## ST. JOHN'S SUCCESS the government would in a quiet and perhaps small way make all the efforts possible towards this most designable and. They might not account

# As the Winter Port of Canada Clearly Demonstrated.

The Reception and Lunch on the Beaver Liner Gallia.

Already the C. P R. Has Had to Refuse Grain, and Cargo Enough in Sight for All Steamers.

Speeches by C. P. R. Traffic Manager Bosworth, Foreign Freight
Agent. Supt. Timmerman, Manager Campbell,
Capt. Taylor and Others.

The reception and luncheon on board the royal mail steamer Gallia at Carleton on the 6th instant, was one of the most enjoyable events of the season. The Gallia was decorated with bunting from stem to stern, and presented a fine appearance. The Four tables were set running almost from one end of the saloon to the other. At the head of the first table sat the chairman, D. W. Campbell, the manager of the Beaver line. On his right were Chief Justice Tuck, Judge Barker, J. V. Ellis, M. P., Sheriff Sturdee, G. M. Bosworth, traffic manager of the C. P. R., John Corbett. foreign freight agent of the C. P. R. and James Carruthers of Montreal one of the largest of Canada's grain

On the left of the chairman were the following gentlemen: Capt. Taylor of the Gallia, Mayor Robertson, Senator Dever, Hon. H. R. Emmerson, Hon. C. N. Skinner, Hon. A. S. White, President W. S. Fisher of the board of trade, Gen. D. B. Warner, Andrew Allan of H. & A. Allan of Montreal, the big steamship concern, and Fred Kohl, the Canadian representative of B. & S. H. Thompson, the great English hardware firm.

Among the other gentlemen present

Dep. Mayor Robinson, Ald. Daniel, Ald. McGoldrick, Ald. M

The edibles disposed of, Manager Campbell took the floor. He extended to all a cordial welcome. It was a genuine pleasure for him to meet the gentlemen he saw before him on board the first Beaver liner which carried the mails. He then proposed the first toast, the Queen.

It was received with great applause, and the crowd sang the national anthem in a most enthusiastic manner. Then came a song, Hearts of Oak, by W. E. Buck.

toast, the governor general. It would have done Lord Aberdeen good to have heard the good things said and sung regarding him.

Manager Campbell next gave the

G. S. Mayes sang the Death of Nelson so well that he was recalled. He then gave The Old Brigade.

The health of the president of the

The health of the president of the United States was drunk about the time President McKinley was delivering his message to congress. Mr. Campbell regretted the absence of the U. S. consul, and called upon Gen. Warner, a former representative of the U. S. government at this port, to respond.

Gen. Warner was loudly chereed as he began his reply to the toast. He thanked all present in fitting terms for the cordial reception given the toast and himself. He trusted that the Beaver line would meet with every success in their business at this part

The Star Spangled Banner was then sung.

After a song or a ditty as the singer,
W. E. Vroom, termed it, with Rule
Britannia for a chorus, the chairman
proposed the parliament of Canada,
coupling with it the names of J. V.
Billis, M. F., and J. D. Hazen, ex-M.
P. Mr. Campbell said the policy of
the government seemed to be to develop the trade of Canada in every

way.

The toast was of course well received, and cheer after cheer went up for the dominion parliament.

Mr. Ellis, M. P., in response, thanked the chairman and all about him for their kindly reception of the toast. The present parliament, irrespective of party, were thoroughly alive to the

importance of helping along the trade of Canada. It was their desire to see it done through Canadian ports. was the wish both of the people and the legislators that St. John should take even a higher place than she now occupied. The people of this city were greatly interested in the movement in onnection with these steamers. Since 1867 the feeling down here had been that the western provinces should show a great interest in the people down here by the sea. We all hoped to see the winter port business a suc cess here, but in order to keep the place to the front we must keep up a continual fight. The speaker had no strong faith in the patriotism of railway companies or railway men. What these people had in view was to get the goods to the seaboard at as low a figure as possible. We would have to use a lot of persuasion to bring to our own ports this business. The present parliament were economic and desirous of doing what was in the best interests of Canada. If they were in a position to help St. John they wanted to do it. There were in Canada two winter ports, and the number he felt was not too many. Surely there would be business enough for

