

The Semi-Weekly Telegraph

It is issued every Wednesday and Saturday by the Telegraph Publishing Company, 98, John Street, St. John, N. B.

Subscription Rates. Sent by mail to any address in Canada at One Dollar a year.

Advertising Rates. Ordinary commercial advertisements taking the run of the paper, each insertion, \$1.00 per inch.

Advertisements of Wants, For Sale, etc. one cent a word for each insertion.

Important Notices. All remittances must be sent by post office order or registered letter, and addressed to The Telegraph Publishing Company.

Correspondence must be addressed to the Editor of The Telegraph, St. John, N. B.

Authorized Agents. The following agents are authorized to collect for The Semi-Weekly Telegraph, viz.: H. CECIL KEIRSTAD, MISS V. E. GIBBERSON.

THE DAILY TELEGRAPH THE SEMI-WEEKLY TELEGRAPH THE EVENING TIMES

New Brunswick's Independent Newspapers. These newspapers advocate: British connection, Honesty in public life, Measures for the material progress and moral advancement of our great Dominion.

No graft! No deals! The Thibault, Skerrock, Rose, and the Maple Leaf forever.

Semi-Weekly Telegraph and The News

ST. JOHN, N. B., APRIL 25, 1914.

WAIT FOR THE EVIDENCE.

The Standard has discovered that the plotters have been followed. Does the Standard refer to the plotters who accepted the rake-off of \$15 a square mile from the lumbermen? Or does it refer to its friends who profited by certain matters in connection with the Valley Railway?

ONE MODERATE AUTHOR.

The Standard newspaper, which had a period of thoughtful silence when the Dugal charges were first published, becomes quite violent now that Governor Wood has assented to the Valley railway bond issue, and is disposed to make certain angry reflections upon other newspapers.

THE GRAND TRUNK PACIFIC AND THE VALLEY.

An astonishing statement is made by the Standard in regard to the Grand Trunk Pacific and the Valley railway.

TROUBLESOME NEIGHBORS.

It is only a few months since ex-President Taft, in speaking of the Panama Canal tolls dispute, said that the nations of the world look to the United States, and properly look to the United States, as a leader in the matter of establishing peace.

THE GRAND TRUNK PACIFIC AND THE VALLEY.

An astonishing statement is made by the Standard in regard to the Grand Trunk Pacific and the Valley railway.

TROUBLESOME NEIGHBORS.

It is only a few months since ex-President Taft, in speaking of the Panama Canal tolls dispute, said that the nations of the world look to the United States, and properly look to the United States, as a leader in the matter of establishing peace.

TROUBLESOME NEIGHBORS.

It is only a few months since ex-President Taft, in speaking of the Panama Canal tolls dispute, said that the nations of the world look to the United States, and properly look to the United States, as a leader in the matter of establishing peace.

TROUBLESOME NEIGHBORS.

It is only a few months since ex-President Taft, in speaking of the Panama Canal tolls dispute, said that the nations of the world look to the United States, and properly look to the United States, as a leader in the matter of establishing peace.

TROUBLESOME NEIGHBORS.

It is only a few months since ex-President Taft, in speaking of the Panama Canal tolls dispute, said that the nations of the world look to the United States, and properly look to the United States, as a leader in the matter of establishing peace.

keeps his seat and appears to be the only bandit strong enough to preserve even a semblance of order south of the Rio Grande.

But apart from the imbroglio in Mexico, it is remarkable to see a national leader still dreaming that his country is isolated from the ebb and flow of world problems and world politics.

The building of the canal has shifted the geographic centre of gravity from the Mediterranean to the Caribbean.

The drift of the times that have broken up all possibilities of isolation will drive Britain and the United States into still closer co-operation.

The drift of the times that have broken up all possibilities of isolation will drive Britain and the United States into still closer co-operation.

The drift of the times that have broken up all possibilities of isolation will drive Britain and the United States into still closer co-operation.

The drift of the times that have broken up all possibilities of isolation will drive Britain and the United States into still closer co-operation.

The drift of the times that have broken up all possibilities of isolation will drive Britain and the United States into still closer co-operation.

The drift of the times that have broken up all possibilities of isolation will drive Britain and the United States into still closer co-operation.

The drift of the times that have broken up all possibilities of isolation will drive Britain and the United States into still closer co-operation.

The drift of the times that have broken up all possibilities of isolation will drive Britain and the United States into still closer co-operation.

The drift of the times that have broken up all possibilities of isolation will drive Britain and the United States into still closer co-operation.

