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still have his rolling stock to sell to Mr. Blair at a valuation. Hon. Mr. Haggart also stated that when he was minister he discussed with the Grand Trunk line the question of running rights and he took the responsibility of saying that the company would have given these rights for twenty thousand a year.

Mr. Powell showed that the proposed extension would be altogether useless to that part of the Intercolonial between Moncton and St. John, practically to the line between Moncton and Halifax and points east, and very little benefit to the points between Moncton and Lévis. He considered that the Drummond bargain was a present of more than a million to friends of the government, while a deal with the Grand Trunk was a much larger waste of public money.

The measure was defended by Mr. Gibson, who, as Dr. Sproule pointed out, has a contract for the construction of the Victoria bridge, which is to be built out of the proceeds of this arrangement.

Hon. Mr. Foster moved the six months' hold, which motion was lost on division.

In the afternoon, Hon. Mr. Fielding got the balance of his tariff through, including the export duties on lumber and ore.

Hon. Mr. Mulock got the house into committee again on his post office bill and again the opposition members made a fight against the proposition that the postmaster general may make private contracts for carrying the mails.

At six o'clock, Hon. Mr. Mulock was again forced to report progress and had again given up his measure as a bad job.

Just before the house rose on Saturday forenoon Hon. Mr. Blair laid on the table the statement of the proposed railway subsidies. The railways mentioned are thirty-five in number, of which sixteen are in the province. These re-votes include lines from Cornwall to Ottawa, Kingston to Ottawa, Cobourg to the Ontario and Quebec line, Gaitneau towards Deseré, St. Felix to Saint Emile, Chipman, N. B., to Newcastle, Campbellton, towards Grand Falls, twenty miles, Hull to Aylmer, Hawkesbury to Broad Cove, N. S., 53 miles to Port Hood and Broad Cove, of which 25 miles is a re-vote and 28 miles new vote; from Central Railway of Nova Scotia, 10 miles, a re-vote and 27 new vote; from last mentioned line at Indian Gardens to Shelburne, 35 miles, re-vote; coast line from Yarmouth to Port Clyde, N. S., 61 miles, of which 30 miles is a re-vote and 31 miles new vote; from Eastville, 30 miles, voted to balance unpaid subsidies of Montreal to St. Tithe, Aylmer to Pembroke, Ont., and Hull to Deseré, Mont. to \$33,000, and a re-vote is asked for a road from Montreal Junction to Arundel, Ont. These re-votes cover subsidies to over four hundred and eighty miles of railway, besides balances amounting to \$600,000. Then there are the following new votes in addition to the partial new votes mentioned above: from the Canadian Pacific at Welsford or Westfield or between them to Gagetown, N. B., 30 miles; from Tracadie, N. B., to Big Tracadie, 53-3-3 miles; Newmarket to Schomberg, Ontario, 15 miles; from Schomberg to Niagara, Ont., 3 miles; Perry Sound railway, 56 miles; Pembroke, Ont., railway, 50 miles; Carleton Place, Ont., railway, 7 miles; Beauharnois to Châteauguay, 14 miles; from Châteauguay to St. Thomas, 24 miles; at Shawville, Que., 24 miles; Windsor, N. S., to Musquodouit, 40 miles; Sunny Brae, N. S., to Country Harbor, 65 miles; Milltown and St. Stephen, 1 mile; Victoria bridge, Montreal, 14 miles, or \$100,000, the extent of the new subsidies is 430 miles.

An important change has been made in the amount of subsidies per mile, which has formerly been uniform at \$5,000 per mile. The new system, which applies to re-votes as well as to new subsidies, enables the minister to double the subsidy where he desires that road has cost \$21,400 per mile.

Resolved as follows: "Resolved, That it is expedient to grant \$2,200 per mile toward the construction of the under-mentioned lines of railway, which shall cost not more than \$15,000 per mile for mileage subsidized toward construction; of such as shall cost more than \$15,000 a further subsidy shall be given of 50 per cent. of the excess of such as shall be in excess of \$15,000 per mile, such subsidy not exceeding on the whole \$6,400 per mile. The expression 'cost' means actual necessary and reasonable cost, including the amount of any bridge forming part of the railway subsidized not otherwise receiving bonus, such cost to be determined by the government, upon recommendation of the minister of railways on the report of the chief engineer."

It will be seen that the mileage of new subsidies involves liabilities at the lowest rate of one and a half millions, and at the highest rate of three millions. While this sliding scale makes it possible to increase the liabilities for old subsidies from two and a quarter millions to four and a half millions, it is provided in the resolution that railways receiving more than three thousand two hundred dollars per mile shall carry mails free for ten years over the line so subsidized.

Hon. Mr. Davies stated today that he had telegraphed the Montreal harbor commissioners to meet the pilots' strike by licensing new men. He also wired the pilots, advising them to discontinue the strike. The minister says it is out of the question that the pilots' bill be passed this year. Hon. Mr. Davies leaves tomorrow for England.

The Restigouche and Victoria incorporation bill was talked over Saturday morning in the senate committee. Lawyers from both sides got leave to advocate the bill, and Mr. McAllister, M. P., was permitted to reply. The latter was speaking when the hour expired.

