

Dominion Parliament

Proposal to Purchase the Drummond County Railway Before Parliament.

Resolution Introduced by Mr. Blair—Protest From Opposition Benches.

Ottawa, May 10.—The government's resolution respecting the purchase of the Drummond County Railway as an extension of the Intercolonial to Montreal, occupied the attention of the House of Commons yesterday. The first four hours of the sitting were spent in what looked extremely like obstructive tactics. The discussion, at any rate, was not at all confined to the question before the House, and it was therefore nine o'clock in the evening when the Minister of Railways got the floor to explain the government's proposition.

His speech lasted four hours and constituted a very full statement of the grounds on which the government has seen fit to act.

Mr. Britton (Kingston) introduced a bill to amend the Joint Stock Companies Act, which deals with the powers of certain companies to invest in the stock of other companies.

The Drummond County Railway.

Sir Charles Tupper renewed his request for information as to the earnings and expenses of the Drummond County Railway extension from Chaudiere Junction to Montreal. The Minister of Railways replied that the accounts of the several sections of the I. C. R. were not kept separately.

Sir Charles Tupper asked that a copy of the agreement be laid on the table of the House.

Mr. Blair intimated that it had been laid to the special committee which last session instigated the matter of the Drummond County proposition. However, he would bring it down without delay. The Minister then proposed that the House proceed into committee to consider the following resolution:

1st. That it is expedient to authorize the Governor-in-Council to purchase from the Drummond County Railway Company, and to authorize the said company to sell and convey to Her Majesty the whole of the railway and undertaking of the said company, including its main branch lines of railway, and all buildings, fixtures, and appurtenances pertaining thereto, and upon such purchase being effected the said railway and its branch lines shall become and form part of the Intercolonial Railway, and may be operated as such.

2nd. That the purchase of the said running powers and other rights, privileges and concessions acquired by the said company from any other railway company or companies, and all franchises or powers of whatsoever kind, excepting only the rolling stock and station furniture of the company, and the tools of the section men.

3rd. That the said railway and undertaking is to be conveyed to Her Majesty free and clear from all charges, liens or encumbrances affecting the same under or by virtue of or in respect of any mortgage, bonds, debentures or preference stocks or other securities, or otherwise, however, and the said company shall release Her Majesty of and from all claims and demands under a certain lease and agreement bearing date the twenty-fifth day of February, 1888, and made between the said company of the first part and Her Majesty of the second part.

4th. That there be paid for the said railway and undertaking and other property, as aforesaid, out of any unappropriated moneys forming part of the consolidated revenue fund the sum of one million six hundred thousand dollars, less any sum paid by the company as authorized by the act, chapter 4, Statutes of 1897, to be granted to the said company as a subsidy for forty-two and a half miles from Moose Point to Chaudiere river.

As a motion to go into committee was about to be put to the vote, Mr. Geo. Taylor moved the adjournment of the House, whereupon Sir Charles Tupper speaking for a few minutes, in condemnation of the Minister of Railways, Sir Charles Blair, of having shown a lamentable ignorance of matters connected with this road when the question was put to the House last session. The monstrous bargain had been plunged into in blind ignorance. The leader of the opposition charged that the Minister of Railways was interested himself in this road. For this remark he was called to time by the Speaker, but paying small heed to this admonition, followed his theme through to the end.

The Minister of Railways returned that the leader of the opposition in this matter was acting in bad faith. Sir Charles Blair pitied his sad state. Sir Charles had degraded himself to the level of little better than an ordinary soldier, and had converted the whole thing into a burlesque. The government had absolutely nothing to conceal. The information which the opposition sought was already available. It seemed to him, indeed, as if the leader of the opposition was himself holding a brief from the C. P. R. in delaying the consideration of his resolution. If the C. P. R. considered itself ill used in this matter, it could receive full attention. To meet, however, the opposition's request, Mr. Blair laid on the table a copy of the agreement.

The discussion was continued by Messrs. Foster, Sprague and Haggart. The Premier defended the course pursued by the Minister of Railways, and saw no reason why further hindrance should be given to the work of the question before the House.

Mr. Powell (Westmoreland) made reference to certain motions which he had made for the production of returns from the revenue, expenditure, tolls, etc., of the Intercolonial Railway.

