

OTTAWA LETTERS.

Millions Upon Millions More of Public Debt in Sight.

Mr. Blair's Dishonesty in Argument Promptly Shown Up to the House.

Blair and His Old Friend Wilson at Their Old Tricks.

Ottawa, June 22.—We are now within a week of the proposed end of the session, and of the four principal measures to be put through the house three have not yet been touched, except that the ministers in charge have given some verbal explanation about them. The fourth measure, which is the tariff, is still before the house, not having yet passed committee. Many important features of the tariff are held over for discussion either in committee or on concurrence, and the whole bill has to go through the committee again. The upper house is not expected to make many changes in the revenue features of the bill. It leaves that function to the popular body, but there will be discussion on the preferential clauses. A strong impression prevails that the alleged combines clause will be vigorously attacked. Senator Ferguson yesterday brought the matter to the notice of the minister of justice. The criminal code amendment bill before the senate contains provisions for dealing with illegal combines. Senator Ferguson suggested that if the law did not cover the case fully he was quite prepared to assist in amending it in any way that the minister of justice might show that it required improvement. But Senator Ferguson objected to the criminal code with the revenue bill, and desired the tariff to remain a tariff pure and simple, the government punishing combines through the criminal law. Sir Oliver evaded the issue and said that he would wait until the tariff got through the house and then see if any additional combines legislation needed to be put in the criminal code. Sir Oliver's colleagues in the senate may decide that the combines legislation shall either be in the criminal code or in an act by itself, enforced by the ordinary courts and officers of the law.

The three measures reserved for the last week of the session are the great railway bill, the Crow's Nest and the Drummond county agreements, and the fast line steamship project. The fast line steamship agreement will be no doubt accepted as a good bargain, provided proper guarantees have been taken for the investment. It is in the order of the day for Monday, and will probably be dealt with before this letter is printed. So far as is generally known, there is no objection to it.

The Crow's Nest deal is open to objection, but there is no way of proving absolutely that it is an improper method for constructing a railway between the Canadian Northwest and the Kootenay country. It will cost Canada \$5,000,000 at present and more afterwards. Whether it gives an adequate return depends upon the future of a region whose wealth is entirely in minerals. There is an element of uncertainty which causes opposition in some circles, more perhaps among members supporting the government than on the opposition side. The feeling among the more sanguine members is that the road ought to be built, and the question is one of terms. In British Columbia there is strong opposition on the ground that while it was desired to provide competition with the Canadian Pacific, the proposed scheme only adds to the burden of the monopoly.

It might be observed that there are a dozen measures or so before the house for the incorporation of railway companies in British Columbia, including several short lines in the boundary region where the gold and silver mines are. It is a notable fact that the solicitor of the Canadian Pacific railway has appeared in committee in support of these Kootenay railways, and that he has, whenever asked, admitted that the companies which he represented under other names are practically the Canadian Pacific. The shareholders in the bill are usually officers in the company's service. So it may be taken for granted that the line which it is proposed to subsidize from the end of the Crow's Nest railway still farther westward is also the Canadian Pacific railway under another name. The reason why the great corporation does not appear in person is well-known. The branch railways are seeking or have obtained subsidies or assistance of some kind from the provincial government, and this can not be got by the Canadian Pacific directly. This idea is to construct the roads, obtain the subsidies, and then have them transferred to the Canadian Pacific, to which they belong.

The fourth project, which is the most costly of all, and more than all others open to objection, is that relating to the intercolonial extension to Montreal. It is already made plain that it does not extend the intercolonial to Montreal, but only brings it into a junction with the Grand Trunk. But it professes to be an extension, and we will let it go at that. This scheme looks enough and worse the more it is examined. It is simply a wholesale transfer of Canadian money to the Grand Trunk company and to the owner of the Drummond railway. No explanation and no defence can make anything else of it. How far it will be accepted in the operation of the extension to pay all the fixed charges. It is more likely that the fixed charges will be largely increased by the money lost in operation, and certainly this will be the case unless

Mr. Blair proves himself to be a better railway manager than either the Grand Trunk manager or the Canadian Pacific officers have ever been.