The drift of the times that have broken up all possibilities of isolation will drive Britain and the United States into still closer co-operation.

The drift of the times that have broken up all possibilities of isolation will drive Britain and the United States into still closer co-operation.

The drift of the times that have broken up all possibilities of isolation will drive Britain and the United States into still closer co-operation.

The drift of the times that have broken up all possibilities of isolation will drive Britain and the United States into still closer co-operation.

The drift of the times that have broken up all possibilities of isolation will drive Britain and the United States into still closer co-operation.

The drift of the times that have broken up all possibilities of isolation will drive Britain and the United States into still closer co-operation.

The drift of the times that have broken up all possibilities of isolation will drive Britain and the United States into still closer co-operation.

The drift of the times that have broken up all possibilities of isolation will drive Britain and the United States into still closer co-operation.

The drift of the times that have broken up all possibilities of isolation will drive Britain and the United States into still closer co-operation.

The drift of the times that have broken up all possibilities of isolation will drive Britain and the United States into still closer co-operation.

The drift of the times that have broken up all possibilities of isolation will drive Britain and the United States into still closer co-operation.

The drift of the times that have broken up all possibilities of isolation will drive Britain and the United States into still closer co-operation.

The drift of the times that have broken up all possibilities of isolation will drive Britain and the United States into still closer co-operation.

The drift of the times that have broken up all possibilities of isolation will drive Britain and the United States into still closer co-operation.

The drift of the times that have broken up all possibilities of isolation will drive Britain and the United States into still closer co-operation.

The drift of the times that have broken up all possibilities of isolation will drive Britain and the United States into still closer co-operation.

The drift of the times that have broken up all possibilities of isolation will drive Britain and the United States into still closer co-operation.

The drift of the times that have broken up all possibilities of isolation will drive Britain and the United States into still closer co-operation.

The drift of the times that have broken up all possibilities of isolation will drive Britain and the United States into still closer co-operation.

The drift of the times that have broken up all possibilities of isolation will drive Britain and the United States into still closer co-operation.

The drift of the times that have broken up all possibilities of isolation will drive Britain and the United States into still closer co-operation.

The drift of the times that have broken up all possibilities of isolation will drive Britain and the United States into still closer co-operation.

The drift of the times that have broken up all possibilities of isolation will drive Britain and the United States into still closer co-operation.

The drift of the times that have broken up all possibilities of isolation will drive Britain and the United States into still closer co-operation.

The drift of the times that have broken up all possibilities of isolation will drive Britain and the United States into still closer co-operation.

The drift of the times that have broken up all possibilities of isolation will drive Britain and the United States into still closer co-operation.

The drift of the times that have broken up all possibilities of isolation will drive Britain and the United States into still closer co-operation.

The drift of the times that have broken up all possibilities of isolation will drive Britain and the United States into still closer co-operation.

The drift of the times that have broken up all possibilities of isolation will drive Britain and the United States into still closer co-operation.

connection between the Transcontinental and the Valley railway, is that the Valley line, bridge and all, cannot be completed now before the end of 1915, although the bond guarantee bill specifies that it is to be finished within that time.

The entire railway shall be completed and in actual condition for traffic not later than the first day of November, A. D. 1915.

In actual condition for traffic must include the bridge; yet nobody now lives that the bridge across the St. John river will be completed by November, 1915, and until that bridge is finished the Gagetown-St. John section must remain useless.

A further development of the armament crisis in which Russia and Germany were represented as ready to fly at one another is seen in an official, or at least a semi-official effort on the part of Germany to argue that Russia is only a nominal partner in the Triple Entente.

Russia is assured that if she cares to detach herself from the Triple Entente she will be repaid by a favorable tariff arrangement, and that she will benefit in various other ways.

It would be a great relief to the British Liberals if the United Kingdom were freed from an entente with Russia.

She has respected little advantage from it during the ten years of its enforcement and no honor.

But so the entente has dragged up with it the hands of the great European quarrel, it has been an unmitigated curse.

Russia has changed little in essential characteristics since the Great Peace and the English court "dropping pearls and vermin" as Macaulay describes his incursion.

The barbaric richness and splendor of the court has concealed as with a veneer the lack of civilization. The history of Russian thinkers is a history of martyrs and a register of convicts; the government has always striven to cut them down like blossoms before they could bear fruit.

This policy has kept the people in a state of ignorance and lowered the already low level of civilization.

From suffering and oppression a few individuals have come forth with intellectual strength, but the policy that they develop a chosen few is not good for the people at large.

