The WM. DICKSON CO.
OF TORONTO (Limited),
73 KING-ST. EAST.
Sale of Furniture, Tweeds, etc.,
ON MONDAY, AT 11 O'CLOCK.

The Toronto World.

WILLIAMS PIANOS
—The Queen's Choice
—And the Musicians' Favorite.
R. S. WILLIAMS, SONS & CO.,
143 Yonge-street Toronto.

EIGHTEENTH YEAR | EIGHT PAGES—TUESDAY MORNING APRIL 13 1897—EIGHT PAGES | ONE CENT

Senate Reading Room

THE TARIFF APRIL 22

At Last the Announcement Has Been Made.

THE CIVIL SERVICE BILL

By Which Mr. McMullen Proposes to Enforce Economy.

Sir Charles Tupper Indulges in Some Badinage in Regard to the Measure—Mr. Laurier Disclaims Government Responsibility—The Fast Steamship Line and the Franchise Bill—A Lot of Questions Answered—Cattle Quarantine at the Boundary and the British Embargo—House of Commons Proceedings.

Ottawa, April 12.—(Special.)—One important statement was made by the Minister of Finance this afternoon—a statement for which the country has been anxiously waiting for weeks.

It is in brief that the new tariff will be submitted to Parliament on Thursday of next week, the 22nd inst.

The Civil Service.

Previous to this Mr. McMullen introduced his bill to amend the Civil Service Act. He explained that his object was to create a supervisory board to manage the civil service. There was no possibility of the present Government being able to economize, as every attempt at dismissal from the civil service in cases where officers were unnecessary or inefficient, and where little they had to do, pressure would be brought to bear in order to retain them in office, and the cry would be raised that dismissals were taking place for political partisanship. He believed that the Government of to-day was paying salaries for 1000 more civil servants than were necessary. The board which he proposed to create should be placed in the same position as the Auditor-General, and removable only on the vote of both Houses for cause.

Mr. Wood (Hamilton) said he would be glad if the hon. member would go further with this bill, and take all responsibility for appointments in the service off the shoulders of the members of Parliament.

Sir Charles Tupper said that he was glad to know that Mr. McMullen had come to the concusion that it was unsafe to leave the civil service in the hands of the present Government. [Laughter.] He quite agreed with Mr. Blake (Toronto) in regard to the pitiful wail of Mr. Mackenzie when in office that he had to stand guard over the public treasury to prevent it being pillaged by his Liberal supporters. Any measure that would take it out of the hands of the present Ministry to act in the tyrannical way they had been doing would meet with approval. The Government had already demoralized the civil service and it would take years to restore it to its former position. No greater outrage could have been perpetrated by the present Government than the disgraceful manner in which they had acted in the Interior Department. The new Deputy Minister had discredited himself by the manner in which he mismanaged matters as Manitoba Commissioner at the World's Fair. Now he had to be brought here, replacing a gentleman of great ability, appointed by a former Liberal Government, and who enjoyed the confidence of both parties, in order that the Minister of the Interior might secure his election by acclamation in Brandon. Mr. McMullen had not introduced his bill a moment too soon. [Cheers.]

Mr. Laurier said that Mr. McMullen had acted entirely on his own responsibility. Any measure that would remove the temptations that beset public men would have his support. Sir Charles had referred to Mr. Mackenzie's standing guard over the treasury. It was a pity for Canada that there were not more men of that kind. [Cheers.] Who stood guard for Canada when the section B contract was under consideration? Who stood guard when the Quebec graving dock was being constructed? With regard to the civil service, he desired to say that it must be non-partisan. No more should they be henchmen of the men in power. They did not trust the civil servants to do their bidding, as some of them did the bidding of the hon. gentlemen opposite when they calculated that the Government would receive $50,000,000 from the sale of public lands alone. The moment a man became a political partisan he had no favor to expect or to receive at the hands of the Government.

After some observations from Mr. Casey, Mr. McMullen said he did not propose to go as far as Mr. Wood, as he thought members should be entitled to a little patronage.

The bill was read a first time.

Fast Line Service.

Sir A. P. Caron asked if the statement in The Globe of Saturday that an offer had been made for a fast line service between Milford Haven and the Straits of Canso, was correct.

Sir Richard Cartwright: I cannot say that any proposal in due form having reference to such a project has been made. As I understand it, this communication refers to a point in the Maritime Provinces. The statute under which alone proposals can be considered did not contemplate that at all.

Sir Charles Tupper asked whether the statement in the newspapers that the Colonial Minister had declared a contract with the Petersons had been signed was correct.