Mr. Hazen, ex-M. P., after returning his sincere thanks to Mr. Camp-bell for coupling his name with the toast, spoke of the Canadian parlia-ment as the most important representative body in the country. held a seat in parliament for six years, he was convinced that the members of the house were animated by a desire to promote the best in-terests of this fair dominion. In Canada the country was governed on the party system. While it was not an ideal system, the speaker said it was a good system. He then pointed out from. When the boats of the Beaver line, the pioneer sheamship line here during the winter, came to St. John were welcomed by all classes The hope of our people was that they would succeed, and the speaker so put t at the banquet on the Lake Superior two years ago. But we the hardly looked for such a business as that which seemed to be ours during the present season. He looked back with pride to the fact that he, while in parliament, assisted in a way small as it may have been, to induce the Beaver line to come here. proposed fast line was mentioned and Mr. Hazen said he hoped St. John. would get it. The people of Western Canada were now anxious to do business through Canadian ports. great factor in the success of the was at the head of the company and who now sat at the head of the table. Mr. Campbell had worked hard for his company and had made for them scores of friends, which meant busiless. While the speaker regretted the luncheon on board the Lake Superior, was not present, he was flad to see seated beside Mr. Campbell Capt. Taylor, whose heroism is aking the Lake Winnipeg across last winter gained for him such distinruished recognition at the hands of

the Liverpool underwriters. J. N. Sutherland of the C. P. R. gave a song, and Mr. Campbell called ipon the company to drink the health of the provincial legislature. Campbell said he attended the banquet tendered Premier Emmerson the the programme laid down by that gentleman which if carried out could not but result in the advancement of the privince's best interests The toast was drunk with musical ccompaniment. Premier Emmerson cated in winter port oratory, nor has been his privilege to mix very rauch in the agitation so long carried on to make this the winter port of Camada. The local legislature had not the same powers as those pos But the legislature would not take econd place to the other body in their fire to do for St. John. When he said this he wished it understood that he spoke not only for the govern ment but the opposition as well. The esire of the members of both sides was to build up the port. The government of which he was the head were in a position to do what no for er government could have done in the way of bringing immigrants here In the past they could only brought here through other ports, but now we had these steamer coming here by which people could be danded right here. The governent of the day wanted to avail them selves of this chance to bring people to New Brunswick. If the government could do anything in the way of here they desired to do it. He was unable at the moment to point out

the proper course to be pursued or the

best means to adopt, but nevertheless

sirable end. They might not accomplish much, but if they brought only a few families here they would have done something. But he looked forward with confidence to something better than that. He refused to attribute the success of this winter port ousiness either to the domininon or provincial governments. It was secured through the energy of the people of St. John. All credit should be given them for their enterprise. He would be glad if any feeble efforts on the part of the government could help St. John forward in the direction in which she was going.

Mr. Shaw, M. P. P., did not see why he was called upon for a speech, after Mr. Emmerson had spoken for both the government and the opposition. The speaker was proud to be one of St. John's 'representatives in the legislature. It was pleasing to think that he had the confidence and good wishes of the people of St. John, and pleasing, too, to feel that he had as a friend Manager Campbell of the Beaver line. He was ready to do all he could to help the Beaver line along, for their success meant success for St. John. He was sorry Dr. Stockton, M. P. P., was unable to be present.

Attorney General White and Surveyor General Dunn also responded.