Most of the conditions in regard to this transfer have been already explained. Two or three others have come to light. It is provided that all the superintendents, engineers, officers of all kinds and employees engaged about the Grand Trunk road from St. Roseville to Montreal and about the bridge and station shall be paid by the dominion government and the Grand Trunk company in proportion to the amount of traffic which each one handles. This of course means that the Grand Trunk will get part of its running expenses paid, in addition to what is allowed under the other terms. The Grand Trunk at present handles some intercolonial traffic and pays its own men. It will probably not be obliged to add very much to its staff, but will be assisted very materially in paying their salaries.

Again, it is agreed that in case it is necessary to double-track the road over which the intercolonial has running powers, and to add to the buildings and other accommodation, the Grand Trunk shall provide these facilities. But the government is to pay five per cent. interest on the Grand Trunk on one-half the cost. That is to say, the government, which can borrow money now at three per cent., is to pay two and a half per cent. interest on the total cost of additions and improvements to the Grand Trunk at Montreal and within 35 miles of the city. It would really appear that the great railway corporation, under its new Yankee management, has obtained from Mr. Blair and Mr. Tarte a gift of money, any extent that might be asked. The whole thing is utterly unaccountable on any basis that admits the integrity and honesty of purpose of the government.

The minister of railways has kept this scheme back until the last moment. He will try to drive it through, as he has been accustomed to do in his own province, and may succeed. But, as Mr. Foster said the other night, there are not ten members outside the government who would accept it if they were free to deal with it on its merits alone. The senate is free and may take action for the protection of the people and the treasury. It would be perhaps a little heroic for the senators to step into the gap, but it would be the first time that a railway project has been intercepted in that chamber. The Harvey-Salisbury railway bill is long since a dead issue. It was approved by the government of that time and carried by the senate. Nevertheless it was rejected by the commonsense of a large majority of whom were supporters of the government. If they should take similar action now they could hardly be accused of offensive partisanship. Neither could it be said that they opposed the extension of the railway to Montreal, which probably would be accepted as desirable by a majority in the house. But there are objections to the method in which this is to be accomplished, and to the outrageous cost of the transaction. It is admitted that there are too many railways now between Montreal and Quebec for the advantage of the persons who own them. Any proper scheme of extension would have made one of these roads the government railway, instead of providing a new competitor where the competition is already ruinous.

Then, as was pointed out, this scheme involves the construction of a bridge, which will cost at least \$4,000,000. If not it involves a direct repudiation of pledges of other governments in parliament building by the leader of the government. It was only the other day that Mr. Laurier told a large delegation from Quebec that the construction of this bridge was a settled fact, and that the only question remaining was one of terms and dates. Sir Charles Tupper suggests that Mr. Laurier will break his word. But there is probably enough influence in his own city and neighborhood to prevent this, and the only question is whether he will bring down his bridge scheme parliament will not have become panic stricken with the amount of money already voted and utterly refuse to vote any more money for anything.

This latter condition of things must come by and by at the present rate. This year the estimates for current expenses will be larger than ever before. There are a number of enterprises to be carried on. The canals are to be deepened more rapidly than ever, and within, say two or three years, from seven to twelve millions dollars a year will be spent on these canals. There is a large appropriation to be given for railways in the gold fields in Ontario west of Lake Superior. Altogether the schemes now accepted by the government to which the house will commit itself by the end of next week, if the government has its way, involve some ten million dollars in British Columbia, ten or twelve millions or its equivalent in Quebec, two or three millions in Western Ontario, say ten millions on the canals, to say nothing of Hudson Bay and the Quebec bridge and all the rest of it. So if there are any enterprises in the maritime provinces which expect government assistance, and which seem to deserve it in the interests of the nation generally, their prospects are exceedingly small. The game is coming and the day is almost at hand apparently when a sudden stop must be made. For not even in the days of C. P. R. construction was the debt increased so fast as it is likely to grow for a few years to come.