Sir Richard Cartwright: Mr. Chamberlain's statement is correct. The matter is under the consideration of the Imperial authorities.

The Budget.

Mr. Fielding informed Sir Charles that his expectation was to bring down the budget and tariff Tuesday, the 22nd.

Sir Charles Tupper: I suppose there is no hope of expecting it before the 20th? [Laughter.]

Mr. Fielding said that even if it did come down before the 20th the tariff proposals would be such as to assist the Liberal party, wherever they might be, in Canada.

Mr. Foster asked what Government business they would take up in the meantime.

Mr. Laurier: The franchise bill.

Sir Charles Tupper said that Mr. Foster would withdraw his amendment with a view of expediting the bringing down of the budget.

Mr. Foster added that he would withdraw his amendment if the Government would not proceed with the bill.

Mr. Laurier: That is a subject for reference between Sir Charles Tupper and myself.

Eleven private bills were read the second time and sent to their several committees.

Question and Answer.

Mr. Blair informed Mr. Gillies that Mr. McDonald, station master at Point Tupper, had been dismissed from his position because he could not attend to the duties of his office and study law at Halifax at the same time. [Laughter.]

Mr. Tarte told Mr. Lemieux that Mr. Charlevois' outstanding claims on account of the Langevin block contract amounted to $256,338.

Sir Richard Cartwright told Major Hughes that no changes had been made in the general administration of the Royal Military College except the retirement of the late commandant.

Mr. Davies informed Mr. Davin that a representative of Manitoba and the Territories would be invited to accompany the Hudson Bay expedition.

The Remedial Order.

Mr. Haggart asked if the Government intended to rescind the remedial order of March 21, 1895.

Mr. Laurier replied: "The policy of the Government upon this subject has already been announced. They do not think it advisable to take any further action in this matter."

Mr. Fielding informed Mr. Monk that it was not proposed to print evidence taken before the Tariff Enquiry Commission, as the newspapers had given pretty full reports of the proceedings.

Mr. Paterson told Mr. Davies that his department had been informed that smuggling was carried on by crews of American whalers from Herschel Island into the Mackenzie River basin.

Mr. Bennett was informed by Mr. Tarte that the aggregate amount expended by the Public Works Department in Collingwood harbor was $227,286, and in Owen Sound $236,755.

Cattle Quarantine.

Mr. Davin then took up the question of the removal of cattle quarantine at the international boundary, and pointed out how grievously it would affect the stock raisers of Alberta. Canadian ranchmen, he said, were apprehensive of serious loss by the movement of cattle northwards from the Idaho-Montana regions for the purpose of being fattened on the Canadian side, thus destroying the ranges adjacent to the border, and giving ranchmen of our own country no advantage whatever in return. He concluded by moving for an order of the House for all documents bearing on the changes in the quarantine regulations between the United States and the western country; also for particulars of changes made in the personnel of officials in charge of quarantine.

Mr. Lister replied that the apprehension was not well founded, as the duty would afford ample protection. Moreover, the new regulation admitting healthy American or Canadian cattle from one country to the other without quarantine, had wrought a revival in our cattle exports to the States. If hon. gentlemen, he said, would take up The London Free Press, The Brockville and the Buffalo papers, they would find that the promulgation of the new regulations was immediately followed by considerable exports. He charged that the late Government had administered the quarantine with notable laxity.

Dr. Montague assumed from the abolition of quarantine against the United States that the Government gave up all hope of securing the removal of the British embargo on the Canadian live stock. For himself he did not think they were giving up much, because after his personal communication with the British Board of Agriculture he was convinced that there was no hope of our getting it removed, the embargo being simply a measure of protection to the British agriculturist. There was no great credit due the Government for the new order. The late Government could have secured it in five minutes, but refrained from abolishing quarantine so long as there was a shadow of hope of securing the greater advantage of an untrammeled British market. True, a rush of exports had followed the new regulation, but the result to the Canadian cattle shippers was unsatisfactory. It was interesting to hear Mr. Lister talk reassuringly of the protection of the duty after Mr. Laurier's boast in South Brant that the new Government had secured to the people of Canada free trade in cattle with the United States. [Laughter.]

Messrs. McMillan and McMullen argued that the embargo was the result of the lax administration of quarantine regulations by the late Government.

Dr. Montague offered to produce a letter from the President of the British Board of Agriculture stating that there was no doubt whatever in England as to the manner in which the cattle quarantine had been carried out. Mr. McMullen quoted Mr. Mulock in support of his contention.