The race is not strong enough to think when it is hungry, to fight against opposing forces and to hurl down the barriers erected against the advance of thought.

Germany is right. The future of Russia is in Asia. Her influence in European politics has been evil and only evil continually.

The motive of Germany in giving this advice is all selfish, but the advice is all true.

"The Russian masses," says Leroy-Beaulieu, in the Empire of the Caesars, "have not felt the breath of either the Renaissance, the Reformation or the Revolution.

All that has been done in Europe and America for the last four centuries, since the time of Columbus and Luther, Washington and Mirabeau, is, as far as Russia is concerned, non-existent."

Peter imposed European civilization upon the Russians, but they have not digested it. They have not left that crude state of barbarism that precedes the dawn of civilization.

Mr. Dugal, a respected member of the Legislature, became possessed of certain information, which, as was his duty, he presented to the Legislature, together with resolutions, demanding full responsibility, and asking for a complete inquiry under oath.

It has been charged against Mr. Dugal by a hostile press that in asking for a committee of the House instead of a Royal Commission he showed a sign of weakness.

That is untrue. Mr. Dugal and his associates would naturally prefer an impartial Royal Commission to a partisan committee of the Legislature.

But in asking for a committee they followed the precedent established by the Conservative opposition in the case of the steel bridges investigation.

We are publishing elsewhere an interview with Mr. F. B. Carvell, M. P., given before his departure for Ottawa Wednesday.

Mr. Carvell is ready to proceed, and it is expected that he will have charge of Mr. Dugal's case. No better man could be chosen.

Mr. Carvell in the interview that Mr. Dugal and those associated with him will be content with an impartial commission and a full and free inquiry, and that they are able to prove the collection and payment of the rake-off money in connection with the Valley railway.

Mr. Carvell stamps as mere bluster talk in the Conservative newspapers, the purpose of which was to create an impression temporarily in Conservative circles that Mr. Dugal and his associates were hesitating or were not so anxious as they were at first to press the inquiry home.

There never was any foundation for these statements in the more reckless government newspapers, some of which assailed Mr. Dugal without any knowledge of the facts, while others attacked him and his motives after they actually had learned a portion of the truth.

The case, as it stands today ought not to be regarded merely as a struggle between two political parties, and it is the public interest that is at stake, and what is required is a free and fearless trial of the issues raised by the Dugal charges, without regard to whom the investigation may injure or may benefit.

Let all of the evidence that is relevant in both cases be admitted and tested under oath. That is what the public demands. It wants to know the whole truth, and by the whole truth all parties to the investigation must be content to stand or to fall.

The essential thing now is that the inquiry be judicial and without partisan color. The facts are enough.

MEXICO.

The troubles of Mexico have been prepared for her by the man who for thirty years held the whole country in the hollow of his hand—Porfirio Diaz.

He was widely and extravagantly praised. Elhu Root said: "I look upon Porfirio Diaz as one of the greatest men to be held up for the hero-worship of mankind."

It would be idle to deny greatness of a kind to Diaz, but his weakness is that he never used his absolute authority to educate the Mexican people to wards self-government.

He might have tolerated an opposition party without endangering his own position. Instead of allowing a fair election he always discovered a plot set for election day by the enemies of his power, and went to suppress authority from him by fraud or violence.

No breathing space was allowed in the press or in politics. His greatness is almost completely eclipsed by the fact that he was so content with the policy of "after me the deluge."

The Spanish-American capacity for self-government has not been utterly proven, but they are certainly paying a high price for leave to try the experiment.

Diaz became neither the Cromwell nor the Washington of his country. He never was popular, nor did he at any time try for success upon the democratic feeling of the people.

The great talent that he possessed taught him that it was easier to deal corruptly with corruptions than to rise to the dignity of a loyal reformer. He was a clever manager of men, an astute intriguer, and a sly miser.

Ingenious, bombastic, eloquent, a master of dramatic effect, through his skill he saved his country from the grasp of more dangerous aspirants and from anarchy. But every citizen felt that he was under the rod of a despot, Mexico needing a creative reformer, and this Diaz was not.

To set Diaz up for the hero-worship of mankind, as Senator Root suggests, would be absurd. There are some few names that the world cannot forget so deeply as they engraven on its heart, and there are others that it bows before the world not to forget. It will be a difficult task to show that the name of Porfirio Diaz should be placed on either of those lists.

was allowed in the press or in politics. His greatness is almost completely eclipsed by the fact that he was so content with the policy of "after me the deluge."

