog. Let him be provoked, however, and he will attack man or beast with ferocity which is equalled by no other breed of canines. He never gives up as ong as life lasts, and it is death to either himself or the object of his attack. The savage side of the dog is aroused by resistance, and he will sel dom bite anyone who does not offer it inless influenced by the scent of blood This trait is proved by numerous illustrations where the animal has been used in the Southern States.

BREAKING THE HOUNDS.

The hounds of the pure species have an unusually long and narrow foreto evade the covenant which they have while in color they are dark, tan, or fawn. They stand about two feet above the ground. Their legs are Why, the youngest billing clerk in a hunt criminals. The manner of breakmation traffic should go so that the to select a stretch of country about a ompany he serves shall make the mile long with one or two small thickother way to take the part of the runaway. He puts on a pair of shoes or brogans," the soles of which are rubbed with blood from some animal or a chicken, and is given a start of about wenty minutes. This will enable him that the change proposed could not be easily to cover the course, at the end made so as to prove wholly beneficial which is a tree or some other re- to all interests, but it was not the time fuge into which he can climb and thus row to discuss the exact form of damavoid any possibility of being injured age which might be done, but rather to by the dog. When the animal is loosed ascertain if on the whole the benefits the trainer puts his nose to the spot would not greatly outweigh the disadwhere the runner started, and as a vantages. rule he is "on the scent" in a second, going at full speed ecross the stretch of country. In the thicket he may be puzzled a few moments, but generally he strikes the trail again, and in few moments is baying, which indicates that he has found the place where the fugitive is located. i, The an attempt to unify the trade of scent is best early in the morning before the sun has dried the dew on the ground, as the moisture seems to hold

Even to this day the odor by which the dog follows a man is a subject of discussion among the veteran trainers. raps. The opinion of many delegates settled himself spaciously in a corner Some argue that it comes from the was freely expressed that this service of the empty carriage and lit a cigaroles of the feet, and some say it is was far from being what it should be, "Ah!" said he, "it's a grand thing for the natural odor of the body. claim, however, that the leather is tension of commerce it should be and ly the station master put his head in especially adhesive, and attempt to would not compare with the consular the window and said: "I s'pose you're rove this theory where a fugitive has taken off his shoes cially the United States, A resolution the dogs have frequently been delayed considerably in tracing. As under such conditions the man is liable to called for abolition of the light dues. ter with a grin, "it isn't. A porter the worse of two evils in most instances to follow this plan. Occasionally hounds are used to

trace criminals in the Western States, but the practice is confined almost exclusively to the South. Efforts have been made to train ordinary breeds of dogs, such as setters, for this purpose, but, as far as known, the plan has been failure. While the mixed breed of be used satisfactorily for criminal hunting, a strain of the bloodhound seems to be abso sary to give the requisite accuracy of scent, and the courage necessary follow such criminals as the sheriffs and constables in the Southern States have to contend with,

PHILADELPHIA, Aug. 18.—The last day's session of the Orthodox Jewish Rabbis of America, who are in confer ence in this city, was devoted principally to a day of Zionism. The question was brought up by Rabbi Shereschefsky of Boston and after a engthy debate was referred to a committee, with instructions to report at the next convention. The conference adjourned tonight.



CONGRESS

OF EMPIRE.

Imperial Unity Along Trade Russia Enforcing Her Demands for Lines the Key Note

Of the Grand Gathering Now in Session at Montreal-The Resolutions Already Adopted.

MONTREAL, Aug. 18.—The Congress of the Boards of Trade of the Empire this afternoon began consideration of the important business of the gathering, the formulating of an expression of opinion regarding imperial unity along trade lines. The subject was introduced by a resolution emanating from a special committee, appointed to consider various propositions submitted to the conference, and as was natural, proved to be a conciliatory expression of opinion. It read: It is resolved that in the opinion of this congress the bonds of the British Empire would be materially strength-

ened and the union of various parts of His Majesty's dominion greatly consolidated by the adoption of a commercial policy based upon the principle of mutual benefit, whereby each component part of the empire would receive substantial advantage in trade as the result of its national relationship, due consideration being given to the fiscal

That this congress urges upon His Majesty's government the appointment by them of a special commission composed of representatives of Great Britain and her colonies and India, to consider the possibilities of India, to consider the possibilities of thus in-creasing and strengthening trade relations between different parts of the danger of an outbreak of Mohammed empire, and trading facilities within a fanaticism there. The consular rethe empire, and with foreign countries. presentatives have asked for protection pass through an excellent country. Still later on in the evening Samuel Barker, the member for Hamilton, assured the house that Sir Sandford Fleming within a week had condemned the Quebec-Moncton section in unmeasured terms.

Moncton section in unmeasured terms.

Wanted from Laurier. In order to carry through this farce, Mr. Blair and the people of Canada, like the people of Canada, like the house that Sir Sandford Fleming within a week had condemned the Quebec-Moncton section in unmeasured terms.