Sir Charles Tupper replied that the clear and incontrovertible fact was made out in favor of the removal of the embargo, that the Colonial Minister dissociated himself from his colleagues in the matter, declaring over his own signature in a letter to the Department of Agriculture that he was perfectly satisfied no pleuro-pneumonia existed in Canada. Besides, the admission was made boldly in the British House of Commons that the embargo was simply a means of protection against competition. Did the Postmaster-General assume to know more about British affairs than the British Government itself? Sir Charles asked.

Dr. Sproule, after recess, spoke for some time in contravention of the new Liberal position that there was no necessity for rigid quarantine upon the border.

Mr. Oliver supported Mr. Davies' contention, showing that some restriction was necessary to prevent the introduction of sheep scab and glanders. The risk was not, he thought, so great in the case of cattle.

After Mr. Davies had spoken Mr. Laurier remarked upon the interesting character of the discussion, and in the absence of Mr. Fisher, moved the adjournment of the debate.

The motion carried.

The School Settlement.

Mr. LaRiviere moved for copies of all orders-in-Council, reports to Council, petitions, memorials or other documents relating to the Manitoba school question, not already submitted to this House. He expressed astonishment at the Premier's announcement recently that no documents existed in connection with the question, the settlement negotiations having been oral. In a matter of such vital importance as the school question, he thought all proposals and counter proposals should be committed to writing. The House was now in no position to form any estimate of what might have been accomplished by the Federal Government through these negotiations. The country had been told that the settlement was not final, said Mr. LaRiviere, and in proof he proceeded to quote from Mr. Laurier's remarks, when he was called to order under the rule that prevents reference to a previous debate.

Mr. Laurier said he had no objection whatever to the return being brought down. The Government were just as anxious as the Opposition to have the light of day upon the negotiations. The papers were now in course of preparation and would be produced shortly.

Wants Coal Oil Duty Reduced.

Mr. Moore moved "That in the opinion of this House it is in the best interests of the farming and laboring classes and the country generally that the duty on imported refined petroleum for illuminating purposes be reduced to 3 cents per imperial gallon." He said the question should be considered from three different standpoints, that is, from the point of enabling the poorer classes to get cheap and good coal oil, while the Canadian producer enjoyed a fair amount of protection and the Government got a reasonable revenue. There was no question but that the tillers of the soil should be thoroughly considered, and this was an opportunity for the Government to adopt a measure for their benefit. He asserted that the quality of the Canadian oil was rather inferior to that of the American, which he held to be one reason why the duty should be lowered, and in this connection compared the prices in Canada and the United States, contending that no satisfactory reason had been advanced for the discrepancy. The consumption of coal oil from 1887 to 1895, he said, amounted to over $12,000,000 more than it would have cost but for the duty. The excessive duty he held to be responsible for extensive smuggling.

Mr. Lister, after briefly setting forth the inadvisability of discussing a matter of this kind in advance of the early production of the tariff, and questioning the accuracy of the hon. member's figures, moved the adjournment of the debate.

The House adjourned at 10.10 p.m.

TWO LIBERALS IN THE FIGHT.

Conservatives Will Support the Patron in Macdonald—No Definite Choice Yet in Winnipeg.

Winnipeg, April 12.—(Special.)—The Conservatives of Macdonald constituency met this morning and definitely decided to throw their support to Kenneth McKenzie, the Patron candidate, and not put up a Conservative candidate. McKenzie will fight out the battle with Dr. Rutherford, the Government nominee.

In Winnipeg two gentlemen have signified their willingness to accept nomination at the hands of the combined prohibition and labor people. These are E. L. Taylor, barrister, and William Small, a well-known labor leader. A mass meeting has been called for Tuesday night, when a choice between the two will be made. Mr. Taylor is the most likely man, and can get the Conservative support. Friends of ex-Mayor Jameson, the Government nominee, profess the utmost confidence, but it is noticed that they are taking no chances, and working very hard.

Capitalist William McKenzie of Toronto, who owns the biggest part of the Winnipeg Gas Company, is here to ask the City Council for an extension of the gas franchise for twenty-five years.

The ice is moving out of Red River here, and it is now believed there is scarcely any danger of a flood.

MUST FIGHT AT ONCE IF AT ALL.

Greece is Not in a Position to Wait and Will Have to Take Decisive Steps Very Shortly.

