

OTTAWA LETTER.

Mr. Blair in His Favorite Role of a Bully.

Millions Saved to Canada by the Senate's Refusal Last Session to Endorse the Drummond County Railroad Purchase.

Mr. Greenfields Has Climbed Down; So Have Mr. Blair and Mr. Tarte—The Yukon Debate in the Upper House—Mr. Mills Shows Up Mr. Fielding's Record as a Repeal Agitator—Why Mr. Laurier's Head is Bowed in Grief—Senator Perley's Delightful Dinner.

OTTAWA, March 24.—The second day's discussion of the Yukon bill in the senate was fully up to the standard of the best debating on the subject in the commons. Senator Miller's dignified and comprehensive review of the whole subject left nothing to be desired either in the tone or in the matter. Following the example of the minister of justice, he treated the subject judicially, almost dispassionately. For this must be said of Mr. Mills, that his discussion of the case was more straightforward and more dignified than that of any of his colleagues in the other house. Whatever reasons could be given he gave. He brought in no outside matter to conceal the point at issue, and though the result was a clear demonstration that the case was weak, Mr. Mills made it as strong as its merits allowed.

Mr. Miller was altogether free from offensiveness. In his review of the case, except so far as his reflections on the manner of making the contract might be offensive to Mr. Sifton. As to the two ministers, Scott and Mills, who sat by him, Mr. Miller declined to attribute to them any but the best motives. If the Yukon lands were stolen in the case, and Mr. Miller evidently had his suspicions, he was sure they had no part in it. He testified also to his belief that Sir Frank Smith, in supporting the measure, was doing what he believed to be right, though it grieved him to find a member on the wrong side who so seldom went astray. The reasons given by Mr. Miller have already been telegraphed and need not be repeated. He gave seven objections to the registration, any one of which would be sufficient to destroy the bill. In the most emphatic manner he condemned the action of the government in making this bargain in secret and without competition. Still more earnestly he protested against the cavalier treatment accorded to Hamilton Smith, whose only offence was that he was ready to build the road for less than the government was determined to pay.

The close of Senator Miller's speech made a profound impression. It contained a firm and dignified reply to the threats and the coaxings of the six minister of justice that the senate had no right to interfere in the matter. He remarked that liberal newspapers, with a definite object in view, had lately changed their usual tone of vilification and abuse of the senate into one of detestable politeness combined with veiled threat of what would happen if their condescending politeness had not its desired effect. Neither threats nor cajolings would influence the senate one iota in coming to a conclusion as to the course it would adopt in reference to this bill. If it was considered that the measure was open to objections which made it the duty of the senate to throw out the bill, he could promise that the senate would perform that duty in a manner both fearless of consequences and irrespective of party considerations. The senate was intended to be an active and even a controlling force in the government of the dominion. Otherwise its existence was nothing more than a mockery, and the British constitution upon which it was founded was little more than a sham, a delusion and a mockery. Each branch of the parliament of Canada possessed rights and privileges independent of the other. The slightest difference of opinion which happened to exist between the government of the day and the senate upon public questions had in the past, as at the present time, been sufficient excuse for the newspapers supporting the government to clamor for the reform or abolition of the senate. No one ever heard of such a clamor in England for the abolition of the house of lords, though time and time again its action had caused most serious deadlocks in the British parliament. It was recognized in England, as it would have to be recognized in Canada, that a deadlock between the house of commons and the upper branch of parliament could only be settled by a reference to the people. If that course ever became necessary in Canada he thought that he could promise that the senate would abide by the popular verdict, no matter what it might be. It was a misuse of language to assert that the senate in opposing a measure proposed by the government and passed in the lower chamber was overriding the popular will. The senate could afford to treat with contempt the imbecile mutterings of a servile party press defending the doings of an intriguing and tricky minister whose actions they had to defend. The senate in the past had performed the duties entrusted to it under the constitution without fear or favor and wholly irrespective of party considerations, and he trusted it would continue to do so in the future.