Meanwhile the ministers, particularly Mr. Blair, are in a state of fever. The minister of railways gave a great exhibition last night, reminding one of his old days in New Brunswick. The audacity of it all had a rather startling effect upon the house of commons. For a minister to stand up and declare that if the opposition went on ridiculing him he would dismiss right and left from the public service in order to punish the parties was a novel proceeding on Parliament hill. But indeed it was rather pitiable to see Mr. Blair trying to intimidate his fellow members by such vain threats. He seemed to feel that he could manage to play the part of a tyrant and a buccaner in this rude

fashion. The policy of swagging in which Mr. Blair and Mr. Mulock seem to delight is ill suited to the parliamentary atmosphere. There are some things which the minister of railways failed to learn in his own province in regard to which he is likely to acquire valuable information before he closes his career at Ottawa.

Then the minister of railways exhibited another well known characteristic, that of utter dishonesty in statement and unlimited capacity for falsehood and false suggestion. His misrepresentation of the condition of affairs in the intercolonial in regard to the number of employees was promptly exposed by Mr. Powell and Mr. Foster as well as by Sir Charles Tupper. Mr. Blair professed to give a fair comparison between the number of employees in 1878 and 1886, causing the house to believe that he was fairly comparing the same system of railway system. Sir Charles showed that he was comparing a system of 1,100 miles with one of 700, and a road with a certain traffic with one of more than double the business and double the revenue. It was a clear case of utter deception and dishonesty in argument which Sir Charles exposed.

Then Mr. Blair affirmed that great changes in the number of employees had been made on the eve of election, disavowing the fact that he was comparing a summer month with the winter months, and withholding the truth that the same increases in summer had been made under his own administration.

But the worst of Mr. Blair's conduct was that relating to the use of evidence taken at Moncton by his friend William Wilson, ex-M. P. P., ex-secretary treasurer of York, and commissioner appointed by Mr. Blair to get political evidence from the postmaster at Moncton. Mr. Foster asked the government for this evidence early in the session, at the same time asking for an account of Mr. Wilson's expenses. He did not get them. He moved for an order of the house, and the house ordered Mr. Blair to provide the returns. Mr. Blair himself consenting to its passage. Half a dozen times since Mr. Foster has asked for this return. Mr. Laurier told him it would be next week, then in a few days, and finally next day. Now Mr. Blair never brought it down and the member to whom the house ordered it to be given has never seen it. No part of it is before the public, and the excuse has been that it was not on hand.

Now this was the report which Mr. Blair said he had by him and from which he professed to show the inequities of the intercolonial management at election time. The account of what Mr. Blair stated as having been proved in the investigation has already been printed in this paper. But no one knows whether the statements were fairly made from Mr. Wilson or whether the assertions of Mr. Blair are in any way sustained by the evidence. He has kept the return in his desk contrary to his own promise, contrary to his leader's promise, and in disobedience to the order of the house and having so concealed it he has professed to use it in argument without allowing the other side to see a word of it. This method is contrary to the instincts not only of honorable public men but of all decent men everywhere.

Commissioner Wilson is a gentleman better known in his own province than he is at Ottawa, and better known in the New Brunswick legislature than in the house of commons. The moment that he was appointed every person who knew him was sure to regard him as a man of perfect reliability. No reliance could be placed on the results of the inquiry. They knew perfectly well for what purpose a man like Mr. Wilson would be selected for such a work, and in New Brunswick at least it need not be said that he was out of Dorchester penitentiary or that he could be found less fitted to make a judicial and honest investigation and to submit a fair and honest report. The inquiry held was an investigation. Mr. Blair says that he has edited the evidence of the officers themselves in support of the charges he makes, but no person will ever know how far what he says fairly represents the facts. The officers themselves can hardly be expected to rush to the front to contradict the minister or his agent who conducted the inquiry all by himself, with no person there to cross examine or to call other witnesses or to see that the report submitted is true or in any way to insure an honest record.