London, April 12.—The Times will print to-morrow the following despatch from its Athens correspondent:

"Sober persons here doubt whether the raiders have done the cause of Hellenism any real service. It is inexplicable how the Ethnike Hetairia's forces continue their operations without any base. Their numbers alone require that they receive constant supplies of provisions and munitions of war. Should they succeed in the advance into Macedonia, the army will insist upon following. Should they fail, then their defeat must be avenged.

"M. Delyannis, however, clearly explained to me to-day that if the Hetairia had not undertaken to cut the Gordian knot, the Government would have been obliged to take decisive steps within a few days. Greece, he added, in the present state of her finances, could not maintain an army of 80,000 men under arms any length of time without enormous sacrifices; so that if there is to be any fighting, it must come immediately."

CROWN POINT LEDGE

In the Cross Cut Tunnel Has Been Struck—Full Face of Tunnel in Ore Averaging $23 Gold.

Rossland, B.C., April 12.—(Special to The World, via Spokane, Wash.)—The ledge in the Crown Point cross-cut tunnel has been struck. The width of ore has not yet been determined, but the full face of the tunnel is in ore, averaging $23 in gold.

"Salada" Ceylon Tea is gentlest.

Important Question.

The question is, What coal should you buy? Which gives the best satisfaction? A large number of our citizens can answer this who have been using Kent's coal all season. They say it's the best. By trying some now, good coal can be assured for the coming season, because you'll buy no other. 78 Yonge-street, near King.

Pember's Turkish baths, 129 Yonge.

White Star Line.

The Royal Mail steamer Teutonic, which was booked to sail from New York on Wednesday, June 16, will now sail on Monday, June 14, which will enable passengers to witness the Jubilee procession in London, on the 22nd June.

Turtle Soup and Steaks, Turtle Hall.

Cook's Turkish Baths, 204 King W., day, 75c.

Lake View Hotel, Parliament and Winchester-streets; terms $1 and $1.50 per day. Special rates to weekly boarders. Table d'hote, 6 to 8 o'clock. J. H. Ayre, proprietor. 246

Green Turtle Soup at Clow's.

Royal purple is to be the popular tint for ties this season out of compliment to the Diamond Jubilee. A limited quantity on show at Treble's, 52 King-street.

Dan A. Stuart has left Texas for New York. He will remain there several days and try to arrange for a second battle between Corbett and Fitzsimmons. From New York he will sail for Europe. While abroad, he will try to arrange a number of first-class pugilistic events. It is possible Stuart will visit South Africa before his return.

Fetherstonhaugh & Co., patent solicitors and experts, Bank Commerce Building, Toronto.

A note from Jacksonville, Fla., dated Thursday last, says. Mrs. Blackstock and her two charming daughters, after spending some weeks at the Everett Hotel, this morning turned their faces homewards.

THE COLOR OF THE COAT

Appears to Make a Difference Just Here.

THE RIFLEMEN ARE KICKING

Because it is Proposed to Send Infantry to England.

Green Coats Claim They Are Ahead of Red Coats in Efficiency and Should Have the Preference—Rumors of Superannuation—The Bisley Team Complete—Another Offer for the Fast Steamship Line—Ottawa Free Press Cracks The Globe Again—General Notes From the Capital.

Ottawa, April 12.—(Special.)—A rumor has been current in military circles here that it is the intention to send to the Old Country a regiment of infantry at the expense of the Government. This report has stirred up a rather bitter feeling among the rifles. They assert that there is not an infantry regiment in Canada that can possibly approach the standard of efficiency gained by the rifle corps, and they claim that the men who have laboured hard and won distinction should have the preference. The element of truth, however, as far as can be learned, is lacking in this rumor. Some discussion had arisen over the question of uniform to be worn by the contingent of Canadians which is to go to England. The original intention was to take over three companies of redcoats, two rifles and one of garrison artillery from Ontario. The suggestion has been made that as by far the large majority of the Canadian militia are redcoats, the whole regiment should be supplied with the regulation infantry uniform with white helmets, before embarking. From this suggestion probably arose the report of an intention to send over an infantry regiment. Uniformity in the dress of the men would certainly make a much smarter-looking battalion than a patchwork one, such as that originally suggested.

And her Crack at The Globe.

The Liberal Free Press has another crack at The Globe to-night. It says: "The hon. member for Vancouver, Mr. McInnes, is still not en rapport with The Toronto Globe. It devotes several columns to the consideration of his speech in Parliament. The lad certainly protests a great deal."

Canadian Pulp for England.