Sir Frank Smith had spoken before this in his usual bluff manner. Sir Frank had gone over to the enemy in this particular case, though he de-

clares that he is the better conservative for doing so. There was nothing instructive in his explanation. He did not intend it to be. He admitted that he had no knowledge of the country or the railway route. He did know the contractors, and he believed the ministers had looked into the matters as carefully as they could. At all events he was prepared to give them the benefit of the doubt. To Sir Frank the main question appeared to be that however much money Mackenzie and Mann would make, it would remain in this country and be for the benefit of the Canadian people. There is reason to fear that long association with great corporations has led Sir Frank to the conclusion that so long as money remains in the country, it does not matter if two or three people get it all. Sir Frank explained that he had been one of the strongest advocates of the Canadian Pacific Railway enterprise, and had supported all the concessions made to that company, even when he seemed to his friends to be going too far. The reference was to the thirty million dollar loan, which, it is well known, could hardly have been got through the cabinet but for the stand taken by him. The history of the weak Canadian politics in which that loan was put through the cabinet will perhaps never be written, but if it does, Sir Frank will be a prominent figure in it. When he said yesterday that he would still much a friend to the C. P. R. as ever, he explained the present position. If the Stikine railway is built, the C. P. R. will undoubtedly control the traffic over it. For this statement I could cite the authority of no less a man than the manager of that great railway. The C. P. R. is a large part of the senate lobby.

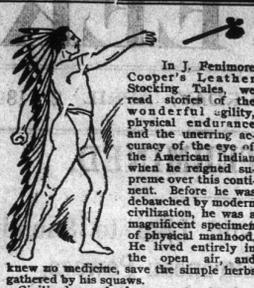
Everybody likes Sir Frank Smith, but his arguments fell on rather dull ears yesterday. Before the house adjourned it was borne in upon ministers and members and on the crowd that thronged the lobby that the bill was doomed. The secretary of state, who spoke in the evening, seemed to feel this, for in his very first sentence he observed that the applause of the members showed that the conclusion was foregone. Nevertheless he struggled through with his argument, the feebleness of which was increased by the physical weakness of the speaker. He protested that the land grant was not a concession, because not one per cent of the Yukon lands were valuable, apparently forgetting that the smaller the quantity of rich land the greater was the concession of millions of acres to be selected by the contractor. If the quantity is small, there is so much the better chance for them to get the whole of it.

It is assumed by some that British Columbia will be very unjustly treated if this bill falls. The people in British Columbia do not seem to feel so. One of the best members of the government side in the house of commons is in evidence in the senate. It was stated when the bill was introduced that all the British Columbian members would vote for it. Only half of them did so. The province is again in evidence in the senate, where its most eminent member, Mr. Macdonald, moved the six months' hold. He did not say much, but the motion is quite sufficient to show that he at least does not consider the contract necessary to the welfare of the Pacific coast. From Vancouver Island to Prince Edward Island is a far journey, but there was no great distance between the views of Senator Macdonald and Senator Prowse. Mr. Prowse is not a frequent speaker, but he is a man of singular clear-headedness who says clearly and concisely what he believes. Beginning with the statement that he would rather support a government railway bill than propose it, and was prepared to make any reasonable concessions where there were no doubts, he went on to say there were no doubts at all in his case. He could not support a bill that had no redeeming feature in it. The government had involved itself in a matter from which they should be glad to be extracted and he would do what he could to help them out of their unfortunate position.

Mr. Lister had not seen the need of any other Drummond committee but his own. He is very well satisfied with his own way of ruling out evidence, and is much annoyed that the senate is taking steps to rule it in again. But the senate keeps on taking steps. The committee is organized. Senator Miller is in the chair, and while the example of Mr. Lister's committee is not followed in everything, it will be followed in one matter. The government has retained counsel to help the department through in the commons committee. The senate has also retained counsel to conduct the investigation. Donald McMaster of Montreal, an eminent practitioner, is the man. The minister of justice does not see the need of him, though he seems to have been anxious to have counsel in the other committee.

