## SEMI-WEEKLY SUN, ST. JOHN, N. B., JUNE 10, 1899.

OTTAWA LETTER. The Discussion on the I. C. R. and the Drummond Extension.

justified the agreement, and se he did not believe Mr. Blair wor

in securing better terms.

score of them. The Intercol

way toward a fair valuation.

000. But the government is

Blair figures as 14 per cent. The in

crease in receipts was 28 per cent. This

leaves a gain per mile of 14 per cent.

says, cannot be accounted for in any

The question is whether Mr. Blair

is right in his contention. Mr. Powell

showed the other day and again last

night that all the other railways in

Canada had made gains proportion-

extension, and it seems to be a fair

inference that the same causes that

contributed to their increase would

have contributed to the Intercolonial

made. Mr. Blair meets this with the

claim that while the Canadian Pacific,

the Grand Trunk and other failroads

Drummond extension

Mr. Blair and Mr. Fielding do Not Agree Relative to Provincial Prosperity.

Mr. Powell and Mr. McLennan Dispute Some Conclusions Reached by the Minister of Railways.

OTTAWA, June 2 .- Mr. Blair gave the house another four hours' exposition of the Montreal extension scheme yesterday. The time was sufficient to cover pretty well the whole matter of the contract with the Grand Trunk, which was described in a recent letter. The minister of railways did not devote his four hours to this business The one thing that would have been new to the members and seemed most to require fresh explanation, was not touched. Two years ago Mr. Blair introduced this same resolution, but with variations. That resolution was not accepted by the senate. The chief difference between the first bargain and the second one is in relation to the adjustment of the maintenance expenses and the payment for betterments. The contract has been amended in these two respects as follows:

As to maintenance: By the original agreement the Intercolonial was to pay one half of the cost of the maintenance of the terminus, the bridge, and the 35 miles of railway from the bridge to Ste, Rosalie. According to Mr. Blair's statement the proportion of traffic handled by the two contracting parties is one to 25. So that by the first bargain the Intercolonial, though using the road one twenty-fifth part as much as the Grand Trunk, would pay an equal share for maintenance The present agreement divides the maintenance charges in proportion to traffic. It would have been interesting to learn from the minister of railways with the experience of one year's operation what the financial result of this change would be. Mr. Blair never mentioned it. He never even intimated that there was such a change.

As to betterments. The original bargain provided that if additions or new tracks or any other increase in permanent plant was required on the property used jointly, the Grand ately as large as the Intercolonial. The other roads have no Drummond company should make the im-ments and should charge the provements provements and should charge the Intercolonial five per cent. interest on half the cost. The present arrange-ment is that the cost shall be divided in proportion to use, and that the rate of interest shall be four per cent. in-stead of five. This is an essential increase if the extension had not been the contract never even mentioned ft. He was hampered by the reflection that if he boasted of the great improvement he had made in the bar-gain he would condemn the old out and justify the senate in defeating it. He defended the old measure two years ago as the best railway bargain ever made in Canada. He defends the present measure in precisely the same terms. If this bill is thrown out he will probably come down two years hence with a new bargain reducing the rental from five per cent, to a three per cent. basis, or from \$140,000 a year to \$84,000. Then he will tell us again that this was the greatest bargain ever made by any minister in Canada, and that he has achieved the proudest moment in his life. But no person who heard Mr. Blair speak yesterday would suppose that he ever made more than one Grand Trunk contract. The minister of railways devoted an hour and more to the condemnation of the present traffic arrangement made with the Canadian Pacific rail way by the late government He has been asserting that these arrangements forbade Intercolonial officers from canvassing for their own road as against the Canadian Pacific Rallway Co. Mr. Haggart has met this statement with a prompt and empha-tic contradiction. There is not a word in that agreement to prevent the In-tercolonial officers canvassing for their own road in their own territory; or any other territory. The clause which Mr. Blair condemned is an agreement that the officers of the Intercolonial in canvassing for traffic shall not favor either the Grand Trunk or the Canadian Pacific as against the other line. The Intercolonial delivers traffic to both railroads, one at St. John and the other at Quebec, and by the agreement the Intercolonial was to be neutral as between the two companies. Mr. Blair deliberately stated that the officers were compelled to be neutral as between the Intercolonial and the C. P. B. and this statment he undertook to defend yesterday. R ..... He could only say that it was often to the advantage of the Intercolonial to send its traffic by the Grand Trunk, and therefore the neutrality clause was injurious. He might have gone on to say that it was sometimes to the advantage of the Intercolonial to us the Canadian Pacific instead of the Grand Trunk. On the whole, he did not seem to make much of a case, even when he said that the Intercol-onial officers at Moncton had been restrained from boarding the train at that point and canvassing travellers who had tickets for Montreal by way of St. John to exchange their tickets for others by way of Quebec. Of course this would be a violation of neutrality and of the agreement, and Mr. Haggart emphatically declared that the Intercolonial people had nd business to do it, any more than they would have to board a train at Camp-bellton and induce the passengers to go around by St. John and the C. P. R. rather than by Quebec and the