It is perhaps not necessary to refer to Mr. Wilson himself as the man who has held certain positions of trust who does not now hold them, or as the man concerning whom the Queen's declaration was made setting forth the payment of money to Mr. Wilson in return for the promise of certain offices. It is enough to say that taking him and Mr. Blair together, having regard to the method of dealing with facts in the house and out of it, any statement which Mr. Blair makes from evidence provided for him by Commissioner Wilson is no reason for believing that such evidence was ever given. S. D. S.

Ottawa, June 24.—During the discussion of the spoils system on Friday, Mr. Russell of Halifax laid down a law of the case which places the former member himself in a rather embarrassing position. Mr. Russell was justifying the dismissal of officers for partisanship and laid it down as a constitutional principle that a civil servant had no right to take an active part, whether offensive or otherwise, in party politics. The words he quoted as containing the constitutional principle are these: "Active interference in politics on the part of non-political office holders would be a case of misconduct sufficient to justify his dismissal. It is a well understood rule of the government that all such functionaries should abstain from taking an active part in political contests and should observe a strict neutrality therein." Mr. Russell says that dismissals for partisanship are supported and justified by this rule. He added, speaking of the government: "I say that they have not satisfied the fair and reasonable expectations of their political friends in the different countries

of Nova Scotia. Reports have been made against different persons of having been guilty of active partisanship, which reports have not been acted upon. Some cases have been made out establishing the charge of partisanship. Now I say those persons ought to be dismissed. All those persons who have actively interfered in the practical work of party politics are liable to dismissal and ought to be dismissed upon the facts being proved."

Mr. Russell's colleague, Dr. Borden, followed, and he called his attention to the application of the rule. Mr. Russell had made the doctrine particularly applicable to a postmaster, as he had to deal with political mail matter and other things which render essential that he should not be a party man. Mr. Borden referred to this, and then said that he would bring a few cases to his colleague's attention. Mr. Reid, postmaster of Middle Musquodoboit, is the centre of liberalism in his district. He was postmaster under the late government and was not dismissed. He was charged of liberal interests in his district, goes to Halifax and attends political conventions, goes around the county on political matters, and yet holds the position of postmaster. With his large number of him lives the gentleman who was dismissed on the recommendation of Mr. Russell for doing the same things. But of course he was on the other side of politics. Then there was the case of Mr. Hall of Sheet Harbor, an active liberal campaigner. Mr. Russell would admit that he ought to be dismissed as all common honesty and decency if other postmasters were properly dismissed for the same offence. Mr. Kidd, postmaster of Musquodoboit Harbor, took a very active part in the election. Likewise the postmaster at Cook's Brook, who took an offensive part as a liberal and had never been disturbed by the late government.

Mr. Borden added: "As far as my honorable friend's position is concerned, he considers that he is supported by constitutional authorities. It would be his duty to instantly recommend to the postmaster general that he should dismiss these people. I have too much confidence in his desire for fair dealings to doubt that he will forward the necessary recommendation and that he will see that the usual result follows."

Mr. Russell appeared to treat this matter as a joke, but it showed clearly the position he occupies. While professing to demand dismissals for constitutional reasons, he simply dismisses them for party reasons. He would not think of urging the dismissal of persons equally guilty on his own side. Therefore it is not the interference in politics that he objects to, though he pretends to do so, but the fact that the interference was on his side. Mr. Russell apparently is quite willing that the postmaster should violate all manner of constitutional principles so long as Mr. Russell's party gets the benefit of it. Now, without making any personal reflection upon the member for Halifax, it is very clear that his justification is pure humbug and deception.