Over in the commons yesterday Mr. Charlton was in evidence. He wanted his Sunday bill as amended by Dr. Montague to be read the third time. The editor of The World, as the Yukon miner would say, played it low down on the member for North Norfolk. He moved that the house go back into committee to change a clause in the bill. When he got it back into committee he did not ask for the change in the clause, but moved that the committee rise. A committee with a bill before it can rise and report progress and ask leave to sit again, or can rise and say nothing. If it takes the latter course the bill is supposed to be dead.

Mr. Charlton had his apprehensions at the beginning, and resisted the motion. The clause suggested to be struck out was no clause of his. It was one that Mr. Fisher had proposed when the bill was first before the house and was afterwards withdrawn lest it should hamper the measure. But there was no measure without it worth mentioning. Mr. Charlton's bill was only intended to prevent the work from making newspapers in Canada on Sunday, and did not interfere with any work now done in Canada.



In J. Penmore Cooper's *Leather Stocking Tales*, we find a wonderful physical endurance and the unerring accuracy of the eye of the American Indian when he reigned supreme over this continent. Before he was debauched by modern civilization, he was a magnificent specimen of physical manhood. He lived entirely in the open air and knew no medicine, save the simple herbs gathered by his squaws.

Dr. Pierce's Pleasant Pellets are sure, speedy and permanent cures of all impurities of the blood. Dr. Pierce's Golden Medical Discovery cures all these and a perfectly well.

At least Mr. Charlton said it would not. Dr. Montague, who seemed to want to make the bill mean something, went after Mr. Fisher's amendment and put it on again, so that the bill when it came up for a third reading would have stopped the sale at any time in the week. He was purporting to be printed anywhere in the world on Sunday. Most of these papers are said to be printed on Saturdays, but Mr. Charlton contends that they would have stopped the sale on Saturday and called it Sunday. He does not deserve to have it said. Such publications as the Sunday at Home do not seem to have occurred to him. Mr. Charlton reads the Sunday at Home and also the Monday issue of the Toronto Globe.

Well, the house got into committee and Mr. Charlton appealed to the members to crush out the Sunday paper. He did not get the Sunday Tribune or Sun was a Sunday paper, but he said they were a violation of divine law, that their publishers were the enemies of moral and religious sentiment, that they were the friends of Sunday bars and Sunday saloons, and that editors and publishers always stood up for every debasing influence "as the ally of their infernal satanic press." The Sunday newspaper he also called the "American anti-Christ."

Several members did not agree with Mr. Charlton. Mr. Somerville, who is a very offensive grit member, told Mr. Charlton that if he wanted to stop Sunday papers he must stop the Monday paper, and Mr. Somerville went on to say that the Ontario laws were quite good enough for him. The provinces had their own Sunday legislation, and he wanted to see no more of that kind of himself. He had been stupid enough to support a Sunday paper's bills in the past, but he would not do so any more. Dr. Montague of course stood up for his amendment. Mr. Fraser and Mr. Somerville of the same party came into conflict. Mr. Fraser what had occurred there. Mr. Fraser retorted by charging that Mr. Somerville had been asleep most of the evening, as he usually was in the house, and accusing him of a cowardly attempt to assassinate a bill which he dared not strike openly.

But Mr. Oeler of Toronto struck it openly. He protested against the commons legislating as to the kind of books and papers he could read on Sunday. He said that he was opposed to "grandmotherly legislation" introduced by members who came here and talked in a superior way, claiming "a power of attorney from the Almighty to make His will known." In the end Maclean's motion prevailed, the committee arose without expressing a desire to sit again, and Mr. Charlton left the chamber, declaring that he would make a motion to restore the bill to the order paper.