Mr. Haggart, speaking after Blair, and calculates the cost of a bridge ment, and said that over the Richelleu at \$400,000. This is five times as much as McLennan's get a better one. As a matter of fact the minister of rallways has continued calculation, and is a third more than the cost of a bridge mentioned by Mr. the bargain one year over the time of Powell several times longer and 300 its expiration, which seems to be evi-dence that it is not as bad as he prefeet in the air. It would appear that Mr. Blair figures out the cost of his tends. The negotiations with the Canadian Pacific are still going on, and it is not understood the minister of which Mr. McLennan values at so railways has made any great progress \$30,000 Mr. Blair computes at \$300,000. Mr. Blair calculates the cost of the In course of time the minister of St. Lawrence bridge at \$5,000,000 or railways got down to a discussion of \$6,000,000 and Mr. McLennan at \$1,the financial results of the extension 000.000. Mr. Blair assumes that it to Montreal. This was business and would cost ever so many millions to held the attention of the house. But buy a right of way for the Intercolhere again he was singularly deficient chial from Lachine (if a crossing were in information. He insisted that remade there) to Montreal. Mr. Hagturns of the revenue on the extension gart points out that the government could not be ascertained accurately. owns a right of way the best in the The actual amounts collected are easy world along the banks of the Lachine enough to get. The Canadian Pacific is able to keep a separate account or canal for the whole distance.

all its leased branch lines, and it has Before the discussion on the bill is over we may have some further ankeeps accounts for such of its branalysis of the valuations, but if we asches as it has chosen, but Mr. Blair sume that the value of property is as says that there is a great distinction high as the estimate upon which the between such bookkeeping and the bargain is made we have still left the accounting for a part of a trunk line. surprising payment by the govern 'How can we value." he says, "the ment of five per cent. on half this advantages of reaching Montreal and valuation. The government pays half while it only uses one twenty-fifth. the enormous increase of traffic it It pays five per cent. to the Grand brings to the whole system?" We infer from that that the direct gain or frunk while it borrows money from ss could be ascertained. It is only other people at 2.1-2 per cent. The only explanation Mr. Blair has to the indirect advantage which cannot be produced. But it is this direct remake for this inancial operation is turn of the actual receipts and exthat the bargain is so good as to easily penditures on the extension to Monprovide for any losses in the matter treal that Mr. Blair has been asked to of trivial details. He brushes aside give. He does not give it because it these excessive interest charges and does not represent the total advantage proportionate use, as a small matter which he claims. But if he would of criticism which ought not to be ingive these figures it would be a long cluded in a great and far reaching cuestion such as this.

