

OTTAWA LETTER.

Laurier and Fielding Failed to Throw Light on G. 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 Courage in Resigning from the Cabinet.

(Special Cor. of the Sun.)

OTTAWA, Aug. 21.—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 said nothing which throws light on the gigantic scheme which they are endeavoring to undertake without deliberation. Mr. Fielding was expected to say something to dispel the gloom which has gathered about the government's bill, but he made what might be easily characterized as a combination stump and budget speech. In which, by an actual computation, he sought to prove that the surplus for last year would meet all the government's expense in connection with the construction of the new transcontinental line. In the midst of this glowing word picture one of Mr. Fielding's own supporters, Mr. Heyd of Brent, rather than the ideal he was enquiring of Mr. Fielding if the surplus would pay the \$65,000,000 which will have to be provided for in order to construct the road from Montreal to 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 cabinet were to take a week off and devote their whole time to considering 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 ex-constituent. Mr. Blair's attack on Mr. Fielding was so good that many parts of the line from Montreal to Winnipeg would be unprofitable when reconstructed. Last night Mr. Fielding promised the railway committee and the public that he would immediately afterwards get all he wanted from Laurier. In order to carry through this farce, Mr. Blair had been thrown over the side of the committee was led to believe that the pledges given to it were sincere.

Mr. Blair's course in giving up his position as a protest against this kind of humbug was commended by Mr. Barker. He declared that the ex-minister of railways was forced to put himself alone and unaided against the wildest railwayman in Canada. "No wonder," he declared, "that he would be so badly frightened. He suggested that, when the government constructed 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 by the finance minister. At the time the short line was built, the Intercolonial was not within a couple of hundred miles of Montreal, and therefore the cases are not parallel. With a line from Montreal to St. John, 100 miles shorter than the Intercolonial (and we are using Mr. Fielding's figures in giving this distance) the Intercolonial would be badly frightened. The fight for traffic, that is provided the road through the middle of New Brunswick, must not be a mere matter of experience in cabinet working, but the methods employed by Sir Wilfrid Laurier were so different from what every body has seen since the Intercolonial was surprised. To be told that parliament need not consider, must not deliberate, must not discuss, must not vote, seemed a little remarkable in the face of the government's mature consideration as to the appointment of a transportation committee. The session had been devoted to those appointments, which had not yet been completed, but when it comes to a question of the Grand Trunk Pacific, one hundred million dollars, parliament is not to be asked to consider it.

Mr. Barker made a strong point against the Grand Trunk Pacific deal when he pointed out that there was nothing in the contract to compel the Grand Trunk to take over a 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, and the government will be responsible for its maintenance. While the government will thus be struggling along endeavoring to complete its line and keep that portion already completed in repair, the Grand Trunk Pacific will be smiling away on the prairie section and collecting its freights. What will become of those freights? Is the government aware that the Grand Trunk has lines to Chicago and Portland? It is impossible that the Grand Trunk will hold all its grain until the government completes its portion of the road. So that there is only one outlet for the trade and that is by American channels. By the time the eastern section of the road is completed, the Grand Trunk Pacific will have established a trade through the United States it will take years to recover. There is nothing to prevent that. And yet Sir Wilfrid Laurier says this is no time for deliberation. Could anything be more ridiculous?

J. D. MCKENNA.

OTTAWA, Aug. 15.—Hon. Henry R. Emmerison has spoken on the Grand Trunk Pacific bill. It didn't do the bill any good; it didn't do the bill any harm; it put the bill in a better position of the race for a position in the cabinet. The ex-premier of New Brunswick made two speeches which stand out prominently since the opening of the Canadian Pacific railway. Mr. Rowan states that much of the country is rugged and rocky,

with many rivers intersecting it. He condemned 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 that route the cheapest available, and those who have been through the country it traverses will appreciate what the territory in which it is proposed to open up by the Grand Trunk Pacific.

It is understood that the engineer's reports 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 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 as 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 and common sense.

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 United States with its \$150,000,000 of assets. Considering that the Grand Trunk already owes the Canadian government \$68,308,178, the company could not be better perhaps, than discharge its obligations to this country instead of endeavoring to secure money from the United States. In addition to the \$53,200,000 due the Dominion government, the Grand Trunk railway received aid from the Dominion government to the extent of \$2,850,843; from the provinces of Quebec and Ontario, in the way of provincial aid, the Grand Trunk received \$1,036,130; the municipal aid from Ontario and Quebec totaled \$6,017,728, and other sums donated to the great western and northern railways in 1869 and 1877 respectively totaled \$4,111,233. The aggregate funds paid to the Grand Trunk, therefore, by the Dominion and provincial governments and municipal bodies was \$75,613,000 or more than 50 per cent. of the magnificent assets which Mr. Fielding states will back the Grand Trunk Pacific.