In proposing the City of St. John, the chairman spoke in the highest terms of Mayor Robertson and the ommon council. He found in Mayor Robertson, when he first came here, a true friend and a man who did not hesitate to do all he could for the city, no matter what the sacrifice was to him personally. The speaker was proud to think that when he first appeared before the council he won their confidence, and he trusted he would always hold it. He had to thank the city for the facilities provided for the Beaver line and, other teamers. The city, he trusted, would eap a rich harvest from these works. He as manager of the Beaver line took credit for the inauguration of this business. He hoped as time went on to see dozens of lines coming here. It was his hope that hundreds of thousands of tons of freight would very winter pass through this port, which he was glad to designate as our own Camadian winter port. The success of this business meant better ousiness throughout the province and the dominion. Canada should ever

be first in our thoughts.

In response Mayor Robertson made a good speech. In opening he, on behalf of the citizens of St. John, returned thanks to Mr. Campbell for the many good things he had said relative to the city. The people of St. John knew and appreciated to the fullest extent the work Mr. Campbell had done in the development of this

had done in the development of this winter port business through St. John. The next toast, the Canadian Pacific railway, was proposed by Mr. Campbell in a most interesting speech. He was glad to see so many of the officials of the road present. All the steamers which came here were dependent upon the C. P. R. for their cargoes. Mr. Bosworth, the general traffic agent, was a man thoroughly alive to the interests of the line, which meant business for St. John. Mr. Corbett, the foreign freight agent, was a most capable man, and he was doing all he could for St. John. The C. P. R. were bringing freight here at exactly the same figure at which the Grand Trunk landed it in Portland.

General Traffic Manager Bosworth was given a most cordial reception. After thanking the company therefor he said the C. P. R. were putting forth every effort to develop busines through the port of St. John. When he visited the city a few weeks since things looked rather blue. Arrange ments had not then been completed for either the Liverpool or London ervice. Since then arrangements had been made which he trusted were satisfactory to all concerned. The C. P. R. had already booked for shipment via this port 1,300,000 bushels of grain 1,000,000 bushels of which came from Ontario. Of this Mr. Carruthers, who was here present, was to furnish one half. The railway also had at Owen Sound a million bushels of American grain. They had contracted to move 9,000 tons of package freight which would come here for shipment Since he came on board the Gallia he had received a telegram offering the railway 200,000 bushels of grain for shipment from here. He was sorry to say that they would be unable to handle it. This showed how St. John was appreciated in the west. When President Fisher of the board of trade ame to Montreal recently he asked the speaker if it were true that the C. P. R. handled only fourteen per cent of the freight shipped from Montreal during the summer months. He was glad to be able to show Mr. Fisher that the C. P. R. landed at Montrea fully one half of the stuff shipped refrom. When here before speaker warmly congratulated the city on the excellent facilities provided for this great business. He would take this opportunity to remark that a larger elevator was required. The present elevator was small, and he sted the erection of one of 1,000-000 bushels capacity. He assured the company that the C. P. R. would coperate with the city in its erection. As it was at present Canada had two winter ports, to both of which the C. P. R. had access. But the governm had notified the C. P. R. that after next year they would not have access to Halifax. In closing Mr. Boswor

trusted that Mr. Campbell would be the manager and Capt. Taylor the commander of the ship. General Superintendent Tim the Atlantic division of the C. P. R. followed. The railway were intensely interested in the development of traffic by way of St. John. In orde to bring it about there must of course be some squeezing of the geography for St. John could only in that way rought as close to Montreal as Portland was. In the accomplishmen of this he thought the C. P. R. contributed in a way much more than appeared on the surface. The people St. John must see that the C. P. R. were doing all they could. fondly hoped that the city and the C. P. R. would go along hand in hand in

expressed the hope that the fast line

when the first one reached here he

ers would come to St. John. And

the development of this most import ant business.