What the minister does is to give the As remarked above, Mr. Blair says returns for the whole railway comthat the gain of 14 per cent. in two pared with those of two years ago. He years of the earnings per mile of the does not make the comparison with Intercolonial can only be explained last year because it was a broken by the extension to Montreal. Mr. period. Now, as compared with the Fielding in one of his budget tables year ending June, 1897, the receipts of shows that all the railways in Canada the whole Intecolonial system will handled 25,300,331 tons of traffic in 1897 have increased from \$2,860,000 to \$3,and 28,785,903 tons in 1898. This is a 660,000, if Mr. Blair's guess for the gain of 14 per cent. in one year. Mr. months of May and June is right. This is a gain of \$800,-Blair has only half as much gain as all the other roads in Canada taken optogether. Instead of claiming that the erating an additional 165 miles of gain could only be due to the Montrailway and therefore must expect real extension, the minister should be some additional receipts even 'though explaining why he comes out so much there should be no gain in net reworse than the other railways. venue. The increase in mileage Mr. S. D. S.

OTTAWA. June 3.-Yesterday Col. Domville, M. P., was violently struck in receipts. Now this gain, Mr. Blair with an idea. The collision was so serious and unexpected that it caused other way than by reason of the undue excitement on the part of the man who was hit. The force of the blow drove Col. Domville to the public accounts committee, where with a considerable rush and apparent fury he ordered the completion of the investigation of the \$300 transaction with which the committee struggled last year. At last session the committee had not the advantage of Col. Domville's assistance, for the reason as he explains now that he had "more important business to look after." Circumstances over which Col. Domville has no longer any control have nectant world. separated him from these more im-portant affairs and made it possible for him to attend to such trivial mat- as was shown by the great deliberahad gained traffic by reason of the activity of business and the growing ters as his own character. It was in the interest of Col. Domville himself that the committee postponed the discussion and the report on this armory transaction. Sir Louis Davies, who on one occasion in London rushed to the support of Col. Domville with the assurance that he was a reliable and capable administrator of capital, urged last year that Col. Domville should have a hearing before his case was judged. Mr. Foster supported the proposition. Everybody was anxious that the colonel should be heard from, and so the mat-ter stood over. It was supposed that at the beginning of this session the colonel would be more than ready to appear and tell his story. He has, however, continued to possess his soul in patience until the idea struck him yesterday. When he did come, he came suddenly and wanted to get right to work. It was pointed out, however, that an order from must first be procured, and houge Colonel Domville postponed till the afternoon the continuation of his remarks. Then he appeared to be rather more impetuous than he was earlier in the day. He informed the house, which had begun to be amused, that some member whom he had driven out of Kings county had been making charges against him. This member had waited until he was gone last year before making the charges. He was evidently afraid to meet Colonel Domville. But now the member in cuestion had got to face the music. The colonel would make him take the responsibility of his charges. Mr. Foster would not be allowed to hide behind anybody. Not only must he back up the charges made by himself but also the allegations made by the Sun newspaper. Colonel Domville inimated that Mr. Foster was the editor of the Sun, which spoke of the affair as the "Domville scandal." Col. Domville would not allow Mr. Foster the offer. to hide behind Col. Markham. The member for Kings seems to have discovered Mr. Foster in the st of so concealing himself and therefore auled him out. He also appears to some sort of idea that Col. have Markham had been making charge in the public accounts committee. There was a refreshing air of bravado in the attitude and utterances of the gallant colonel, who made repeate attacks in his dashing cavalry fashon. When it was over everybody miled and nobody made a sp Mr. Foster cheerfully remarked "earried," and the order of reference was ed. Col. Domville withdraw with DASS a wild dash under cover of the smake and proceeded to deliver the balance of his oration to such friends in the

singular that this bill should have been allowed to run five years with-out being collected. It also struck him as a singular fact that the money was raid to Col. Domville and not to Milton Barnes, and further that the cheque given to the colonel for Mr. Barnes was cashed by the colonel himbridges on the three price system sup- self in Ottawa the same day or the posed to be the exclusive copyright day after he got it. Another remarkof Mr. Emmerson. Another, bridge able fact was that Mr. Barnes did not give a receipt for the amount until attention was called to the matter and Col. Domville had returned from his jubilee trip to England, which he was about to take when the cheque was issued. With this record in the auditor general's report the public accounts committee, whose business it is to examine the accounts mentioned in the report, naturally proceeded to look into the matter.