Mr. Barker, in the course of his speech, ridiculed the attitude of Mr. Hays in regard to the whole transaction. At first the Grand Trunk proposed to end at Gravenhurst. Mr. Hays was asked to construct a line to Quebec, and he said, "Certainly." Then he was asked to go to Montreal, and again he agreed in a most pleasing way. Mr. Barker said that if Mr. Hays had been asked to construct a tunnel through to Newfoundland he would have consented to do it. But behind all this was a something which did not appear on the surface. Mr. Hays promised these concessions to the railway committee, and then ex-constituent where he met Sir Wilfrid Laurier and made an altogether different arrangement. Mr. Barker described Mr. Hays as the most enlightening man living. He promised the railway committee and the public that he would immediately afterwards get all he wanted from Laurier. In order to carry through this farce, Mr. Blair had been thrown over the side of the committee was led to believe that the pledges given to it were sincere.

Mr. Blair's course in giving up his position as a protest against this kind of humbug was commended by Mr. Barker. He declared that the ex-minister of railways was forced to put himself alone and unaided against the wildest railwayman in Canada. "No wonder," he declared, "that he would be so badly frightened. He suggested that, when the government constructed 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 by the finance minister. At the time the short line was built, the Intercolonial was not within a couple of hundred miles of Montreal, and therefore the cases are not parallel. With a line from Montreal to St. John, 100 miles shorter than the Intercolonial (and we are using Mr. Fielding's figures in giving this distance) the Intercolonial would be badly frightened. The fight for traffic, that is provided the road through the middle of New Brunswick, must not be a mere matter of experience in cabinet working, but the methods employed by Sir Wilfrid Laurier were so different from what every body has seen since the Intercolonial was surprised. To be told that parliament need not consider, must not deliberate, must not discuss, must not vote, seemed a little remarkable in the face of the government's mature consideration as to the appointment of a transportation committee. The session had been devoted to those appointments, which had not yet been completed, but when it comes to a question of the Grand Trunk Pacific, one hundred million dollars, parliament is not to be asked to consider it.

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the coronation oath. We can easily remember the words of the coronation oath. We can easily remember the words of the coronation oath. We can easily remember the words of the coronation oath.

Mr. Emmerison, 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 suggests that he is. On Thursday night speech was made. It was said in Mr. Emmerison's defence, if the speech was read, it would be a breach of the rules of parliament, that he was quoting from copious notes. Those who are familiar with the life of Warren Hastings will remember that when that celebrated personage appeared to defend himself at the bar of the British commons, he was not assisted by any counsel. Mr. Emmerison had in mind the same. He did not add to his reputation as an orator that he was forced to read a speech from a book. He was not assisted by any counsel. He did not add to his reputation as an orator that he was forced to read a speech from a book.

Mr. Emmerison is a man who has been badly treated by his political friends. He resigned his position as premier of New Brunswick with a promise in his pocket that he would be taken into the cabinet at the first opportunity. He was not taken into the cabinet. He was not taken into the cabinet. He was not taken into the cabinet.

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

So we will consider further defects to be found in policy which the government proposes to lay down for the guidance of the people of Canada. In our last letter we referred to a speech by Samuel Barker, the member for Hamilton. Mr. Barker is one of the best informed railway experts in the house of commons. They are really alarmed that their good friends, the peering United States, will refuse to Canada the privilege of shipping the product of our farms and factories through American ports. Mr. Barker rather falls in with the idea and declares that if the bonding privileges were cancelled this country would be a better place off. Take the case of the maritime provinces! Suppose the ports of Portland, Boston and New York were to be closed to the Canadian goods, what would be the result? Canadian shippers would be forced to send their goods through the United States. The United States would be benefited. The United States would be benefited.

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 would produce in American hands the control of all freight originating in this line. He said: "At this point I wish to say a few words upon clause 13 of the bill, which is the wonderful clause that the finance minister referred to, by which the Grand Trunk Pacific railway agrees to forward its freight to the United States. He was perfectly frank when he was asked by the railway committee if he would mind himself to that. He said, 'No.' He said, 'No.' He said, 'No.'

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BLOODHOUNDS SCARGE.

The 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 bloodhounds in the southern part of the United States for catching criminals is a common practice. For over 50 years the use of the race has been common in this purpose. Before the Civil War nearly all of the larger plantations had one or more pure bloodhounds, trained to pursue runaway slaves. In some 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 it a business to train dogs especially for the purpose of hunting negroes. They were 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 affects their scent for men. The breeders of dogs almost entirely for sport. Since the war the value of the bloodhound has fallen. 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