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Wanted from Laurier. In order to carry through this farce, Mr. Blair and the people of Canada, like the house of Canada, like the house of Canada, like the house of Canada and the people of Canada, like the house of Canada and the people of Canada and the people of Canada and the people of Canada. It is wift-running dogs, although they have as much endurance as any of the house of Commerce. The last section calling for enquiry represents the feeling of derived another village in Maces. ders, or that he does not know what that of any other variety. This is the interests of the company are? shown after they are "broken in" to that the ground should be caused as a shown after they are "broken in" to that the ground should be caused as a shown after they are "broken in" to that the ground should be caused as a shown after they are "broken in" to that the ground should be caused as a shown after they are "broken in" to that the ground should be caused as a shown after they are "broken in" to that the ground should be caused as a shown after they are "broken in" to the ground should be caused as a shown after they are "broken in" to the ground should be caused as a shown after they are "broken in" to the ground should be caused as a shown after they are "broken in" to the ground should be caused as a shown after they are "broken in" to the ground shown after they are "broken in" to the ground should be caused as a shown after they are "broken in" to the ground should be caused as a shown after they are "broken in" to the ground should be caused as a shown after they are "broken in" to the ground should be caused as a shown after they are "broken in" to the ground should be caused as a shown after they are "broken in" to the ground should be caused as a shown after the ground should be caused as a shown after the ground should be caused as a shown after the ground should be caused as a shown after the ground should be caused as a shown after the ground should be caused as a shown after the ground should be caused as a shown after the ground should be caused as a shown after the ground should be caused as a shown after the ground should be caused as a shown after the ground should be caused as a shown after the ground should be caused as a shown after the ground should be caused as a shown after the ground should be caused as a shown after the ground should be caused as a shown after the ground should be caused as a shown after the ground should be caused as a shown after the ground should be ground that the ground should be carefully covered before any attempt is made to give expression to the idea in more A resolution was introduced by Mr Cockshutt of Toronto, in which he few hours steaming from Salo urged that treatment on the subject

should be along general lines as a question of empire. Details were unneces sary at present, and he hoped that there would be no attempt to make consideration of the subject appear as if influenced by political considera tions. It must be conceded, he said,

Speeches by Nathaniel Cohen London, Senator Drummond, Boulter, London, Eng., Robert Meigher Montreal and R. Harvey Dawe of Plymouth, Eng., followed. 411 were most conciliatory in spirit, and all declared in favor of going as far as possible in empire.

The debate will be continued tomorrow morning, and will in all probability occupy both sessions tomorrow. At the morning session the British consular service came in for some hard man was childlike and bland as he Others and that it was not the aid to the ex- me that I was born clever!" Presentby showing that service of some other countries, espeuently been delayed passed called for strengthening of the "Yes," said the clever one. And he passed called for strengthening of the service. The next resolution passed smiled. "Well," said the station ma his feet, and as his blood offers They were declared to be an oppres- heard you telling the people, and see

British government to reduce the post- Mail.

age rate to the colonies on newspapers to the rates charged by colonies, and also calling upon such colonies as have not yet reduced rates to do so. purpose is to place British publications in a position to compete with foreign newspapers. The resolution was unanimously adopted.

MORE TROUBLE IN TURKEY.

CONSTANTINOPLE, Aug. 19.-The Russian demands in Turkey, growing out of the recent murder of the Russian consul at Monastir, M. Rostkovski, were formally presented at the Yildiz palace yesterday. Notwithstand. ing the warning which Russia ada iressed to the Bulgarian government, it is generally believed here that the Russian naval demonstration in Turk. ish waters will dangerously encourage the Macedonians, who, it is claimed, will interpret Russia's action as being the first step towards intervention in their behalf. Insubordination of the Turkish

troops is regarded as being one of the reatest dangers of the present Balkan risis. The lack of discipline among the soldiers is marked. It is found necessary to humor them in order to prevent conflicts between the soldiers and their officers, for instance, a regiment, while on the way from Uskub to Monastir, demanded that the train be stopped at Salonica for twelve hours instead of for the scheduled half hour so that the soldiers might amuse themselves in the town. After futile endeavors to prevail upon them to allow the train to proceed, the officers were obliged to grant their demand. The killing of Bulgarian workmen who were repairing the railroad track near Uskub is another grave instance of the insubordination of the Turkish troops. Details of the affair show that a train load of Turkish soldiers soon after leaving the railroad station at needs of the component parts of the three Bulgarians who were at work on the road and left the bodies on the line, but some of the soldiers left the train and pursued five other Bulgar-

ROME, Aug. 19.-No other power is in a better position than Italy to send a fleet to Turkey. The torpedo boat destroyer Minerva is off the Island of Lemnos, in the Aegean sea, a and the battleship Reumberto, which. is at Agosta, Sicily, can reach Otto man waters in about forty hours. The Italian Mediterranean squadron, now off Cagliari, Island of Sardinia, has been ordered to Sicily, so as to be nearer the scene of the trouble in Turkey