The Spanish-American capacity for self-government has not been utterly proven, but they are certainly paying a high price for leave to try the experiment.

Diaz became neither the Cromwell nor the Washington of his country. He never was popular, nor did he at any time try for success upon the democratic feeling of the people.

The great talent that he possessed taught him that it was easier to deal corruptly with corruptions than to rise to the dignity of a loyal reformer. He was a clever manager of men, an astute intriguer, and a sly miser.

Ingenious, bombastic, eloquent, a master of dramatic effect, through his skill he saved his country from the grasp of more dangerous aspirants and from anarchy. But every citizen felt that he was under the rod of a despot, Mexico needing a creative reformer, and this Diaz was not.

To set Diaz up for the hero-worship of mankind, as Senator Root suggests, would be absurd. There are some few names that the world cannot forget so deeply as they engraven on its heart, and there are others that it bows before the world not to forget.

It will be a difficult task to show that the name of Porfirio Diaz should be placed on either of those lists.

Apparently Mr. Wilson hopes still for the establishment of constitutional government. Constitutional government never existed in any marked degree south of the Rio Grande, and it seems vain to hope that any of the bandit leaders would succeed in restoring it, or in establishing it where it did not exist before.

No one can foresee the end of the course now adopted by the United States. It may mean occupation and pacification at great cost and over a long period. Already South American countries are most suspicious of what they regard as a declaration that the Monroe Doctrine is so elastic as to be dangerous to them.

Europe merely suspends judgment and awaits events.

PROGRESS AND REACTION.

"Sherry is dull, Sir. He is naturally dull," said Johnson. "But he must have taken great pains to be as dull as he is."

Sir Frederick Banbury it was who led the Unionists when they secured one or two snap votes by carefully laid ambushes against the Asquith cabinet.

The very knowledge that he is going to speak is sufficient to empty the House. Dullness is a natural gift with which he is endowed in a wonderful degree.

He has been mentioned quite frequently as a coming leader. The man is the incarnation of the spirit that in every age has fought a rear-guard action against change.

When others see the night passing the spirit of Banbury will always be found challenging the coming day. But the great changes that have fallen on the Radical or by legislation; they have been accomplished instead by blind and impetuous force, and these forces will go on with many Banbury-laying futile ambushes to resist the march of humanity.

NOTE AND COMMENT.

A judicial and non-partisan commission and a searching investigation—nothing less will satisfy the public. Let the whole story come out.

Widows and spinsters who pay taxes can vote now. No doubt a majority of the electors favor giving a vote to married women who pay taxes. Property is entitled to that measure of protection.

Mr. Flemming's health is reported better, and he announces that he is going to fight the charges. This is good news. Nothing should now prevent the commission from getting to work at once. The sooner the better.

If the cost of living is high here and going up a trifle all the time, there are other places more favored. In a little village in Normandy, where from seventy to eighty children, alone from seventy to eighty children, were born in a day, the village of only about 20. For each of 25, a week, seventy to eighty children are fed each day. And the meal is satisfying and nourishing.

The United States, to all intents and purposes, has gone to war with Mexico. With Villa on one hand and the United States ships and marines on the other, Huerta is in a desperate fix. The United States may have to invade the country. If so, an army of pacification and occupation may be necessary for years. The developments may be tragic in a large sense; they cannot well but be prolonged and costly in blood and in treasure.

THE OUTBREAK OF COLONEL.

Canada is rapidly becoming a land of colonels. Col. Hon. Sam Hughes has established a kind of court at Ottawa, with an aristocracy all of his own creation.

Thanks to him, Canada now has the privilege of having a colonel as premier of the dominion, a colonel as the premier of British Columbia, a colonel as the premier of Manitoba, a colonel as minister of public works, a colonel as minister of customs, a colonel as post-master-general, and various colonels in the government ranks—as members of parliament.

And that is not all. Col. Hon. Sam won't allow any man, if he can help it, to come into the limelight without being decorated with a colonelcy to give him "honor." Mr. David McNeil, of the C. P. R., was doubtless flattered to be read in the papers yesterday that he was a colonel. "And war's no merit?" we fancy we can hear this doughty Scotchman saying. Mr. Chamberlain of the Grand Trunk is also dragged into the cares of his weighty office, to bask in the reflected glory of the Hon. Sam, as one of the said Hon. Sam's colonels.