Mr. Corbett, the C. P. R.'s foreign freight agent, thought the railway with which he was connected had aided largely in the development of this trade. The ocean tonnage fixed to load at St. John this winter was altogether inadequate to the demands that had arisen since the close of navigation in the St. Lawrence. Grain had already been secured sufficient to fill all the steamers that would come here till the end of January. Since this dinner began the rail way had been compelled to refuse a quarter of a million bushels of grain. There was no reason why this should Inside of five years, he was satisfied. St. John would have five hundred steamers here each winter. One question had recently been solved, and that was that it was necessary to separate the freight from the passenger business. It was no use to think of combining the two any longer. The two departments must be

conducted separately. The boats which ran to the St. Lawrence of from 3.000 to 5.000 tons were out of date What was wanted was steamers of from 8.000 to 12.000 tons. Vessels of that description were in use in the services between Great Britain and various American ports. Competition was so keen that these large boats were able to secure the business. Several of the companies who ran steamers to Montreal were going to put on larger boats. This would give a great impetus to the business Mr. Carruthers, who sat near him, shipped this year 8,000,000 bushels of grain. That gentleman assured him that no Ontario grain would find an outlet through an American port except Portland. There was plenty of ousiness both for St. John and Portland. St. John was bound to succeed, for the people of Canada were determined to support a Canadian port. He trusted that the fast line would come here. The new railway lines being built on the other side of the dominion would result in a great increase in business for the large railway lines. The population of the country was bound to increase, in fact he felt sure there would be an of a million within five years. He congratulated the Beaver line on this fine addition to their fleet, and added that he hoped Mr. Campbell would become the manager of the fast line.

J. N. Sutherland gave another song, and then the sentiment. Trade and Commerce, was given. In proposing the toast, Mr. Campbell thanked President Fisher of the board of trade and Mr. Sutherland of the C. P. R. for the work they had accomplished in the west. They had very materially advanced the interests of the port. For freights coming this way the steamers had to depend almost entirely on the good will of the merchants. They could give a vessel cargo or make her come over light. The work done by the gentlemen mentionclated, and the Beaver line canvas sers reported to him that their efforts could not be otherwise than productive of much good to the port. Mr. Compbell called attention to the great business carried on by Mr. Car-

Mr. Fisher said he and Mr. Sutherland were well received wherever they went in the west. A patriotic sentiment prevailed there and he was convinced the merchants up there would use the port of St. John whenever it was possible.

Mr. Carruthers said he, as a member of the Montreal and Toronto boards of trade, would do all he could to help St. John along. He would send here all the grain he could for shipment. But another elevator was needed and at once too. More steamers were also required. Ontario could during the winter months supply grain for five times as many steamers as were coming here. St. John, he sincerely hoped, would progress, and it would delight the people of the west to hear of the success of this place.

Chief Justice Tuck here proposed the health of Manager Campbell and Capt. Taylor in a very entertaining speech. The toast was drank with all the hours possible.

the honors possible. Mr. Campbell in reply said he was glad to welcome so many of St. John's people on board the Gallia. He spoke in the highest terms of Capt. Taylor. saving he was much above the ordin ary shipmaster. The Beaver line were a purley Canadian enterprise and it was to their interests to help along everything that was Canadian. He had listened with pleasure to Pre nier Emmerson's statement as to the bringing of immigrants to N. B. While Montreal, in the province of Quebec, was the speaker's home, St John, in New Brunswick, was this adopted home. He felt a great interest in this province and would love to see her population increase. would therefore give free of charge facilities to two or three men to visit ple here. It would be in the interest of the line to have the population increuse. The steamers had got very little cargo from New Brunswick s far, but now a butcher was asking for space for dressed meat. If our people would produce the right sort stock they would find a good market for it in England. He had always de sired to see St. John built up, and he vas gratified to see such a successful season's business opened up. Mr. Bosworth had just promised him 8,000 parrels of Ontario apples for ship-Mr. Compbell then referre briefly to the Gallia and her accom

bells Are Coming and then Capt. Tay lor responded. As for his sticking by the Lake Winnipeg last winter he simply did his duty. Much had been said about the Bay of Fundy. He wished to state that he could not see any serious difficulty in making St. John. In fine weather the bay was easy to navigate. If the weather came on thick a ship could by the constant use of the lead fine her way up without trouble. He congratulated John on the excellent facilities at and point, saying they were a credit to the place. He predicted a great future for the port.