Dr. Saunders, director of Experimental Farms, is at present being visited by his nephew, Mr. Albert E. Reed, a large paper manufacturer of Maidstone, Kent, Eng. Mr. Reed is interested in the paper pulp mill of Canada, and since his arrival in this country has visited the pulp manufactories at Chatham, N.B., and purchased the Masterman sulphite pulp mill, located on the Miramichi River. He proposes to enlarge the capacity of this mill, so as to bring its product up to 30 tons per day. The greater part of the pulp will be required in England to supply the needs of the paper mills operated by Mr. Reed. The pulp required for these mills has hitherto been obtained mainly from Norway and Sweden.

Superannuation Rumors.

Rumors of coming superannuations of Deputy Ministers were rife to-day. Indeed it was stated positively this afternoon that orders-in-Council superannuating J. J. McCord, clerk of the Privy Council, and Col. White, Deputy Postmaster-General, had been passed, but your correspondent had it from the Premier himself that there was not a shadow of foundation for these reports.

Bisley Team Complete.

The Bisley team for this year is complete, the first twenty having accepted with the exception of Surgeon-Major Ross of the 77th Battalion, Dundas, who finds it impossible to get away. His place is therefore taken by Lieut. Carter of the 33rd "Cumberland" Battalion. Private J. H. Simpson of the Royal Grenadiers, Toronto, is waiting man, and is prepared to go to England if an opportunity is offered.

Another Fast Steamship Offer.

While it is true that the Government has received a second offer for a fast Atlantic service, backed up by an intimation that $200,000 will be deposited as an evidence of bona fides, it appears that the Petersons hold the winning hand. The latest proposal is for a 20-knot service from Milford Haven in Wales, to Middle Milford, in the Straits of Canso, N.S. The ocean trip, it is said, will be made in four days, and the subsidy asked for is said to be $250,000.

Forgot to Whack Up.

A somewhat unusual application is now before Parliament. The Mycenian Marble Company of Canada, of which John I. Davidson is president, and Fred E. Malloy, of Toronto is secretary, finds that, through inadvertence on the part of one of its officers, the patent of the process under which the company makes artificial marble has been allowed to lapse. The patent was originally issued in January, 1891, but the fee paid only covered a period of five years, and to keep the patent alive the remainder of the fee should have been forwarded to the Department of Agriculture before Jan. 3, 1896. Some time after this date it was discovered that the renewal fee had not been forwarded to Ottawa in proper time, and when the money was sent the Commissioner of Patents, under the law, could not receive it. Hence it is necessary to come to Parliament to secure permission to authorize the Commissioner of Patents to accept the fee in order that the patent may be renewed. Only twice within the past 10 years has an application of this kind been made to Parliament, the last one being with regard to the Auer light.

Smallpox on Board a Ship.

Mr. Earle, M. P., received the following telegram to night from Mr. Ellsworthy, secretary of the Victoria Board of Trade: "Sailing ship Alice A. Leigh arrived in the Royal Road from Yokohama in tow of the American tug Tacoma on Saturday, with smallpox on board. The quarantine officer insists upon her being towed to the quarantine station. The American sailed without going through quarantine, consequently a local tug must be engaged to tow the ship. The quarantine officer demands that the tug shall stay at quarantine for 14 days. This is considered unnecessary. Please have the quarantine officer instructed to discharge the tug after proper fumigation."

The Minister of Agriculture was cut of the city, but Mr. Earle saw Mr. Mulock, who said he would look into the matter and if necessary permission can be given without endangering the lives of the community it will be done.

Toronto to Parry Sound.

Senator George A. Cox and Messrs. F. Nicholls and William McKenzie signed the petition of the James' Bay Railway Company, which last year secured authority to build a railway from Parry Sound to James' Bay. They now ask for an extension of powers to enable the company to build an independent line from Toronto to Parry Sound.

Personal and General.

Mr. Belcourt proposes to urge the Government to do something in the way of establishing a national museum here.

Mr. F. C. Lightfoot of the Public Works Department is to be superannuated.

It is reported that James Fisher, M. L. A., will represent the Manitoba Government on the expedition to Hudson's Bay. Mr. Hugh Sutherland may also go, representing the Hudson Bay Railway.

Commander Spain left for the Maritime Provinces to-day to get the delivery protection fleet ready for service.

The annual meeting of the Dominion Rifle Association takes place on Wednesday. The meeting promises to be one of great importance. His Excellency the Governor-General has signified his intention of being present. The Dominion Artillery Association will hold its meeting the next day.

Mr. Foster will ask for the production of Hon. T. M. Daly's report on immigration.

Mr. LaRiviere will ask the Government who negotiated the school settlement with Manitoba and what were his instructions."