> It will be remembered that Col. Panet, the deputy minister, testified that the payment of money to one person when it was due to another was unusual, and further stated that he was not disposed to pay this bill, but 'was made to feel the force of a memfor the use of the junction at Chauber of parliament." Subsequent evidence given by Mr. Barnes showed that no money was due him at the time the payment was made, and that Mr. Blair made no boast of this he never got the money at all. The achievement. He could not do it, berent for the armory had been paid him by the officer in charge of the arms as the rent accrued. This officer testified that he had paid the rent out of his care of arms allowance, as is the custom, and which justified the shrewd guess of the auditor general. Major Wedderburn, the officer in charge of the arms, it will be remembered, testified before the public accounts committee last year that he and Colonel Domville had talked over ways and means for Col. Domville's jubilee trip, and that he told the colonel that if he could get the \$500 he might have the use of it and welcome. The claim, nowever, was made in the name of J. Milton Barnes, and the money was paid to Col. Domville direct. Foor Col. Panet supposed in his innocence that he was paying the and a friend." wrote to the depart-

long deferred claim of the owner of the building. When these facts were brought out with some testimony to show the basis of the claim made for the \$60 a year for the rent, the matter was ready to be reported. But it was held over, as mentioned above, in order to give Col. Domville an opportunity to justify his course. His statement that the matter was not brought up in the public accounts committee until he had gone is only partly correct, Col. Domville was hovering around this side of the continent when the investigation began, and it began not very long after the public accounts committee had been called by its chairman and set to work. It would have been very difficult to catch Col. Domville in Ottawa last session after Mr. McMullen had got his committee down to business. But that circumstance is neither here nor there. The colonel is now at hand. The business is not concluded, and though he had not shown any undue precipitancy until struck by yesterday's cyclone, he is still in the position to state his case in his tempest uous fashion to a listening and ex-

Parliament is a deliberative body, tion with which business proceeded at

bers were simply doing their duty. He did not intend to even suggest that their action was badly advised. But criticisms, however necessary and however well intended, might sometimes be used to the disadvantage of the government.

To my mind these suggestions that Mr. Greenshlelds might discover an opportunity from the remarks made in the house is rather entertaining. So far as is known, Mr. Greenspields has been quite equal to the discovery of any opportunity there might be and if any member of parliament can find out a point of advantage that Mr. Greenshields has not seen, he deserves to be decorated with many medals.

diere. By the new deal the govern-

ment escapes this payment altogether.

cause every improvement on the old

Chamber, whom Mr. Greenshields

administers the law in the Vale Koot.

ment by Mr. Bostock. One day some

itism and other faults and ought to be

investigated. Without further cere-

was given in the newspapers to the

determined to abolish.

Surprise Soap is good hard, solid Two or three more questions by Mr. pure soap : that makes its value. Foster brought to light another new The price is low, 5 cents a cake. feature in the case. The senate has SURPRISE is the name of the soap. a claim on the country not hitherto reccgnized. The agreement which the senate threw out required a payment to the Drummond company of \$6,000 could to weaken the Canadian contena year, which that company was under obligation to pay the Grand Trunk

tion against the United States. The late government were obliged to meet in negotiations the able diplomatists of the United States backed up as they were by secret aid and open encouragement from this country. Sir Wilfrid has only to face the opponent in front of him.