Mayor Robertson said Capt. Taylor's statement about St. John published in a Montreal paper early in the fall did more to remove the prejudice against the port than anything else. He proposed three cheers for the gallant commander of the Gallia, and they were given with a will.

they were given with a will.

J. D. Hazen proposed the department of public works of the city, and Ald. Christie replied in fitting terms.

H. D. Troop, the St. John agent of the Beaver line, was next honored, and he responded in a short speech.

Ald. McGoldrick and Daniel also spoke, and the company dispersed after singing Auld Lang Syne and God Save the Queen.

Manager Campbell received during the afternoon a telegram from Hon. L. J. Tweedie regretting his inability to be present.

#### BOARD OF TRADE

The Annual Report Shows a Year of Growth.

The annual meeting of the board of trade was held on the 6th. President Fisher was in the chair, and there were also present Secretary Allison, D. J. McLaughlin, S. Schofield, W. Frank Hatheway, E. L. Rising, T. H. Hall, C. E. Lacchler, H. A. Harvey, H. H. Pickett, John Sealty, Thos. L. Hay, G. S. Mayes, A. D. Hewat, Capt. Keast, F. A. Dykemah, J. A. Likely, W. M. Jarvis, J. S. Knowles, J. S. Gibbon, Mayor Robertson, W. G. Scovil, Andrew Malcolm, W. C. Pitfield, E. A. Smith, I. H. Northrup, Col. Markham, S. D. Scott, R. B. Emerson, W. H. Thorne, J. C. Robertson, J. J. Barry, Thos. McAvity.

The council in their annual repor notified a gratifying increase in the board membership. Fitting tributes were paid to the memory of the lat-Robert Cruikshank and Ira Cornwall The valuable reading room of the board, the aid given the board by the newspapers, the Warwick investigation, the application for light ships at the Lurcher shoal and off Partridge island and an additional house on Seal island and pilotage inquiry were also re-ferred to; and the proposed insolvency legislation, the life boat service, the assessment law, the commer cial travellers' tax, the reeded I. C. R terminal facilities, the efforts to better advertise the port, marine insurance matters, harbor survey, President Fisher's visit to England and the upper provinces, the maritime board meeting, the question of opening the port of Belfast to the cattle trade, the oad line question, the proposed pork packing industry, the steamship subsidies, tourist matters and others that had occupied attention during the past year were briefly touched upon, showing that the board had been very active and dealt with many subjects of great importance to this city and port. Regarding the life boat service the council were assured that one sta-tion will be established at Grand Manan during the next year. They understand that ample terminal facilities will be provided for the I. C. The St. John board of underto accept the same rates from British ports to St. John as to Portland or Boston. When the harbor survey is completed it is expected the government will proceed with the work of deepening the channel at the harbor

ber of hogs having arisen, the board are now communicating with the farmers through the various agricultural societies in order to obtain the information. A number of replies have been received, all of which speak hopefully of an increased production, and much interest is being manifested in the subject by the farmers."

The financial statement showed balance on hand at first of year \$428.57; receipts from subscriptions, \$1,395; rentals, \$241; total, \$2,064.57. The disbursements were \$1,345.81, leaving a

entrance. Of the pork packing busi-

ness the report says: "A question as

to the ability of the New Brunswick

farmers to supply the requisite num-

bursements were \$1,345.81, leaving a balance of \$718.76. There are outstanding \$245 in subscriptions and in outstanding accounts \$37.87, leaving total balance \$925.89 to the credit of the board.

The following officers were elected for the ensuing year: President, D. J. McLaughlin; vice-president, W. M. Lawis: members of the council. W. S.

for the ensuing year: President, D. J. McLaughlin; vice-president, W. M. Jarvis; members of the council: W. S. Fisher, W. F. Hatheway, W. H. Thorne, John Sealy, S. Schofield, W. C. Pitfield, Thos. McAvity, J. A. Likely, H. A. Drury and Geo. Robertson, these to elect six others at their first meeting.