Have you tasted "Salada" Ceylon Tea.

Flowers for Easter.

Exquisite plants and the daintiest cut flowers of every variety are awaiting you at Dunlop's. Come and make your choice from the fragrant array at 5 King west or 445 Yonge-street.

For indigestion in any form, use Adams' Tutti Frutti. See that the trade mark name Tutti Frutti is on each 5-cent package.

Grand & Toy's List of Cable Codes.

Moreing & Neal's Mining Code, Bedford McNeal's Mining Code; Clough's Mining Code, A.B.C. fourth edition; Slater's Code, Other Codes to order. If it is a good thing we have it. Grand & Toy, Stationers and Printers, Wellington and Jordan-streets, Toronto.

Cook's Turkish Baths, 204 King W, evenings, 50c.

Direct Importations

of pocket cutlery, string tickets, shipping tags, whist markers; also our extra value in automatic inkstands at 25c each. Get particulars of this bottle. Blight Bros., 65 Yonge-street.

Baths, steam heated, 127 and 129 Yonge.

If you have trouble with the fit of your shirts, try a sample of Treble's perfect-fitting French yoke. 52 King-street west.

Steamship Movements.

April 12.	At	From
Empress of India	Yokohama	Vancouver.
La Normandie	New York	Havre.
Lhanfoel City	New York	Swansea.
Maasdam	New York	Rotterdam.
State California	Glasgow	New York.
Mongolian	Halifax	Liverpool.
Siberian	Halifax	Glasgow.
Umuda	Halifax	London.
H. H. Meier	Bremerhaven	New York
Spaarndam	Boulogne	New York.
Hekla	Christiansand	New York.
Massilia	Marseilles	New York.
State California	Moville	New York.
Palatia	Hamburg	New York.
Scotsman	Moville	Halifax.
Pavonia	Queenstown	Boston.

Cook's Turkish Baths, 204 King W, Ladies 75c.

TWO OF A KIND.

PREMIER HARDY, to Premier Salisbury: "Rather looks as if we might have a storm, don't it?"

RIORDON ET AL. HIT

In Connection With the Temiscouata Railway.

JUDGMENT FOR $197,000

Secured by Contractor McDonald for Construction of the Road.

The Judgment Carries Interest at Six Per Cent.—Monseigneur Merry Del Val to Become a Jesuit, So it is Reported—Sir Alex. Lacoste to be Lieut.-Governor of Quebec Pro Tempore—Hon. E. J. Flynn and Mr. Charles Marcil Nominated in Gaspe—The Countess Didn't Have the Cheque With Her.

Montreal, April 12.—(Special.)—To-day Judge Ouimet gave judgment in the long-contested case of A. R. McDonald, ex-superintendent of the Intercolonial Railway, against Charles Riordon of St. Catharines, the estate of the late John Macdonald and Ed Boswell. The plaintiff claimed a large sum as due him in connection with the construction of the Temiscouata Railway and the court gave judgment for $197,000 with interest for seven years at 6 per cent. It is more than probable that the defendants will carry the case to a higher court.

To Join the Jesuits.

The World was informed to-day that as soon as Mgr. Mery Del Val has accomplished his Canadian mission he will join the Society of Jesus. The same informant adds that the Pope has already offered very high ecclesiastical honors to Mgr. Mery Del Val, but the latter had declined everything, his aim being to become a Jesuit and finish his life as an ardent son of Loyola.

Appointed Administrator.

Sir Alex Lacoste, Chief Justice of the Court of Appeals, has been appointed administrator of the Province of Quebec during the absence of Sir Adolphe Chapleau.

Nomination in Gaspe.

Nomination took place to-day at Perce for the county of Gaspe. The Conservatives nominated Hon. E. J. Flynn, Premier of the province, and the Liberals Mr. Charles Marcil, journalist of Montreal. Despatches state that the leader of the Quebec Government delivered an important address.

Didn't Have the Cheque.

The Count and Countess D'Ivry arrived in the city this morning from Toronto, and will leave in a shake for France. Upon inquiry it was learned that the Counter did not have a cheque for $500 in her pocket.

Tarte v. Grenier.

Judge Wurtele decided to-day that Mr. W. A. Grenier, who recently published an alleged libellous article in Le Libre Parole against the Hon. J. Israel Tarte, will be allowed to show justification for accusing him of boodling, and all clauses in the plea of justification leading to this charge are permitted.

HOW IT STRIKES US.

If you say ill of anyone by word of mouth you are liable to slander. If you write or publish ill of anyone you are open to an action for libel.