Two venerable archaisms have, at a stroke of Colonel Sam's pen, been converted into men whose chief distinction in his eyes is future will be that they bear the name of the honored and honorable colonel. Even Dr. Robert Johnston, of the Ontario Presbyterian church, has been unable to escape. He, too, has been made a man of war—a colonel. In fact, Colonel Sam has now dotted colonels all round, all over, and all through this wide domain. Let us hope the Hon. Mr. Doherty does not get jealous, and decorate the remainder of us with the title of "Judge."

CHARLOTTETOWN, April 22.—Steamer Minot, instead of coming here today as usual from Picton, left that port this morning to relieve of an unknown steamer caught in the ice ten miles north of Cape Jack. She is a large tramp steamer bound to Miramichi for a load of pulp wood. Up to dark tonight the Minot was within five miles of the latter steamer. She expects to reach the latter in the morning.

"FLAPDOODLE PATRIOTISM"

(Manitoba Free Press.) It is creditable to the people and the newspapers of the United States that there is such striking evidence of a decided majority, including representatives of all parties, in support of President Wilson's policy of repealing the Panama canal legislation passed by the last congress, which thereby made a sacrifice of the national good faith before the whole world.

It is not creditable to the representatives in the present congress of the Progressive or Bull Moose party, or of the National Progressive party, that they are opposing the repeal of this legislation. The Chicago Tribune, which is a leading newspaper voice of the Progressive party, protests indignantly against the refusal of the Progressives in congress, which is guided by the Tribune staff, which is guided by the Tribune staff, which is guided by the Tribune staff.

"The Progressive party will have to go into the full campaign either re-organizing its congressmen or supporting law-breakers." Further, the Tribune says: "We are told that the Progressives are united in support of this vicious policy, while the other parties are divided. So much the worse for the Progressives."

"Nauseating rhetoric and flapdoodle patriotism" is the Chicago Tribune's characterization of the oratory which is being used to arouse anti-British sentiment in the United States in the interests of the shipping trust. To quote: "This kind of quick patriotism has the object of all quackery—to get money by false pretense. If the quack-patriots want to subsidize the coastwise lines, controlled, so far as they are not railroad owned, by a couple of steamship companies, why don't they cause a substantial bill to be introduced? Possibly they do not because they have not the courage to do so, nor the insanity to think it could be passed."

"Therefore, they drape American flags about the wagons they intend to back up to the treasury doors and trust that obscenity will see the drapery and not the contents."

One of the most vehement of the orators who is uttering claptrap on the floor of the senate at Washington is Mr. Chamberlain of Oregon, in regard to whom the Springfield Republican says: "The senator from Oregon seems to be a fine new edition of '44-40 or light' 'I will never stand on the floor of the senate and advocate that this government yield anything to Great Britain," a thrilling declaration that. But as the senator is standing on the floor of the senate or on his head, question in itself open to controversy, he cannot deceive one by his talk about 'yielding' to Great Britain. The only question of yielding is whether the treaty will be passed or not. The senator's own self should stand to the demands of its own treaty."

The Hearst papers are quite excellent themselves in their anti-British campaign against President Wilson—though Argentina and Brazil take precisely the same position as Great Britain in regard to the Panama canal. The Hearst papers in the United States that there shall be no discrimination in regard to tolls in the Panama canal. As President Wilson has so forcibly pointed out, the controversy comes back every time to the question of yielding to the demands of the United States. It is satisfactory to learn from well-informed reports from Washington that though such a question as over pending legislation has been seen in congress for years, there is every confidence that the canal tolls exemption legislation will be repealed by new majorities in both the house and the senate.

Carnegie's Ten-Cent Piece. (Montreal Mail.) Once more has Mr. Carnegie, with the great generosity for which he is noted, lent himself to adorn a moral and political lie. It happened in this way: He was at a luncheon of the National Civic Federation in New York, when he took a handful of silver from his pocket. "A dime slipped through his fingers and rolled under the table."

"Now, what is a dime to the owner of hundreds of millions, with an income so colossal as to place him beyond the wildest nightmare of avarice? He put ten cents along the hotel carpet, and grasped it above seven years and a twenty-cent and, in twenty doublings it would become \$102,909.60, a comfortable fortune for a poor man. All these potentialities were in the dime that the carry Scot dropped on the floor."

Therefore, when the luncheon was ended, he got down on his hands and knees and searched under the table for the lost embryonic fortune, and found not only it, but discovered five cents more, that some unthinking wastrel had dropped and forgotten.