Earlier in the day the members talked about butter. Mr. Reid of Grenville wants to encourage the export of butter to England. He says that the limit of the increase of cheese export is approaching, for Canada is already supplying a large part of the British market, but we are only touching the edge of the British butter market, and he holds that in a few years the butter trade may, with proper encouragement, become equal to the cheese trade. He, therefore, makes the modest request that the government should offer a bounty of one cent a pound to the makers of butter exported to England. On the opposition side the suggestion was received with favor. The bounties to the iron and steel producers had been continued, and even increased by the present government. Dr. Sprague, Mr. Craig and Mr. Davin, Mr. Moor and other members could see no reason why the same principle should not be applied to the farmers, especially by a government who claimed to be the only and original friends of the farmers. Mr. Fisher, speaking for the department, was not so sure about it. He had more faith in cold storage and other devices of his own, which devices Dr. Montague showed were not

Mr. Fisher's at all, but were in operation before his time. In the end the government applied the assassin's knife to the resolution by trying to get it adjourned and thrown to the foot of the order paper. Finally it was left hanging when the speaker left the chair, and will not be reached again.

There are many ways of legislative assassination, and the Rainy River Railway bill was a victim of one of them. This is a great enterprise for the establishment of a second line of railway from Lake Superior to Winnipeg. Mr. Greenway is in it and so it is said are Mackenzie and Mann, and likewise the Canadian Pacific Company. The Canadian Pacific Company does not object to competition, provided the company owns or controls both competitive lines. Mr. Maclean and Dr. Sproule want better competition and have been trying to get the government to frame freight rates for this new railroad, which is to be heavily subsidized. Mr. Blair suggests they may do something next year or the year after, which is not considered sufficient. Now, the Rainy River charter can be obtained only by a private bill and private bills can only be read during one hour after dinner. By keeping up a debate on the whole hour the bill is headed off, and that is what happened last night. Of course it has to be renewed every private members' day, and the operation is fatal when he gets to the Yukon on the order paper. But the talking-out process is apt to lead to a compromise, and is therefore useful. Last year Mr. McAllister talked out a Restigouche Railway bill with the greatest ease.

The fire in the west took more than a year ago. The west took is still a wreck. It has employed a considerable number of men through a by-election in Ottawa county and a general election in Ontario. There are many possibilities of employment and contracts with or without tender. Mr. Tarte told Mr. Davin yesterday that a matter of two hundred thousand would perhaps foot the bill.

Mr. Frank Slavik is known as a sleazy. He is a miner now, or at least will be when he gets to the Yukon at the head of Mr. Casey's company. Meanwhile he is slugging Mr. Livernash and the other Yukon delegates who opposed the government deal.

OTTAWA, March 25.—Two railway fights, with several skirmishes, are going on in Parliament Hill. In the railway committee Sir William Van Horne and Mr. Shaugnessy are at daggers drawn against Austin Corbin and his forces. The C. P. R. is supported by the sentiment of the business people in the Pacific Coast towns of Canada, while Mr. Corbin has the support of the Pacific towns south of the line, and the sympathy of the interior country which he proposes to serve. They had it in the railway committee for two hours yesterday, and the meeting stands adjourned till next week. One hour was devoted to a cross-examination of one hundred members of Mr. Corbin's committee. Mr. Beecher, who stood on the very well, Mr. Shaugnessy addressed the committee on behalf of the Canadian Pacific, putting in a strong protest against the tapping of all profitable districts in British Columbia lines. Mr. Shaugnessy says this will be bad for Canadian trade, and he knows it will be bad for the Canadian Pacific railway. The committee has now heard from President VanHorne and Manager Shaugnessy, and one point at least is established. Sir Wm. VanHorne is a very poor speaker and Mr. Shaugnessy a very good one. It is at the dinner table and at the council board, and not in the face of an audience, that Sir William shines. A peculiarity about the proposed railway is that while VanHorne proposes to spend some five million on the new railway and Mr. Corbin a less sum, neither of them asks for a subsidy. This goes to show that the railway men have great faith in the future of the West Kootenay. The Yukon country has great possibilities. The Boundary region of the Kootenay has great

At the other end of the house the Yukon contract is passing slowly to its death. Perhaps by the time this letter is printed the warrant, which is now signed, will have been executed. Yesterday's debate was all one-sided. Senator King did what he could to convince the senate that he believed in the bill. To make anyone else believe in it is now past the power of greater men than he. The stamped against the measure is growing every day. The power of the lobby seems to be hopelessly broken, and unless the