Messrs. Wallace and McNeill also took part in the debate before the motion to go into supply was declared lost. The motion proposed by the Minister

of Railways to go into committee on the resolution was then put and on this the House divided. The motion was sustained by a vote of 80 to 38. Mr. John Costigan once more voted with the government.

In Committee.

In committee on the resolution the Minister of Railways observed that the proposition which he had to lay before the House would differ in some minor features from that submitted on a former occasion. The difference was not as to principle, but as to the wisdom of the policy of extending the Intercolonial to Montreal there seemed to be but one opinion. He ventured to assert that Sir Charles had not the authority of either the C. P. R. or the Grand Trunk to make the proposition which he had recently made concerning the bridging of the St. Lawrence at Quebec. Sir Charles had proposed to exchange the grant of running rights to the C.P.R. over the government line from St. John to Halifax for similar rights over the C. P. R. from Quebec to Montreal. But this bargain, according to Mr. Blair's view, would have been an exceedingly poor one, and unremunerative from the government point of view. He was inclined to think that the opposition would repeat the insinuations thrown out against the government in connection with the provincial contract.

The essence of the difference between the proposition of 1897 and that of today was that on the former occasion the government had proposed to lease the line, while to-day the proposal was one for the purchase.

Mr. Blair referred at length to the opinions and evidence including the estimate which had been produced before the Drummond county committee, last session, which were calculated to show that the proposed purchase for the sum specified in the agreement was an exceedingly fair and reasonable bargain. He laid stress upon the opinion of Mr. Inch, a well-known and perfectly reliable engineer, to the effect that there had been expended upon the construction of the road a sum of \$1,908,21.

Mr. Blair was pleased to be able to say that the extension to Montreal was today holding its own, and would become in the near future a very profitable part of the Intercolonial. The deficit for last year on the entire system, including rail, would be \$208,000, and for four months of that time the Montreal extension was operated. During this same period two years' repairs were carried out. If he had followed the example of his predecessors, and not charged up these accounts till after July 1, his deficit would have been only \$50,000. During the past eight months, on the whole road, including the Drummond County line, there was a surplus of \$394, as against \$71,000 deficit during the same period last year. For the current fiscal year the surplus of the road would be the largest ever known. Further than this, he would say that the road would have a greater surplus than all previous surpluses put together (cheers). He claimed that the inference from this statement must be that this was due to the addition of a very valuable and productive section to the I.C.R. Anyone who travelled over the line to-day would bear testimony to the truth of the government's prophecy, that the extension was a most profitable business for itself. The road was, he said, only on the threshold of its commercial development. The compact entered into by the late government with the C.P.R. for running rights over the Intercolonial between St. John and Halifax, was an extremely unfavorable one to the government line. It was without parallel. The government which entered into it must have been either woefully ignorant or otherwise. The compact designedly, the C.P.R. had the bulk of the business and the commercial advantage. The Intercolonial was nowhere. It was put to the cost of running the Intercolonial, and it would have done. The chief engineer had informed him that charges were made against I.C.R. employees of soliciting traffic for the government line, and that they were ordered to desist under threat of dismissal. The agents on this line were to be perfectly natural.

Before drawing his speech to a close, Mr. Blair referred to the denunciation of this agreement by the C.P.R. of which one year's notice had to be given. No agreement had been reached between the government and the C.P.R. as to its renewal, and so far as he could see, there was small chance of which would be satisfactory to the government. Let the C.P.R. consent to hand traffic over to the Intercolonial at the end of its long haul and vice versa. That was his way two years ago, and the corporation should treat each other. So long as he had anything to do with the management of the railway department, he would never consent to a renewal of the agreement on its present terms. Mr. Blair apologized for having addressed the House at such great length. On resuming his seat at ten minutes after one o'clock, he was warmly congratulated by his colleagues and friends for his very full statement of the case.

Mr. Haggart moved the adjournment of the debate.

The Champ De Mars.

Papers were laid on the table, in return to a motion by Mr. Monk (Jacques Cartier), comprising all correspondence relating to the occupation of the Champ de Mars by the Montreal city authorities.

The correspondence is all under date of 1889, in which year the city accepted a lease from the government at a nominal value of \$1 per annum, on condition that the corporation provide a caretaker and keep it in proper repair, and upon the further condition that it should be free for occupation at any time by the militia force.