Thrifty people look for low cost

and high value when buying soap.

bargain is a rebuke to himself and a praise to the senate for rejecting the old agreement. But this little item, Speaking of Mr. Mulock, the post office department is not coming out of the year's business as well as Mr. Mulock predicted. For the month of which was almost passed over in the larger matter, represents the interest on over \$200,000. It must be placed to May last the revenue of the lepartthe credit of the gentlemen in the Red ment was \$200,000, which is just \$70,000 less than it was in May last year. Mr. friend and beneficiary, Mr. Tarte, is Mulock is collecting newspaper postage in addition to the postage revenue of previous years, and the fact that Sir Charles Hibbert Tupper introhe is \$70,000 short goes to show that the reduction of postage to two cents duced to the house a new character in the person of Judge Spink of British has not increased to any considerable extent the amount of correspondence. Columbia. This county court judge

Mr. Fielding is climbing up at a reenay district represented in parliamarkable rate with his expenditure. The customs revenue continues to body, whose name is signed "a liberal grow, which means that the taxation is larger than ever it was before. It ment of justice complaining of Judge needs to be, because on current ex-penditure alone Mr. Fielding's outlay Spink. This mysterious member of rather wide family was reinforced for the last eleven months is \$2.547.000 afterwards by two justices of the larger than it was for the same period peace, who informed the government last year. Taking current expendithat Judge Spink was given to favorture and capital expenditure together there is an increase of more than \$6,-000,000, which for an economical govmony a commission was appointed to ernment is a rather enterprising exinvestigate him, and full publicity hibit.

charges. From June to December Sir Henri Joly's apple barrel nothing was done. Meanwhile the two gifted liberal members, Mr. Morbill is still in abeyance, pending the result of inquiry among rison and Mr. Bostock, were suddenly the packers, farmers and others and simultaneously seized with a theory that counsel should be eminterested, as to their opinion in the matter. The fruit growing inployed. By a singular coincidence they wired on the same day recom terest in Nova Scotia is under obligation to Mr. Mills of Annapolis, who mending the same man who was also caused the bill to be held over until "a liberal and a friend," as a proper they could be heard from. So far as person to conduct the prosecution This lawyer was appointed and procan be ascertained, the feeling of the ceedings set in motion. The men who farmers is not favorable to legislation prescribing not only the size, but the made the charges did not appear. One form and material of the barrel which of them could not be found. The other two said they did not know anything they are to use in packing apples for about it. The accused judge himself sale in their own country. Es ecially in marketing soft apples in the fall, subpoenaed one witness for the prosecution. Finally the chief justice when the price is very low, the farmwho held the investigation reported ers claim the right to use any barrel that the charges were altogether un-founded, and the solicitor general yes-terday announced that Judge Spink came out of the affair without a stain on his judicial character. The counthey happen to have on hand which will hold together long cnough to get to the consumer. This privilege is useful also to the consumer, who, if

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time, the Intercolonial had no such advantage. He asserted that there was no improvement in business in the maritime provinces, which were in no etter condition as to trade than any time in the last ten years. As the Intercolonial runs through Quebec provnce to Montreal, he would have to make the same statement in regard to that part of the country in order to justify his position

Now here is where Mr. Blair comes in conflict with the finance minister. A few weeks ago Mr. Fielding declarcd that there was a great revival of business and wonderful prosperity in every part of the dominion from Cape Breton to Vancouver. Mr. Fielding admitted that the maritime provinces had not their full share of this prosperity, but claimed that they had a good deal of it. Mr. Blair says they have had none. On this point Mr. Powell agrees with Mr. Fielding, insofar as the latter's observations have a bearing on Intercolonial traffic. Mr. Powell says that he could himself mention several elements which have gone to increase the traffic

on the Intercolonial in Nova Scotia and New Brunswick. He spoke of trade in coal between Springhill and St. John and in goods between St. John and Parrsboro which had diverted from the Basin of Minas route. He told of the large development of traffic towards Cape Breton on account of the completion of the Newfoundland railroad and the estabishment of better steamboat connections between that island and Sydney. He mentioned the increased operations of the Dominion Coal Company and the enormous traffic in supplies forwarded from other points to Cape Breton in that connection. He told of the change in the operations of the iron works at Ferrona, which were hauling coal from Cape Breton. Fin-ally, he reminded Mr. Blair of the increase in local rates on the Intercolonial made under the Harris dispensation, all of them retained for a time and some of them still in force in whole or in part.