There are, however, two exceptions. A member of Parliament can from his seat say anything he pleases of anyone, and he is not open to action. A lawyer or other person, for that matter, in addressing a court or jury, can say anything he pleases of anyone, and he is not open to action. In the words of the books, the member and the lawyer are privileged.

Two Toronto newspapers of some standing have had experience within the past few days of this kind of privileged attack. Mr. McInnes, the young member from Vancouver, attacked The Globe newspaper from his seat in Parliament. Mr. A. B. Aylesworth, as counsel against The World in a libel action, tried last week, availed himself of his privilege and attacked The World and its management in unmeasured terms. He showed in the loudest way what a lawyer will do for a fee. Mr. Aylesworth did his best in this respect. The World recommends him to anyone desirous of having a job of this kind done.

The Globe's answer to Mr. McInnes was that he was "a liar and a slanderer."

The World has no need to follow the Globe's example. The World's readers have already done their own thinking.

THE WORLD'S CINDER PATH FUND

Previously acknowledged	$99.50
G. N. Morang	1.00
James Mitchell	1.00
William McKenzie	20.00
	$121.50

The leading bicyclists use Adams' Tutti Frutti. It gives staying power. Allow no imitations to be palmed off on you.

Bicycle Sale Extraordinary.

Messrs. C. J. Townsend & Co have received instructions to arrange for exhibition and sale on Wednesday, April 14th, at 3.30 p.m. a consignment of Excelsior bicycles, manufactured by the Excelsior Cycle Company of Toronto from the highest grade of material procurable and of B.S.A. component parts. See these wheels before purchasing elsewhere. They are good ones.

Provident Savings Life Assurance Society of New York, established 1875. We have several good districts in Ontario for general agents. Gentlemen seeking remunerative business connections apply to R. H. Matson, general manager for Canada, 37 Yonge-street, Toronto. 246

Steam Yacht for sale.

Silver Wing—Length 20 feet, beam 5 feet 6 inches; now at Gravenhurst. Will be sold by C. J. Townsend & Co. on Tuesday, April 20th, at 12.15 p.m. Terms to suit.

BIRTHS.

RICHARDSON—At 10 Terauley-street, on Sunday evening, Edwin Richardson, aged 33 years.

Funeral from the above address, Tuesday, at 3 p.m., to St. James' Cemetery.

Friends and acquaintances please accept this intimation.

Mostly Fair and Mild.

Minimum and maximum temperatures: Esquimalt, 36—62; Calgary, 30—60; Edmonton, 36—58; Qu'Appelle, 26—44; Winnipeg, 34—44; Parry Sound, 20—52; Toronto, 26—52; Ottawa, 28—54; Montreal, 34—46; Quebec, 24—39; Halifax, 24—48.

PROBS.: Fresh to strong southeasterly to southerly winds; mostly fair and mild, with showers at some places.

NED FARRER'S NEW JOB

Agent at Washington of the Canadian Roads

WHO WANT BOND PRIVILEGE

President Van Horne and Manager Hays Want to Appear

Before the Interstate Commerce Committee Upon the Resolution of Senator Elkins, Which Proposes an Investigation Into the Operation and Advantage of the Bonded Privilege Now Enjoyed by the Railways of Canada in International Traffic—Arguments Advanced Both Ways.

Washington, D.C., April 12.—President Van Horne of the Canadian Pacific and General Manager Hays of the Grand Trunk Railway have applied to Senator Cullom for the opportunity of being heard before the Interstate Commerce Committee upon the resolution of Senator Elkins, which proposes an investigation into the operation and advantages of the bonded privileges now enjoyed by the railways of Canada in international traffic. The Elkins resolution does not abolish this system, but only looks to an enquiry to ascertain whether it is advantageous to the United States.

The trunk lines on this side of the border have long complained that the Canadian Pacific and Grand Trunk Railways were depriving them of much profitable through freight, by their ability to offer lower rates, because they are not subject to the restrictions of the interstate commerce law, and can make up by high charges on local traffic what they lose on the long haul; also because they are heavily subsidized by the Canadian Government and are exempt from taxation.

Question of Taxes.

It is asserted, for example, that the Canadian Pacific, operating some 7200 miles of road, with telegraph lines, elevators, steamships, ferries and various other contributing enterprises, does not pay a dollar in taxes, while the Union Pacific, operating 7600 miles of road, is compelled to pay an average of $1,548,274 to the various states through which it passes, which is equivalent to a dividend of 2½ per cent. upon the capital stock of its Canadian rival. The New York Central, operating 2096 miles, pays $1,860,144 in taxes, and the New York & New Haven, with 848 miles, pays $845,858 annually. It is argued, too, that if the freight that is now shipped from one point to another point in this country by the Canadian roads were sent over lines that run wholly in the United States it would give employment to several thousand more men, require the construction of several hundred new cars annually and the disbursement of several million dollars in wages.