Last year's board of arbitration was re-appointed, with the substitution of H. A. Drury in place of the late Robt. Cruikshank.

Mr. McLaughlin expressed his thanks for the great honor done him in electing him to the chair. He eulogised Mr. Fisher in the highest terms for the great work he had done during his term. For himself, he vould perform his duties to the very est of his ability. He felt that the membership of the board should be much larger. The outlook for the port bright, and we feel that we are on the road to prosperity. The board of trade has done splendid work in advancing the interests of the winter port, and it deserves well of the busiess men of St. John. The board should be as large as that of Portland, Me., and he hoped it would be before the end of the year.

Mr. Jarvis also expressed his thanks, and paid a high compliment to the valuable work done by the board for the city and the port. He, too, spoke of the zealous work done by Mr. Fisher, and also by Mr. Mc-Laughlin. He felt there should be a larger membership, and that ere long St. John should have a board of trade building. And whenever a member goes abroad he should always keep St. John and its advantages to the front.

On motion of Mr. McLaughlin, seconded by W. M. Jarvis, the thanks of the board were tendered to W. S. Fisher for his valuable work for St. John on his recent western trip.

Mr. Fisher acknowledged the vote in fitting terms, and the board ad-

Latest news in THE WEEKLY SUN.

### OUR NEW STORY.

The Fifth Installment of "Napoleon Smith" appear in This Issue of the Weekly Sun.

Napoleon the Great was a great source of wealth and fame to numerous folk who lived subsequently to his demise. Of his numerous descendants none are more entertaining than

"NAPOLEON SMITH,"

whose adventures are told in a fascinating manner by a well known author. The life and history of this modern descendant of the great French warrior and statesman are full of incident, and pointedly illustrate the ups and downs of "the Field, the Camp and the Grove" in a fashion that will keep every reader of the Weekly Sun interested from the first line to the last of this great serial.

The search for the millions left by Bonaparte to Napoleon Smith, the thrilling events of his army life in America and France, his double wooing, and a psychological incident make up a story of surpassing merit.

"Napoleon Smith" will run for several months. Now is the time to subscribe for the Weekly Sun, the people's paper. Only one dollar per annum in advance.

#### AN OLD TIME TRAGEDY.

Inquiry Which Recalls a Wholesale Drowning on the Columbia River.

Two New Brunswickers Were Among the Sixteen Victims.

(Victoria, B. C., Colonist.)

A memorable drowing accident, in which sixteen lives were lost on the Columbia river as far back as 1866, is brought to mind by a letter recently received by D. F. Adams of this city, asking for information of one Daniel Cotey, nicknamed Dan Whiteside, who disappeared about that time. The letter comes from Joseph L. Cotey of Grand Rapids, Wisconsin, a brother of the man of whom information is wanted.

Daniel Cotey, the letter states, was known to have been in Quesnelle in or 1867, and the brother that his aged mother wants to hear from the missing man before she dies. Dan Cotey in 1856 went to California and a few years later to Cariboo, and was last heard of at Quesnelle. was thought he might have been one of the party drowned, of which Mr. Mr. McArthur, who was in town a few days ago from Lorne creek, remem bers Dan Cotey as Dan Whiteside, and so do many other old timers. It was believed at first that he might have been one of the two men drowned in the Columbia a few days before Mr. Adams' party met with their ter rible experience, but that turns out not to be the case, nor can it be found

The drowning accident of which Mr.