WITH A RECOIL

The clever young man was wander ing up and down the platform of the railway station, intent on finding any empty carriage in the express which was almost due to start. search was in vain. Still it is difficult to disappoint a clever young man when he has set his mind on to getting something. An idea occurred to him and, assuming an official air, he stalk ded up to the last carriage, and cried in a stentorian voice: here; this carriage isn't going!" There were exclamations low but deep from the occupants of the crowded comparts ments; but nevertheless they scurried out of the carriage, and packed themselves away in other parts of the train. The smile on the face of the he uncoupled it. He thought you were The third resolution called upon the from the head office."—London Dail



GZAR A RAILI

Hundreds of Millio

Travelling Is Inexpensive---Costs but Fifte Lines A

The Czar is building new railroads in every direction, writes Frank G. Carpenter from Moscow. He is gradually forming a network over the European part of his empire and laying out trunk lines in Asia. During the persent year more than ten million dollars is to be spent on the trans-Siberian railway, and seventy-two million dol-lars on other lines. So much is pub-lished about the trans-Siberian enter-prise that the other roads are lost many times as much. They are planmany times as much. They are planned to open up the country on the pther side of the Caspian Sea, where 1,500 miles are now in course of construction and an equal distance has surveyed. The Russian roads are radually approaching India. In an Interview which I had with Prince Hilkoff, the Czar's minister of ways and communication, he told me that the time would come when the Anglo-Indian lines and the Russian lines would be joined. He thinks such a union will stop all talk of trouble between the countries, and that an enormous transontinental trade will be the result. He says that the trans-Caspian road, which runs from the Caspian Sea to beyond Samarcand, is paying well. It has a great traffic in cotton and other goods, d the lands through which it passes are growing rich.

CHEAP RAILROAD FARES.

Russia has now about 40,000 miles of railways, of which all are controlled by the government, and two-thirds belong to the Czar. The freight and passenger rates are carefully regulated, and the passenger traffic is the cheapest of the world. A zone system, by which the fares are calculated, has been in-troduced, each zone being thirty-five miles in width. After the first few hundred miles it costs only ten cents to cross one of these zones, making the ordinary long-distance fare less than tour-tenths of a cent a mile. The rate from here to Warsaw, about as far as from New York to Detroit, is \$5. From St. Petersburg to Odessa, or as far as from New York to Omaha, is \$6.50, and rom St. Petersburg to Sebastopol is \$7.50. The third-class rate from Mos-cow to the petroleum fields about the Caspian Sea is less than \$10, and to Irkutsk, a distance farther than from New York to San Francisco, \$15. All the above fares are third-class.
The second-class is only one-half as much again, and the first-class fare is only two and one-half times the thirdclass rate.

ON A RUSSIAN TRAIN.

I have travelled many thousand miles n the Russian trains. I go first-class nd take a sleeper when I can get it. and as it is the accommodations ar not the best. The trans-Siberian press has fine cars, it is true, but th ordinary sleeper leaves much to be desired. On some roads one is expected to supply his pillows and bed linen. He carries his own towels and soap, and for combs and brushes he would be brave indeed who dared use such things in common with the average The second-class cars are a little worse than the first, and on me of the roads the third-class cars are fitted up with benches and are without modern conveniences. Some of the cars are lighted by candles. The peasants carry their baggage with them wrapped up in clothes or in great bags, and the cars are packed full of such things. Everyone takes only as much with him as possible, for only thirty-six pounds can be checked free and the balance is charged for according to weight and distance. As to ing car tickets, they must be bought at the offices and not of the actors. The ordinary rate is from \$1.50 a night, or, if you want a compartment to yourself, \$3. A passenger a right to his compartment from p. m. to 9 a. m. If one is without bed linen, he can, if he wishes, rent a blanket, a pillow case and two sheets for fifty cents a night.

ON A SECOND-CLASS SLEEPER. The other night I rode in a secondclass sleeper from Moscow to the Wolga. The first-class accommodations were all taken, and the secondclass were cheaper. Besides, I wanted the experience. I got it. My car was divided up into compartments or pens the open at the top like the box stalls of stable. Each compartment had four eng berths, two below and two above. There were no curtains. We undressed in the open and lay down facing each other. The cars were filled with Asiatics and Russians. were a half-dozen pig-tailed Chinese were a nan-dozen pig-tailed Chinese in silk gowns, Persians in turbans and long cowls of fine wool, Armenians in red fez tarbooches, and Tartars with long gowns belted in at the waist wearing high caps of black astrakan, Not a few of the Tartars carried daggaring and there were also Russian solutions. gers, and there were also Russian sol-diers and officers with guns and train swords. Fortunately the windows were to the pen, and the wind from the plains that ept the air comparatively pure. I shall not soon forget my two freigh mates. They had dark faces, of ge nan noses and long, curly black ried eards. They laid aside the astrakan the e ps a short time after entering, and of Eu ots, showing lots of soft, black lea-er within. I asked them whence ey came, and they answered by the soft of the soft of the soft of the literature of the literature of the soft of the can, saying "Amerikanski." They have be surprised and seemed glad to and I noticed that both men were well to they Their clothes were of the finest