This discussion on the spoils system began early in the afternoon and continued till midnight. It was in the evening session that Mr. Blair made that wonderful speech, which is remembered now with some degree of shame and humiliation by the members of the government party, and by none more than Sir Richard Cartwright, who heard it all with many manifestations of impatience. Long before the afternoon session closed the matter had very near subsided. Mr. McCreary had submitted to Mr. Blair the case of a large number of canal employees who had been turned adrift merely because they were conservatives, though they had taken no part in politics beyond voting, and who had served from ten to twenty years in their late positions. Mr. Blair promised to look into it and to report on it. He has kept his promise and has reported that it was done. It was at this point that Mr. Sutherland, the grit whip, arose and proceeded to scold the opposition generally for talking about dismissals. He said that it was an absolute waste of time when business was pressing. It was cowardly and trivial. The matters were of such small consequence that he could not forgive the opposition leaders for allowing the discussion to continue. The fault of the ministers was that they did not dismiss more officers. Mr. Sutherland spoke at some length, saying that some things over and over again, but generally regarding "with a disdainful smile, the short but simple annals of the poor."

Sir Charles Tupper made a dignified reply to Mr. Sutherland. It seemed to him that the introduction of a system which had made such havoc in United States politics was a matter of some importance, in fact of much greater importance than most things that could be discussed in the house. Moreover he did not quite share Mr. Sutherland's view that the sufferings and injustice endured by the poor was a matter of no consequence. The common people were the larger part of the people in this country, and it was their interests chiefly that the parliament was here to protect. It was not seemly for honorable gentlemen who themselves might be prosperous and far removed from poverty to treat as a trivial matter the discharge of hundreds of hard working men, turning them out of their homes, reducing them to means of livelihood for their children and their wives.

The discussion went on till six, when it was resumed by Dr. McDonald repeating what Sutherland had said, that there ought to have been more dismissals than there were. Then came Mr. Blair with his wonderful utterances, his dishonest historical statements, his despot threats of more dismissals if members continued to criticize, and his innocent use of evidence which had been ordered by the house to lie on the table, but which he has concealed from the eye of every member but himself.

This matter, added to many others of much greater concern, has greatly impaired the position of the minister of railways in public estimation.

Above all the remarkable deed which he has made with the Grand Trunk and the Drummond railway people has caused him to be regarded as a dangerous minister, the more so as he seems to be closely allied in these matters with Mr. Tarte, whose record needs no further mention. There is said to be pretty good evidence that the chief beneficiary by the Drummond deal, who is said to have made over half a million dollars out of it, passed through the bank an appropriation of \$20,000 for the Champlain elections.

Meanwhile the tariff is working its way through. The protectionist element of the liberal party had its innings the other day on the salt duties. No less than four government supporters demanded higher protection for salt than the late government or this government provides. It need not be said that they came from a district where the salt wells are. They are in other things strong opponents of protection. No men in the house were more valiant than they in denouncing protection to the iron and steel works in the maritime provinces. Then the interests of the poor consumer was everything, and they were prepared to rush heroically to his defence, but today it is salt and

"The heroic lay is tuneless now
The heroic boom beats no more."
Cameron of Huron, McDonald of Huron and other free traders evidently take their free trade principles cum grano salis.

Mr. Charlton is not going to permit the export duties resolutions to pass without a firm protest. He almost refused to allow notice to be given without making a speech. It required peremptory ruling from Speaker Edgar to restore Mr. Charlton to his seat. Then Mr. Charlton sat down and the speaker looked composed. It may have been that Mr. Edgar remembered a certain letter written by Mr. Charlton, in which he contended that the liberals had no chance while a French-Canadian like Laurier was at the head of the party and "unscrupulous machine politicians like J. D. Edgar" were directing its fortunes. It may be that Mr. Charlton was considering whether the time was not ripe for writing another letter to somebody.