It would be naive to think that he who reads may understand that the man with a genius for millions will not only conserve what he has, but he can put his hand out into the empty empyrean, or rub it along the hotel carpet, and grasp the potentialities of added wealth where the unwitting see nothing.

THE OUTBREAK OF COLONEL. (Montreal Herald.) Canada is rapidly becoming a land of colonels. Col. Hon. Sam Hughes has established a kind of court at Ottawa, with an aristocracy all of his own creation.

Thanks to him, Canada now has the privilege of having a colonel as premier of the dominion, a colonel as the premier of British Columbia, a colonel as the premier of Manitoba, a colonel as minister of public works, a colonel as minister of customs, a colonel as post-master-general, and various colonels in the government ranks—as members of parliament.

And that is not all. Col. Hon. Sam won't allow any man, if he can help it, to come into the limelight without being decorated with a colonelcy to give him "honor." Mr. David McNeil, of the C. P. R., was doubtless flattered to be read in the papers yesterday that he was a colonel. "And war's no merit?" we fancy we can hear this doughty Scotchman saying. Mr. Chamberlain of the Grand Trunk is also dragged into the cares of his weighty office, to bask in the reflected glory of the Hon. Sam, as one of the said Hon. Sam's colonels.

Two venerable archaisms have, at a stroke of Colonel Sam's pen, been converted into men whose chief distinction in his eyes is future will be that they bear the name of the honored and honorable colonel. Even Dr. Robert Johnston, of the Ontario Presbyterian church, has been unable to escape. He, too, has been made a man of war—a colonel. In fact, Colonel Sam has now dotted colonels all round, all over, and all through this wide domain. Let us hope the Hon. Mr. Doherty does not get jealous, and decorate the remainder of us with the title of "Judge."

CHARLOTTETOWN, April 22.—Steamer Minot, instead of coming here today as usual from Picton, left that port this morning to relieve of an unknown steamer caught in the ice ten miles north of Cape Jack. She is a large tramp steamer bound to Miramichi for a load of pulp wood. Up to dark tonight the Minot was within five miles of the latter steamer. She expects to reach the latter in the morning.

THE ATTACK ON THE GRAND TRUNK

(Toronto Globe.) It is probably too much to expect that Mr. Borden will discover the charge of National Transcontinental made by his Liberal party in so far as the actual condition of affairs made by Hon. Geo. F. Graham turned the tables on the government, and it is now on the defensive before the country. The Liberals demanding that unsupported charges of wrongdoing shall be withdrawn. But as the report was prepared for political purposes, the Conservatives in Parliament must at least profess to believe, though they cannot prove, that millions of dollars could have been saved by cheaper methods of construction.

Why should it be regarded as necessary to couple the Grand Trunk Pacific with the Liberal party in an endeavor to make political capital and thus add the credit of one of the greatest of Canada's engineering achievements to money markets? Here are some of the statements made by Messrs. Lynch, Staunton and Guellet about the G. T. P. railway, as reported by the Montreal Star, where Mr. Hayes was accepting of contracts Nos. 16 and 17, and where he gave his not too strong opinion on the subject. Engineer Doucet in his efforts to have a number of La Tuque, and where the company offered to do train-hauled filling, after the railroad was completed, at half the cost paid by the Ontario government, and the gravity of our statement, we unhesitatingly find that the Grand Trunk Pacific Railway, instead of discountenancing, has rather encouraged this inexperienced Railway Commission in its extravagant expenditure on this railway. If the railway company really expected to operate the line, they would have completed according to the terms and at the actual price in its agreement with the government. We must attribute its want of proper regard to indifference to the interests of its own shareholders or some of the contractors to reap the largest present profit possible, therefore, we are further informed that in allowing the G. T. P. to build a seventh of the line as contractors the Commission were quite right. They should only have connived at but to encourage improper expenditures on the railway.

Now what are the outstanding facts in this grave charge is made on the Grand Trunk Pacific? The road when completed, paying a rental of three per cent on the cost. To be sure, that cost would not be excessive if the entire line was built as the joint supervision of the company's engineers and those of the Railway Commission. The Grand Trunk Pacific bid \$1,017,000, the G. T. P. bid \$898,000, the lowest private bid \$1,146,000. On contract three, which was also awarded to the G. T. P. as the lowest tender, the contractor's estimate was \$2,085,000, the G. T. P. bid \$1,800,000, and the lowest private bid \$2,000,000. On contract four the engineer's estimate was \$1,776,000, the G. T. P. bid \$1,600,000, and the lowest private bid \$1,801,000. On contract five the engineer's estimate was \$3,385,