But to return to Mr. Blair. Having proved, if we accept his proof, that the Montreal extension brought this additional traffic, he went on to show that the property acquired was cheap at the price. There is a wider divergence of opinion between Mr. Blair and some other members as to the cost of providing the link between Ste. salle, which is the western end of the Drummond railroad, and Mont-real. This 35 miles of line Rory Mc-Lennan, an old contractor, says he could build for a half million dollars. Mr. Blair says it would cost \$1,685,000 He had it over two millions one tim last evening, but discovered when Mr. Foster had asked him a few questions that he had made a mistake of \$500,000 in his calculation. This trifling error did not disconcert the minister very much, but it seemed to 'hrow a little doubt upon his skill as a calculator.

Mr. Blair figures out \$15,000 a mile

corridors as could not get away. Col. Domville appears to be strug-gling under a series of delusions. Any charges that are made against him are implied in the correspondence in the auditor general's report for 1897. Mr. McDougall got his eagle eye on a bill for \$500 for five years' armory rent, presented in the name of J. Milton Barnes, and gaid by cheque

the impetuosity of Col. Domville's charge that took the breath out of the house of commons, but his departure to be seen no more in the chamber was followed by an awful pause in public business. Mr. Blair got his Drummond railway bill a stage advanced, and his Grand Trunk bill was moved a little further along the road. Mr. Kaulbach in a short but forcible speech called attention to the serious responsibilities which the government was undertaking, while Mr. Fore projected a scheme which rather took the minister by surprise. Mr. Pope will be remembered as one of the conservatives who supported the purchase of the Drummond railway. He says now that he is not quite satisfied with the way in which Mr. Blair has managed affairs, and he cannot understand why the minister has failed to keep his undertaking to give the result of the first year's operation of the extension to Montreal. Mr. Pope has an idea that there has always been too much politics in the Intercolonial management. He approves of Mr. Harris, the late traffic manager, wherein he differs from Mr. Blair, who deemed him an unprofitable or at least an unsuitable servant, and paid him an extra \$2,500 to depart from the government employ. But Mr. Pope says that Mr. Harris would have got along all right if the people who live along the line had not been accustomed to get favors in the way of low freight. Finally Mr. Pope made a proposition that he would lease the whole Intercolonial system himself. He would run it in good shape, keep it well equipped. and pay a net rental of \$200,000 a year to start with, increasing it to \$400,000 after 20 years. At the rate which Mr. Blair paid to the Grand Trunk Mr. Pope ought to contribute several millions a year. This is probably the reason why Mr. Blair did not accept

The minister of railways, while the bill was before the committee, was asked whether he intended to buy the asked whether he intended to buy the Drummond County rolling stock. He said he had no such idea. A snow plough and some tools had been bought, and that was all. Mr. Foster ointed out that 'he agreement seemed to provide for such a purchase, but Mr. Blair did not think the company were pressing that feature of the con-tract. He could not say that they would not do so in the future. Mr. Foster appeared to have some apprension that Mr. Greenshields would not allow this opportunity to pass, and Mr. Blair suggested that perhaps the claim would be made now that Mr. Foster had suggested it. Sir Charles Tupper asked the minister whether he really meant to say that a member of parliament should not call attention to any feature of a contract for fear the contractor should take advantage of the suggestion, and Mr. Foster observed that there was no way that he knew of to discuss a public contract without discussing it.

Mr. Blair took back the intimation, Mr. Blair figures out \$15,000 a mile for land damages over this 35 miles, col. Domville for Mr. Barnes. It struck the auditor general as a little admitting that the opposition mem-

try comes out of it with a loss of \$1.-000 largely paid to "the liberal and recommended to conduct the friend" prosecution which did not prosecute.