On the other hand it is contended that the Canadian railways are of great benefit to the United States, and particularly to the farmers of the northwest, because they furnish additional transportation facilities for the movement of crops, and competition, which keeps down rates and holds the American roads in readiness. Thus their enjoyment of the bonded privilege is in the interest of the public welfare.

Farrer's New Job.

Through their representative, Edward Farrer of Toronto, the Canadian roads have already submitted to the Senate Committee on Interstate Commerce a very plausible and comprehensive statement, with many able arguments to demonstrate that the people of the United States derive important advantages from the concession complained of. It is shown that ever since the independence of the United States the people of both countries have been allowed to convey merchandise across the territory of each other without paying duty, which arrangement is necessary because of the configuration of the continent, for the Province of Ontario projects at least 400 miles into American territory. This mutual privilege, it is asserted, has proved to the convenience and the advantage of both countries, and the volume of transportation has reached an enormous volume. During the last 30 years the value of goods sent to and received by Canada from other countries via American ports has amounted to an average of more than $30,000,000 a year, and American goods to the average value of $8,000,000 a year have passed through Canadian territory for Europe. With reference to the through shipments of tea from China and Japan to Chicago, New York, Boston and other eastern markets by way of the Canadian Pacific steamers and railroads, of which much has been said, Mr. Farrer submits a statistical statement showing that only about 10 per cent. comes that way.

During last season the total exports of tea from Japan to the United States amounted to 48,552,394 pounds. More than one-half of this entered the port of Tacoma, and was carried east over the Northern Pacific Railway, the exact figures being, 25,276,452 pounds. Nearly half of this arrived by sailing vessels, San Francisco received 11,611,[illegible] pounds, Portland, Ore., 4,765,422 pounds, and 4,328,013 pounds came to the Atlantic ports by sea through the Suez Canal. The Canadian Pacific steamers and rail carried the remainder of the United States imports, amounting to 5,094,916 pounds. The shipments of tea from China are not reported.

Some Interesting Statistics.

Neither government keeps statistics of the tonnage going in bond over railroads that intersect both. The Canadian Pacific, however, has its own records, which show that the freight shipped from one point in the United States to another over its lines in 1894 amounted to 392,163 tons; in 1895, 296,871 tons; in 1896, 350,851 tons. The entire tonnage of the railway in 1895 was 3,720,557 tons, and in 1896 it was 3,919,326 tons, so that the states-to-states traffic was about 10 per cent of the whole. The entire tonnage hauled by the Grand Trunk road in 1895 was 7,062,612, while its states-to-states traffic that year was 2,444,457 tons. In 1896 the total was 7,369,027 and the states-to-states tonnage 2,733,395, or about 30 per cent. It is claimed as an offset to this that the American railways haul Canadian freight to the value of about $7,500,000 per year. The tonnage is not given.

The mileage of the Canadian Pacific in Canada is 6644; in the United States 2073. The mileage of the Grand Trunk in Canada is 3152; in the United States 1632.

The only American railways in Canada are the Northern Pacific, with a mileage of 265, and that which runs north from Spokane Falls to the Kootenay mines in British Columbia, a short distance above the boundary.

Subsidies to the Roads.

In the way of subsidies and other assistance the Canadian Pacific has received, all told, about $35,000,000. The embracers 3018 miles of completed track, with the right of way, equipment, etc., originally built by the Dominion Government, and which, with the preliminary surveys, for the transcontinental line, cost about $33,000,000. After this original road was taken over by the present corporation the Government gave it $25,000,000 in cash and 25,000,000 acres of land in the way of assistance. The company now receives $200,000 a year for the transportation of the mails between Halifax and China and Japan. The Grand Trunk Railway has received subsidies in one form or another amounting to $21,500,000.

Both companies claim they observe the letter and spirit of the interstate commerce law as fully as any American road, and that their officers are always ready to waive the question of jurisdiction and submit themselves and their books to inspection.

Senator Elkins proposes to make a speech on this subject soon, for it has long been his hobby with him, but it is not likely that any action will be taken at this session of Congress. Senator Cullom will confer with the other members of the committee before answering the request of President Van Horne and President Hays.

POOR COPY