

largely in favor of the Summerland scheme and it is hoped it will carry first...

responsibilities rest upon the mayor and council for 1888. May they prove worthy of their trust!

"BRIBERY AND CORRUPTION."

The "purity of purity" is always howling about Tory "boodles" and exalting its own righteousness.

The most of Tory portraiture, however, is done by the press.

The Ottawa Citizen has been keeping track of 30 cases entered in the province of Ontario against members of the two parties, and finds the result so far as follows:

ADAMANT CASES.

Kingston, Sir John Macdonald, dismissed.

West Huron, Mr. Porter, withdrawn.

Lincoln, Mr. Mylert, withdrawn.

Haldimand, Dr. Montague, election voided by consent.

North York, Dr. Brown, judgment not yet given.

South Norfolk, Mr. Tisdale, withdrawn.

North Victoria, Mr. Haddow, withdrawn.

Dundas, Dr. Hickey, dismissed.

North Essex, Mr. Jamieson, withdrawn.

West Bruce, Mr. Campbell, withdrawn.

Peel, Mr. Haddow, withdrawn.

West York, Mr. O'Brien, will probably drop.

Algonia, Mr. Dawson, not yet heard.

ADAMANT CASES.

West York, Mr. Campbell, respondent.

North York, Mr. Edwards, respondent.

North Victoria, Mr. Barron, withdrawn.

West Durham, Mr. Blake, dismissed without hearing.

East Kent, Dr. Wilson, case undecided.

East Hastings, Mr. Burdett, hearing postponed till Jan. 24th.

East Simcoe, H. H. Cook, to be heard Jan. 24th.

Center Wellington, Mr. Semple, to be heard Jan. 24th.

Glengarry, Mr. Purcell, to be heard Jan. 24th.

THE FRENCH NAVY.

A report of considerable interest has just been prepared by M. Menard Dorian upon the French navy.

According to this report the French marine comprises 380,000 vessels of all kinds—viz: 18 first-class cruisers, 10 second-class cruisers, 10 ironclad gunboats, 4 ironclad gunboats, 9 first-class cruisers, 11 second-class cruisers, 15 third-class cruisers, 16 first-class dispatch boats, 31 second-class dispatch boats, 10 third-class dispatch boats, 54 other torpedo boats, 3 dispatch boats, also available as torpedo boats; 16 ironclad gunboats, 12 chaloupes, each carrying a gun; 11 steam chaloupes, 10 torpedo boats for the open sea, 82 first-class torpedo boats, 41 second-class torpedo boats, 10 ironclad gunboats, 10 second-class gunboats, 4 third-class gunboats, 13 sailing ships, 29 ships used for fishing purposes, and 3 training ships.

The aggregate value of this fleet is estimated at \$12,741,216. The French navy has been equipped during 1897 with the construction of no fewer than 92 vessels—viz: 8 first-class ironclads, 2 second-class ironclads, 2 ironclad gunboats, 1 ironclad cruiser, 2 battery cruisers, 3 first-class cruisers, 2 second-class cruisers, 6 third-class cruisers, 1 torpedo gunboat, 3 dispatch boats, 54 other torpedo boats, 3 dispatch boats, also available as torpedo boats, 2 sailing frigates. In the course of 1898 further new vessels will be undertaken to an estimated cost of \$1,340,000.

AMERICAN PACIFIC RAILWAYS.

Six Pacific railways in the United States, which have been very largely aided by public funds, guarantees and land grants, are still largely in debt and in default to the government.

Some time since President Cleveland appointed three commissioners to investigate the affairs of these roads, and these gentlemen have made their reports, which have been given to the President by the Commission on Anderson and Litcher, in a majority report, and also a fifty year extension of time within which the companies may settle with the government, but this is opposed by Commissioner Patterson in his minority report.

What is of more consequence is the fact that the Commission on Anderson and Litcher, in their majority report, have recommended that both reports agree in exposing a history of crime, bribery, public and private theft and deceit unparalleled in the history of civilization. The six railways referred to, afterward consolidated into four, are known as the Union Pacific, Kansas Pacific, Central Branch Union Pacific, Sioux City and Pacific, Central Pacific and Western Pacific. They received within an aggregate of about 26,000,000 acres, valued at \$32,500,000, and subsidy bonds to the amount of \$64,625,512. The net surplus of the six roads was about \$1,000,000, and the interest for thirty years, was in the aggregate \$114,261,247. The companies were bound by law to build first-class roads, and have thereto fully paid cash. The four railway companies, by their officers, have contracted to pay to the government, by the New York, New Jersey and Pennsylvania, for the year 1909, \$1,000,000, and for the year 1910, \$1,000,000, and for the year 1911, \$1,000,000, and for the year 1912, \$1,000,000, and for the year 1913, \$1,000,000, and for the year 1914, \$1,000,000, and for the year 1915, \$1,000,000, and for the year 1916, \$1,000,000, and for the year 1917, \$1,000,000, and for the year 1918, \$1,000,000, and for the year 1919, \$1,000,000, and for the year 1920, \$1,000,000, and for the year 1921, \$1,000,000, and for the year 1922, \$1,000,000, and for the year 1923, \$1,000,000, and for the year 1924, \$1,000,000, and for the year 1925, \$1,000,000, and for the year 1926, \$1,000,000, and for the year 1927, \$1,000,000, and for the year 1928, \$1,000,000, and for the year 1929, \$1,000,000, and for the year 1930, \$1,000,000, and for the year 1931, \$1,000,000, and for the year 1932, \$1,000,000, and 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