TEMPERANCE LEGISLATION.

Form of Resolution to be Presented to Parliament by the Alliance Sub-Committee.

Ottawa, May 10.—The committee of members favorable to the cause of temperance, which has been charged by the Dominion Alliance with the preparation of a resolution to be laid before parliament to gain the sanction of that body to whatever recognition may be gained for the cause of temperance, has fixed upon the following, which will be moved by Mr. Flint, seconded by Mr. Bell (P.E.I.), on the earliest opportunity.

"Whereas, it is desirable that legislation should be enacted having in view

the further restriction of the liquor traffic in Canada, and that such legislation should be uniform in all the provinces and territories of the Dominion; Therefore, resolved that in the opinion of this House it is expedient to enact:

(1) That subject, and except as hereinafter mentioned, the sale or intoxicating liquors in every province and territory of Canada should be prohibited.

(2) That the act prohibiting such sale should not come into force in any province or territory unless and until a majority of the qualified electors therein, voting at an election, shall have voted in favor of such act.

(3) That upon such vote in favor of said act being duly certified to the governor-in-council, such act shall be brought into force in said province or territory, and shall remain in force thereon until the same shall have been repealed in such province or territory. Such repeal shall not take effect therein until a majority of the qualified electors of such province or territory voting at an election shall have voted for the repeal thereof, the proceedings for such repeal to be similar in all respects to those for bringing the act into force.

(4) That in order to avoid unnecessary expense and to secure the largest possible vote, the voting provided for in the said act shall take place at a general federal election.

(5) That this act shall, in coming into force, suspend the operation of the Canadian Temperance Act in any part of the province or territory where the same may be in force at the time, and such suspension shall continue so long as this act is in force in such province or territory.

(6) That while the said act is in force in any province or territory, the sale of such liquors may be permitted for medicinal or sacramental purposes, or for bona fide use in any art, trade, or manufacture; such sale to be made by vendors appointed for such purpose, and to be subject to such regulations as will procure the due observance of the act.

(7) That while said act is in force in any province or territory, no brewer or distiller therein shall be permitted to sell his products except to vendors for the purposes of the said act or for export from the said province or territory to some place beyond the same where the said act is not in force, such manufacture, sale and export to be subject to stringent regulations.

(8) That while the said act is in force in any province or territory, no such liquors shall be permitted to be brought into such province or territory from any other province or territory in Canada, or from abroad, except for sale for the purposes of the said act, such importation and sale to be subject to such conditions and restrictions as will ensure the due observance of the act.

(9) That the provisions be made in said act for the enforcement of the same and for the proper application of all fines and penalties imposed thereby."

Ottawa, May 11.—At yesterday's sitting of the House of Commons, Mr. Charlton managed to gain the favor of the House to one more of the measures which he has been promoting at each successive session of parliament for years. This was the bill to raise the age of consent from sixteen to eighteen years.

Parliament was favored with the presence of His Excellency, Xiang Yi Wei, the eminent Chinese reformer, who is now on his way to London.

Mr. Comstock introduced.

At the opening of the House Mr. W. H. Comstock, member-elect for Brockville, was introduced and took his seat. The event was converted into one of more than usual interest by the presence of the galleries of more than four hundred Brockvilleites, who had come down especially for the occasion. As Mr. Comstock advanced up the floor supported by the Hon. William Mulock and ed by the Hon. William Mulock, and echoed with the applause, loud and long, which went up from the government supporters. The chief actor in the scene maintained a somewhat nervous composure, and he had been invited to take his seat.

The Speaker felt it his duty to remind the strangers who had taken part in the demonstration that they were present in the gallery only on sufferance. Any demonstration on their part, therefore, was wholly against the rules.

Lieut.-Col. Donville's Leave.

Replying to a series of questions by Mr. Morrison (New Westminster), the Minister of Militia stated that Lieut.-Col. Donville had been granted permanent leave of absence from his command of the 8th Hussars. He was placed on permanent leave by the general officer commanding. The command of the regiment had devolved upon Major Markham.

Not Just Yet.

Sir Hibbert Tupper made inquiry as to whether the government proposed this session to ask parliament to provide for the representation of the Yukon territory in the House of Commons.