DR CHASE'S CATARRH CURE. Nothing equal to it for clearing the head and cleansing the air passages. Gives instant relief for cold in the head. Cures chronic Catarrh in a few days; Chronic Catarrh in one to three months. A specific for Hay Fever. MR. JAS. SPRING, CLACKAM, ORE. writes: "I had been a sufferer from Catarrh for 15 years. I put lots of money and tried several doctors, but a Catarrh Specialist in London, Ontario, sent me a box of Chase's Catarrh Cure. I used 2 boxes, and a complete cure was effected."

ingenuity of Mr. Sifton or of the contractors is equal to some new diversion, the contractors' goose is ready for consumption. It is evident to anyone who is much about the lobbies that there is not half as much sorrow among the government supporters in the commons as their vote would have led one to suppose. At least thirty men who voted for the bill will give thanks fervently if the senate kick it out. Long ago it was said in this correspondence that the Yukon miner would curse the day when Mr. Sifton first met Mackenzie and Mann. At present the Yukon miner seems to be safe. It is the grit member of the house of commons whose mouth is filled with cursing and bitterness. Meanwhile Mr. Blair walks the corridors complacently. It is not his bill and he witnessed its death with inward rejoicing. There may be a chance for the Pugsley scheme yet.

Senator Wood has a gift of making a reasonable speech. He never speaks on a subject which he has studied, it and his address is marked with clearness of expression and shrewd business acumen which never fail to command attention. His analysis of the contract was thorough and exact. Such features as he discussed he handled thoroughly, and the incessant interruptions of the two ministers only served to confirm the strength of his position. Mr. Wood believes that the Stikine route is not the right one. He sees no advantage in it, if the United States are well disposed towards Canada, while if they are ill disposed it would be utterly useless. The Pacific route which he prefers is that by Pyramid Harbor and the Dalton trail. This route is the one taken by Hamilton Smith, and it is understood was preferred by Mackenzie and Mann. It escapes the long and arduous trip by transpor river at one end and several hundred miles of lake and river transport at the other. Senator Wood is convinced that there is no occasion for a land grant at all. The chief itself will give ample return for the cost of the road. If the right line is taken the government could build the road and pay for it by its own traffic within a few years. If they preferred not to undertake it at least a dozen contractors would have been ready, if guaranteed five years freedom from competition, to construct the railway without subsidy.

Senator Perley is not so new a speaker as his fellow New Brunswicker. He is bluff and positive and does not beat much around the bush. He talked in a fine, healthy way about the need for the government to pay for building a railway at present. His own opinion is that the route by Edmonton is the right one and that a wagon road with the water transportation on the river would give cheap transport and equally good accommodation with what is now proposed. Mr. Perley does not need to vindicate his independence. He voted against a great many measures introduced by the government by which he was appointed and does not now appear to be the master of Mr. Tarte before his eyes. Mr. Tarte's remarks on the threatnings at a furious rate and yet the grave senators move around in the most complete indifference. Mr. Wood and Senator Boulton are of the opinion that at this moment the opposition to his bill has the sympathy of the people of Canada and that they are better senting public sentiment better than the government, or the majority in the other house. The Ontario elections give support to that theory, and one cause of the rejoicing among the grit members is that from all over the country comes a chorus of condemnation of the government measure. So they are happy to see its corpse. They want to bury Caesar, not to praise him.

The Yukon crisis does not hinder the members of parliament from entering into the discussion of butter. Probably thirty members spoke yesterday on Mr. Reid's resolution in favor of granting a bounty on good butter exported. The speaking was mostly on the conservative side and mostly by Ontario members. The proposition as urged by the promoter seems to be reasonable enough. The cheese market was not capable of much more expansion, while there is an unlimited field for the export of butter, if once the British consumer can be made to make use of the products. Denmark and other European countries have the market now, but it is believed that if Canada can get it she can hold it. The members for the rural constituencies discussed the matter pretty fully and pressed very strongly the idea that the government was estopped from declaring against bounties.