Adams is a survivor is told of in the

British Colonist of May 31, 1866. At

that time the finds of gold in the Big

Bend were causing a great mining

excitement, just as the Klondyke is

now, and many were the men who

flocked to the new diggings in the search of wealth. On May 19, 1866, Mr. Adams and a party of 24 men started from McCullock's creek. They took passage in a large old Hudson's Bay boat and proceeded down the river till they came to the head of Little Death Rapids, when all but four were landed. Mr. Adams and three others pulled the boat, steered by Captain Lennoy, for a couple of miles further, when the rest of the party overtook them, and though the gerous part of the river had not been passed, all but three being tired of walking boarded the boat again. With riffle and shipped considerable water. Several of the rowers became panicstricken, and although three or four strokes would have pulled the boat to safety the opportunity was allowed to pass. A man sitting in the bow was told by Mr. Adams to throw the line ashore, and this could easily have been done, but the rope was foul or the man too frightened, and away went the unmanageable coat and capsized in a deep, boiling hole. Mr. Adams, C A. Lynden, Fred. Quick and Capt. Louis Lennoy clung to the boat, and just as she got above the main rapids, down which nothing could have lived, Mr. Adams managed to catch a floating oar, held it out to some men on shore and the boat was pulled in Phillip Mallett and James Nicholson managed to swim ashore, but the were: John G. McKiel of Greenwich, New Brunswick; Wm. F. Coldwell of St. Andrews, N. B.; C. J. Kirby of San Francisco; Joseph Defort, John Fordem, Richard Harvey, Edward Gilbert, Richard Goldsworthy, Wm. Richards of Victoria; Wm. Hockins of Victoria; A. T. Grim; Joe, of the New England Bakery, Victoria; Edward Daunet, and another whose name is not given. And this is the story of a misfortune

And this is the story of a misfortune which, though no doubt well remembered by the old-timers, is new to many people who have since come to the province.

the province.

HON. MR. I

Magnificent Spe Hall, To

His Telling Exposur

Mr. Greenshield's Very J. Israel Tarte's Son-His Bosom Frien Notorious N

(Mail and Emp "The Crow's Nest with the Drummond -(laughter and chee action is unprecedent of parliamentary go that in the parliamer acquisition of any r west to Montreal wa terjected into the house as a question consider. I say that ernment. Sir Louis to deny tonight that subject of negotiation by the late governme deny it. (Loud cheer that council I was ! Nothing which invol dollars would be dis council unless I were never mentioned in (Cheers.) It was no my attention. It was ed by the government mentioned that somebody wante good many years, bu vies, I have all plea that it was ever a su tion or discussion by of Canada of which (Loud cheers.) What that? Briefly, with minute calculations. entirely the sum of true? My friend to the head, but there is (Roars of laughter.) renditure of seven r capitalized. Will my what that means? ten thousand dollars nienty-nine years is

that arrangement. C

3 per cent. and you up \$7,009,000 to furnis pay \$210,000 per year

AN UNPRECEDEN

"I say it is unprece mentary government ment, unknown to it lowers, should go to a hard and fast co Grand Trunk railway mond County railwa to an expenditure wi \$7,000,000 without fir the matter before discussed and ascer parliament on the hear, and applause.) We have governmen happened down ther ment came in wi when? At the very sion. Their own foll orously. They kick ther it would pass What was the rod Why, sir, it was 'the committed us to it: through or we will the sponge and let mentary decision of ing the people's mod of 'No.') By no me practice. A measure volving \$7,000,000 and for ninety-nine longenerations—if it w for ninety-nine submitted to parlia mentioned in the spe get the papers down 14th day of June, the house was set t plause.) Why? The making the arrange izing it was dated March. Why did brought down dire of May. Why did

"Because, to my set purpose of the ways to railroad the dying days of the More than that, gentle believe it, when Mr. the idea, sitting Tarte, when they liant idea for my fr for whom nothing is ter)—they actually a ber for a report of Schrieber gave them on the 2nd of Fel clause of which was ernment has any id or making an arran made? The contract authorized the 24th document was signed and it was not until in June that an e down to make an inv road—(hear, hear)—a sent down he was ser ran over it on a Su on Monday, and (Laughter.) Now, ness-like for a bush That, sir, is subvers like good parliame and of any check ture of the people sir, I am not going except this: What County road get? sand dollars a vea years. Follow me in the basis of buying? hundred thousand d

ment said it was v

contract down direct

stead of on the 14th

THE HIDDEN