But there is an almost unanimous opinion that the export duty should be imposed upon logs and pulp wood. It may be had for Mr. Charlton, whose timber is in Ontario and whose mills are in Michigan. Mr. Charlton can do his work in a foreign country which will not allow Canadians a chance in the labor market, but can at the same time use Canadian timber and accept the payment of duty. But we are not all Michigan lumbermen claiming Canadian citizenship. Most Canadians have their interests in this country and are not willing to be Canadian timber should be used as raw material in the United States while heavy duties are imposed on Canadian lumber going into that country. The measure proposed leaves the government power to put it in operation whenever it is deemed advisable, but the hope is that the law will not only be imposed but that it will be used effectively. S. D. S.

WINDSOR INSTITUTIONS.

Closing Day for the Young Ladies at Edgell.

Nearly All the Large Prizes Won by New Brunswickers—The New Lady Principal.

Windsor, June 15.—Beautiful weather greeted the friends of the young ladies of Edgell today. There was a large attendance. The calisthenic exercises took place at ten o'clock. The annual cricket match between the college and a team from H. M. S. Crescent was held on the grounds on Monday. It resulted in a victory for the college by a score of 50 to 46. Paulin made 25 runs and won the bat. The Halibut dinner was held Monday night. Fifty rat down, including many guests. The dinner was most successful.

The annual meeting of the Alumni association will be held Wednesday morning. The exercises take place in the hall of the association. The students conversational takes place on Wednesday night. Many Halifax people are here, also a number from St. John, and the law students from there are expected to-morrow. A large class is promised. Chief Justice Hodgson of Prince Edward Island, chancellor of the college, is here and will preside at the commencement proceedings.

Edgell, which in seven years has become a big institution with nearly eighty pupil boarders and a large contingent of governesses, was today in a flutter of excitement awaiting the official announcement of the name and standing of the new lady principal. Dean Partridge of Fredericton presided in the absence of the bishop in England. The buildings and grounds as usual were in perfect order, the gardens, grass plots and lawn tennis courts lovely in their exceptional greenness owing to the unusually rainy weather in May, which induced a remarkable growth of vegetation.

A large gathering listened in the morning to Dean Partridge's address, delivered in the new assembly hall, an imposing addition to the establishment, capable of holding some 700 people. After some kindly words, mingled with regret at Miss Machin's retirement, Dean Partridge said: "Miss Blanche L. LeRoy is the name of our new lady principal, and these are some of her qualifications: (1.) University of Cambridge—certificates in the theory, history and practice of teaching; (2.) University of Cambridge—higher certificate in English language and literature, French, English history, arithmetic, political economy. Miss LeRoy has been for four years assistant teacher and for two years assistant governess, at Cheltenham ladies' college; also during twelve years house governess in one of the boarding establishments at-

tached to the college, and in charge of twenty-five girls."

New Brunswick is particularly fortunate this year. The girls from the sister province capture nearly all the large prizes.

Miss Madeline Barker, from St. John, takes the gold star, with Miss Beatrice Barker, from St. Andrews, so close to her that there is only a decimal in the number of marks between them.

Miss Beatrice Parker wins the governor-general's medal. Mr. Justice Hamilton's daughter, Miss Blanche Hamilton of Dorchester, carries off the bishop's gold medal; Miss Margaret Arnold of Sussex, N. B., gets the silver medal, and Miss Beatrice Parker, again retires with fifteen dollars in gold for Bible lessons; all from New Brunswick. But the prize list is of interest to all, and we give it in full. There are many prizes, and some of considerable value.

The school prizes:
Senior class—The gold star—Madeline Barker.
Second senior class—Silver star—Susie Halliburton.
Third senior class—Silver star—F. Geraldine Carter.
Fourth class, 1st division—Book—Marguerite Parker.
Fifth class—Book—Kathleen Russell.
Preparatory—Book—Winifred Barker.