Nevertheless the ministers and their supporters did so declare. Since two days ago they have become free traders again. Only an iron or steel maker or some capitalist who can talk loud may have a bounty. The farmer is the friend of the government, and the government is his friend, but in dealing with him free trade principles must come in. The farmer may think that these principles should have a wider application, wide enough, for instance, to cover agricultural implements and coal oil. But this shows his failure to understand the government. The ministers are the friends of the farmer but the allies of the capitalists. Farmers do not subscribe very largely to election funds. We used to hear about "the red parlor." Every minister eats and sleeps and lives in a red parlor these days.

So Mr. Reid's proposition for a bounty on butter had to be destroyed. The government did not ask their supporters to vote against it straight, and the whip of the party proposed an amendment which said nothing about bounties. The amendment says that cold storage is a good thing and will help the farmer immensely. Of course nobody said it wasn't or wouldn't, and the fact that cold storage is useful is not a reason why the bounty should be refused. Like the flowers that bloom in the spring trail, it has nothing to do with the case. But the upshot of it was that all the words about the bounty were

struck out and some about cold storage were substituted.

The interposition of the cold storage programme suggests the remark of an uneducated but wealthy gentleman who secured an invitation to a dinner where the others were men of letters, Charles Lamb being one of the company. The man goes that the stranger, desiring to add his voice to the literary conversation, broke in violently with the remark: "Homer was a great man." After eating rapidly for a time he astounded the company by loudly asserting that "Shakespeare was a great man," and later declared "Milton was a great man." The government, with equal irrelevance bursts in with the remark that "cold storage is a good thing." One version of our story states that Charles Lamb, at the third observation above quoted, went round the table and began gravely to feel the visitor's head. It is possible that the farmer may perform the same service for the minister, except that he will not be grave and will feel with a club.

Mr. Charlton made another attempt. He declared that the Sunday bill should not be shot at from behind a tree, but that everybody should come out in the open and vote against it if down there, with Mr. Bourinot writing for him, he was in his little book. His motion that the bill be based on the order paper was not debated long. Mr. Somerville, a good grit friend of Charlton's, declared that he would vote for no more of Charlton's bills. Half of them were only repetitions of the criminal code, the other half repeated the provincial statutes and the rest were vicious. Mr. Somerville computes that in the ten years or more that he has been supporting Charlton's bills they have among them wasted two days every session. This costs five thousand dollars a year or fifty thousand dollars altogether. Here was money enough to pay the governor general's salary, and no good had come of it. Mr. Charlton thought that not much good came of the government general either, but he did not say so. He seemed to be deeply grieved to think that anybody should grudge five thousand dollars a year to his important crusade. Mr. Somerville's figures are wrong. It costs about \$7,500 a day to operate parliament, and the bill is \$150,000. Still no one would say that Mr. Charlton's bills are less useful than many others which fill in more time and cost more money. For what else has the government held the other half of a fortnight discussing measures that were dropped, and this year it probably costs from fifty to one hundred thousand dollars to attempt the surrender of the gold lands in the Yukon. To return to Mr. Charlton, he failed to impress the house with the obligation to give him his bill back. Instead of the previous vote, which gave six majority against him, he found himself with an adverse majority of forty-eight.

This is the week of caucuses. The government caucus met on Wednesday and gave the ministers the benefit of two hours' complaint. It was a regular caucus committee. No subject but patronage was discussed, and only the fringe of that was reached. The topic is to be resumed at the adjourned caucus today. The substance of the declarations of the members of the caucus is that the chief clerks who are tormented must go, and that every tory who is in receipt of public money must go. It is fair to the ministers to say that they do not like this policy. They have good reasons, who may work easy for the chief. They hear the statements of the members that the deputies intercept political letters addressed to the ministers and that they advise against the recommendations of the local party committees. No doubt the ministers have encouraged this delusion. It is a comfortable way to get rid of a difficulty by not remembering the receipt of a letter. A deputy or a clerk is an excellent scapegoat between a minister and an angry friend. If the grit members would consult their tory friends across the house they would learn that these things happened before the change of government, and would probably find that the deputies are as much the friends of grit politicians as they were of tory partisans.