OTTAWA, June 5.-The position of the Alaska boundary question is somewhat explained by the cable this morning. It appears that the situation is more involved than was supposed, but the disposition of parlia-ment on both sides of the house will be to support the Canadian government in the position that it has taken So far as can be learned the British foreign office has not suggested that the Canadian contention is an ex-treme one, and there is no evidence to show that Salisbury would have gone any farther in the way of conc to the United States than Sir Wilfrid Laurier was willing to go. The Unit-ed States demand, so far as can be understood, is nothing more nor less than the proposition that the question of the boundary shall be submitted to arbitration with the preliminary understanding that the United States shall have all the disputed territory on the coast. Some of these settle ments which the United States claims by right of occupation are very recent, and were made after the dispute as to ownership had arisen. It will appear that the British government and the Canadian commissioners went pretty far when they offered to allow occupation of 50 years to be regarded as possession.

One lesson this ministry has learned at this stage will probably be useful For some eighteen years Sir Wilfrid Laurier and his friends have been de nouncing the conservative government for not making a success of their negotiations with the United States. They have told the country that a change of government would result in a satisfactory reciprocity treaty and the settlement of all disputes between the two countries. Sin Wilfrid Laurier himself, not only in Canada but in the United States, indermined the position of the Canadian government by asserting that our construction of treaties and our regulations as to fisheries and other matters was harsh and unneighborly. Sir Wilfrid in opposition held out to the United States the hope that when he came in power they would have no trouble in their dealings with this ountry. Now that he has the responsibility of government and stands in terror of a Canadian people who will not allow their rights to be sacrificed, he understands the position of pre-vious governments. Sir Wilfrid began in a bad way. He gave the United States all the tariff concessions that country could possibly ask, and got nothing in return. Since then he and his colleagues have been hovering around Washington trying in vain to negotiate. Now that Sir Wilfrid has joined issue on one question he has shown that he could not depart from the position of the late ministry. The one agreeable feature in his present circumstances is the fact that the opposition of today is doing all that it can to help him out, whereas Sir Wilfrid as an opposition leader did all 'he

rrs DHI S uld pass, wou obliged to pay for the new and improved barrel required in the act. S. D. S.

## DREYFUS HAPPY.

FORT DE FRANCE, Martinique, June 6.—When the despatch boat Goeland, bearing the superintendent the prison and the commander of the marine artillery, who were designated by the French government to notify Dreyfus of the revision of his trial arrived yesterday from Cayenne at the Ile Du Diable Dreyfus was waiting on the shore. Although endeavoring to maintain his self-possession he received the official intelligence with a countenance radiant with joy.

A MOLASSES STORY.

(Montreal Witness.) The recent boom in the molasse market is likely to be revived shortly The reason given is that there is only about six thousand puncheons of this year's molasses product left in Barbados. A Montreal firm has had a re-presentative in the islands for some time, and his report is that if the remaining nolasses in Barbados can be purchased at the present slump from sixteen cents to fourteen, the market in Canada will be controlled from three points, namely, St. Johns, Nfid., Halifax and Montreal. Two more sailing boats have just left Barbados for this port, the bark Stranger, a 600 ton craft, the largest yet sailed and the schooner Alert, both with cargoes of molasses

HER MISTAKE.

She made red underclothing for The dittle heather o'er the see She went into the slums and set Men from the devil's bondage

Meanwhile her husband had to wear Socks that were holey, and the child. Who should have had her watchful care Was left to run at large and wild.

She sought to lift the heathen up And teach the sinner to be good; She had a weary husband and The worst boy in the neighburhood.

KILLED BY SPANKING BOARD.

Fatal Termination of a Woodmen Initiation at Hepburn, Iowa.

Trank Focht of Heyburn, Iowa. Frank Focht of Heyburn, Iowa, died as a festited inities received while being ini-tated into a lodge of Modern Woodmen on May 13. The degree team was using a spanking bin when the accident occurred. The car-ridges were supposed to explode and ter-ridges were supposed to explode and ter-ridges were supposed to explode and ter-strip the candidate, but the wrong end was applied and the paper wad entered Focht's days. Meanwhile blood poisoning set in and lock-jaw ensued, resulting in death. Tocht was only a social member and not and lock jaw ensued, resulting in death. To a settle with his widow and bear at supenses of the burnal.