The Bishop of New Brunswick's prize:
Gold medal—For knowledge of the history of the Church of England—Blanche Hamilton.
Silver medal—For faithfulness in school studies—Margaret Arnold.
The Governor General's medal:
For general proficiency in the subjects taught in the school—Beatrice Parker.
Fishes, members of the syndicate of Fredericton:
Senior grade—For Bible lessons, \$15—Beatrice Parker.
For prayer book lessons, \$10—Susie Halliburton.
Middle grade—For Bible lessons, \$10—Florence Leckie.
Junior grade—For Bible lessons, \$5—Kathleen Russell.

For prayer book lessons, \$5—Florence Leckie.
For general proficiency, \$5—Ellen Stophard.
Preparatory class—Scripture, book—Anne Forsyth.
The Rev. Canon Brock's prize:
For proficiency in English church history, books—Harriet Cassels.
The Rev. B. F. Crawford's prize:
For proficiency in vocal culture, books—Mabel Pugsley.

R. G. Leckie's prize:
For proficiency in history, books—1st seniors—Ancient history—Madeline Barker; 2nd seniors—Modern history—Susie Halliburton.
3rd class—British history—Beatrice Ritchie; 4th class, 1st division—British history—Mary W. P. P.
D. F. Allison's prize:
For English literature, books—Beatrice Parker.

Mrs. Courtney's prize for needlework, book—Mavis Wilson.
The lady principal's prizes:
For best house marks in 3rd, 4th, 5th and preparatory classes—3rd class, book—Charles Bullock; 4th class, book—Kathleen Smith; 5th and preparatory class, book—Winifred Barker.
\$300 prize for progress and proficiency in different subjects:
French—Seniors, 1st and 2nd division—Blanche Hamilton; 3rd class—Kathleen Robertson; 4th class, 1st division—Violet Bullock; 2nd division—Joan Custer.
German—Beatrice Parker.
Drawing—Edith Weston.
Painting—Gertrude Ross.
Plane-fort—Blanche Hamilton.
Testimonials:
First senior class—Beatrice Barker, Margaret Arnold.
Second senior class—Edith Hamilton.
Third senior class—Gertrude Ross, Gertrude Roy, Olivia Nichols, Grace Roy, Harriet Cassels.

Third senior class—Blanche Barker, Beatrice Ritchie, Florence Leckie, Isabella Duggan, Mary Pearson.
Fourth class, 1st division—Ruby Bell, Gertrude Orley, Esther Black.
Fifth class—Ellen Stophard, Joan Custer.
Preparatory—Anne Forsyth, Nellie Duggan, Evelyn Russell, general improvement.
Drawing—Muriel Bond, Mavis Wilson, Olivia Nichols.
Painting—Olivia Nichols, Margaret Arnold, Edith Weston.
China painting—Margaret Arnold, Mavis Wilson.
French—Edith Hamilton, Mary Pearson, Grace Roy, Edith Weston.
Needlework—Ruby Bell.

Windsor, N. S., June 16.—Today was bright, sunny and cool, with refreshing breezes. Windsor is looking fine and vegetation is far advanced. All day was devoted to the meeting of the Alumni association. Tonight the board of governors' meeting was held in the Commons hall. The students' conversation was also held this evening in Convocation hall. It was largely attended by friends. The 8th Battalion band was present providing music. The students wore their gowns, and the old graduates gowns with hoods. Everything passed off nicely. The ladies' dresses were much admired, and the hall was thronged with guests. Dr. Trenaman presided.

At the alumni meeting today the report of the executive gave the condition of the finances of the college. It is fairly satisfactory. The executive asked the alumni to endorse Dr. Bowman's project to raise one hundred thousand dollars for an endowment fund. The project was defeated. Dr. Trenaman was re-elected president of the alumni.
Chief Justice Hodgson of Charlotte-town, H. H. Pickett of St. John, R. J. Wilson of Halifax and Prof. Vroom of Windsor were elected on the board of governors. Messrs. Payant, Smith and Bullock of Halifax were elected, filling the vacancies on the alumni executive. The full staff of professors was continued.

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