But Sir Wilfrid cannot make them believe that, and the clamor is growing louder and louder. We may presently expect to see the tower of parliament adorned with the heads of ever so many "permanent" officials. The word "permanent" is used in a technical sense. Nothing is permanent now, not even a policy, and certainly not a promise.

This is what the Methodist ministers conclude after their interview yesterday. They represented the general conference of the Methodist church, and asked Sir Wilfrid not to interpose a number of questions into the plebiscite. Sir Wilfrid has promised the plebiscite, pure and simple, but he seems disposed to give something different. Yesterday he told the ministers of the gospel that all the questions incident to the plebiscite ought to be submitted, and Mr. Fielding backed him up by asking the delegates if they wanted a snap vote. The delegation told him they wanted a straight vote as was promised. They could not see very well how all the incidents of the question could be put. There were enough on both sides to fill a big book. S. D. S.

OTTAWA, March 25.—In the account of a new arrangement which Mr. Blair has made with the Drummond County railway, it was shown that the minister has now the opportunity of acquiring for \$1,000,000 property for which a year ago he was determined to pay a sum equal to two million two hundred thousand. A complaint majority in the house of commons consented to the larger sum, but the senate objected and the country is half a million dollars better off.

Yesterday it was same process was at the other end of the party told the story made a temporary amount with the commons which are not quite which he made last unfortunately prevented.

It is not always a things perfectly clear remembered that agreed to pay to \$100,000 a year for the minus at Montreal line railway from Rosalie. This amount on two million supposed to be half property used by the commons. The government to pay five per cent all extensions, improvements that might as double tracking yards and warehouse appears that in rest largements and better per cent have been to four and that the longer pays on half a share of the cost the respective traffic ties. The Grand Trunk has been four per cent traffic as the Inter annual cost will than a quarter of what was the bargain killed.

The outlay for I year, has not so far gone, been disturbed to say that it must be cut down from \$100,000 to \$50,000 ought to expect the net after based on the price, which, for the should be cut down some \$30,000. Whether not it is clear that done and that in a ment it will be done can congratulate through the defeat of bill of last year so been saved. A government borrowing money at per cent in England, Grand Trunk Company had much to explain rowings ran up into per cent is a fool's it is not quite so bad.

Mr. Blair heard Mr testimony and tried not you tell me last "that the company concern in England for money, and therefore receive five per cent wright said, "Yes you tell me at your credit had proved that you money at four per cent next year, which affirmative reply. S. minister of railways at rates, not based on the country, but on a party with whom he the bargain had been concern as to the cost to pay interest at the month, we may assume Blair would have country to the same Trunk got such spier Mr. Blair that its credit thereby. At the meeting last year the party shareholders that he would be engaged new bridge at Montre facilities there would cost to make a day for the Grand Trunk the grit majority in commons had been country would have per cent for ninety come.

In the committee odd thing happened, that Mr. Greenfields come back and give The senate has started into this matter a question that Mr. Lister ruled out will now be Mr. Greenfields had and so have Mr. List and likewise Mr. Tarte, and what the ra Greenfields proposed government cost Mr.

It is perhaps natural circumstances for the ways to assume the of a bargain, such as him in Fergus, such as Mr. P. S. Archibald service and now coming to brow-beat the committee of which the absolute control. is supposed to be in Blair's dealings, but on the air of a man whole committee and as well as the railway of the country. Here port from the Citizen of the examination of Mr. Haggart had had examined in the way, and Mr. Archibald had not, remarking it gone over it at all on his way to Ottawa velled over the line, platform the first

The Citizen's report In a most brutal attempt to bulldoze nesses—Mr. P. S. Archibald, had been recently deposed from chief engineer of the Mr. Archibald, said that he had ever been Schreiber to make of the road, replied in the "You went over the other day?" he asked "Yes," was the reply. "What was the road?" "The road of the Interou the witness—The end of the train for