Stubborn Coughs.

Some Coughs seem hard to shake off—stick right to you in spite of all you do to get rid of them.

Those are the kind of Coughs that are dangerous—that weaken the lungs so that the germs of Consumption find a ready foothold.

Now, there's no remedy will cure stubborn Coughs—Coughs that won't let go—like Dr. Wood's Norway Pine Syrup.

It allays the inflammation, soothes the lining of the Lungs and Bronchial Tubes, and rids the system completely of all the bad effects of lingering Coughs and Colds.

Dr. Wood's Norway Pine Syrup.

Price 25c. All dealers.



The Money you spend Is still to your Credit.

When a man buys **SHOREY'S Ready Tailored Clothing**,

the money he pays for it is really on deposit as it would be in a bank. It the clothes do not prove to be satisfactory in every respect, fit, finish and workmanship he can go back to the dealer and get his money back. What more can you ask?

This guarantee is a part of every sale of Shorey's Clothing. A card to that effect is found in the pocket of each garment. You do not find such cards in the pockets of ordinary clothes.

Now do you?

Mr. Cousins to Resign

Victoria's Assistant Engineer Tendered a Post in Wales.

A Professional Promotion for the City's Popular Official.

Victoria is about to lose the services of Mr. E. A. Cousins, C. E., who has for several years filled the position of assistant city engineer for the municipality. He will remain in the employ of the city until completion of the work now in progress at Elk lake, will then proceed to the Old Land, where a much more important position has been tendered him.

The fact that Mr. Cousins has decided to leave this city was not generally known, a few of his fellow officials at the city hall alone being in the secret. The information, however, came into the possession of the Times, and although owing to the assistant engineer being engaged at Elk lake, the fact could not be verified from him, there is no doubt of the authenticity of the report.

Mr. Cousins's action is the result of an offer made to him by a municipality in Wales to assume control of their engineering work, prominent among which is an extensive sewerage system, which was designed by his father, an eminent engineer in the old land, under whom Mr. Cousins received his preliminary training. In the profession, the salary is seven guineas a week, with a number of perquisites.

Mr. Cousins, although nominally holding the position of assistant engineer, had practically the control of a number of civic works, and in the troubled interval during which the city was without an engineer, he performed the duties of that office to the satisfaction of all concerned. A strong feeling was manifested among a section of the council in favor of appointing him to the vacancy, but with characteristic modesty, Mr. Cousins declined to make formal application for the position and he was passed over for an Eastern man.

Notwithstanding that he nominally occupied a subordinate post, so great was the confidence reposed in him that the council invested him with independent authority to complete the work at Elk Lake, the source of the city's water supply. While this work is in progress his salary has been advanced to \$150, but as soon as completed the salary would revert to the old figure.

Mr. Cousins, as soon as Mr. Topp arrived, wished to be relieved of any further responsibility, and to the representations of the mayor simply replied that he did not propose to do any work for which another was engaged, or to trespass on Mr. Topp's province.

By his removal to Wales, Mr. Cousins enjoys well merited promotion, professionally, and in a financial sense, and carries with him the best wishes of Victorians generally.

LA GRIPPE VICTIMS.

Will in Thousands of Cases Have to Fight Catarrh Unless Dr. Agnew's Catarrhal Powder is Used to Prevent the Spreading of the Seed.

The wife of a prominent physician of Toronto was a victim of Catarrh in its worst form. She tried almost every treatment known in the world of medicine without receiving any lasting benefit. Hearing of the almost miraculous cures made by Agnew's Catarrhal Powder, she procured it, persevered in its use for eight months, and was fully restored, and all symptoms of the dreaded disease eradicated from her system. She says, "After years of suffering I rejoice to be freed." Name given on application.

Sold by Dean & Hiscocks and Hall & Co.

NOTICE.

Notice is hereby given that application will be made at the present session of the Parliament of Canada, for an act to incorporate a company with power to construct and operate a railway and line of telegraph and telephone from some port in British Columbia, eastward through either the Yellow Head Pass or the Peace River Pass to a point at or near Fort Saskatchewan in the District of Alberta in the Northwest Territories for other powers and privileges incidental thereto.

Solicitor for Applicants.
Dated at Ottawa this first day of May, A.D. 1899.