There is feeling that the session will close in the midst of a political storm in which the senate will be the centre. The members of the upper house who had gone home are returning. There is a strong wave of adverse opinion in the country over the Drummond railway deal, which encourages the senators to believe that they have an important duty to perform in this matter.

The government had held back from Saturday to Monday the third reading of the Crow's Nest bill to give the Drummond deal precedence in the senate. It is understood that the ministers will threaten to withdraw the Crow's Nest scheme if there is a prospect of defeat. This is the plan devised to give the Canadian Pacific company an interest in supporting the Grand Trunk and Drummond lobby.

The Montreal Star article gives expression to the current belief here about the political contribution from the proceeds of this deal.

Messrs. Fraser, M. P., and Flint, M. P., addressed the congregation of the Dominion Methodist church this evening in connection with the jubilee. Sir Charles Tupper left yesterday for England. Hon. Mr. Foster assumes the lead of the party in the critical period now believed to be at hand.

Ottawa, June 31.—This morning the house went into supply, taking the penitentiary estimates.

The solicitor general announced that he was not at present intended to resign his position, taking the form of the reorganization of the penitentiary system, the department of justice would confer with the inspector of penitentiaries, an officer in whom the minister of justice had great confidence.

Mr. Fitzpatrick stated that since Douglas Stewart became inspector the cost of managing penitentiaries had been greatly reduced, and though there remained some reforms to be made, it was not in mind that the inspector had not been long in office.

Mr. Quinn of Montreal and others criticized the manner in which the investigation at Kingston and St. Vincent had been carried on. These re-votes include lines from Cornwall to Ottawa, Kingston to Ottawa, Cobourg to the Ontario and Quebec line, Gaitneau towards Deseré, St. Felix to Saint Emile, Chipman, N. B., to Newcastle, Campbellton, towards Grand Falls, twenty miles, Hull to Aylmer, Hawkesbury to Broad Cove, N. S., 53 miles to Port Hood and Broad Cove, of which 25 miles is a re-vote and 28 miles new vote; from Central Railway of Nova Scotia, 10 miles, a re-vote and 27 new vote; from last mentioned line at Indian Gardens to Shelburne, 35 miles, re-vote; coast line from Yarmouth to Port Clyde, N. S., 61 miles, of which 30 miles is a re-vote and 31 miles new vote; from Eastville, 30 miles, voted to balance unpaid subsidies of Montreal to St. Tithe, Aylmer to Pembroke, Ont., and Hull to Deseré, Mont. to \$33,000, and a re-vote is asked for a road from Montreal Junction to Arundel, Ont. These re-votes cover subsidies to over four hundred and eighty miles of railway, besides balances amounting to \$600,000. Then there are the following new votes in addition to the partial new votes mentioned above: from the Canadian Pacific at Welsford or Westfield or between them to Gagetown, N. B., 30 miles; from Tracadie, N. B., to Big Tracadie, 53-3-3 miles; Newmarket to Schomberg, Ontario, 15 miles; from Schomberg to Niagara, Ont., 3 miles; Perry Sound railway, 56 miles; Pembroke, Ont., railway, 50 miles; Carleton Place, Ont., railway, 7 miles; Beauharnois to Châteauguay, 14 miles; from Châteauguay to St. Thomas, 24 miles; at Shawville, Que., 24 miles; Windsor, N. S., to Musquodouit, 40 miles; Sunny Brae, N. S., to Country Harbor, 65 miles; Milltown and St. Stephen, 1 mile; Victoria bridge, Montreal, 14 miles, or \$100,000, the extent of the new subsidies is 430 miles.

When the committee in supply came to the railway estimates this evening, Hon. Mr. Foster reminded Hon. Mr. Blair that the return of the minister had not been brought down, some days ago when the minister of railways was making use of the evidence alleged to have been taken by Commissioner Wilson. Mr. Foster said that the return of the minister had not been brought down, some days ago when the minister of railways was making use of the evidence alleged to have been taken by Commissioner Wilson.

Today Mr. Foster quietly gave Mr. Blair to understand that he was not to be taken in by the opposition. He said that the government was not to be taken in by the opposition.

Mr. Foster said the excuse was not sufficient. He said that the government was not to be taken in by the opposition. He said that the government was not to be taken in by the opposition.

Hon. Mr. Blair suggested that Mr. Foster was asking to be understood that he was not to be taken in by the opposition. He said that the government was not to be taken in by the opposition.

Mr. Foster said he would take the best plan he could get and obtain tenders. The minister asks for \$100,000 for the construction of the Victoria bridge, which is to be built out of the proceeds of this arrangement.

Mr. Somerville, one of the leading Ontario liberals, said he protested against erecting buildings in villages. There were several places in his county larger than Liverpool, but he would not ask for public buildings for them.

A long discussion followed on the alleged unfair discrimination among towns.

Mr. Foster referred to the programme of the liberal party in the opposition, but Mr. Fielding, so far disregarding this policy as to announce in the course of the debate that he favored the construction of one public building in each county.

On the item for public buildings in Kentville and Liverpool, it was pointed out that the two Nova Scotia ministers were looking out for their own constituents.

THE SENATE.

In the senate, Hon. Mr. Ferguson mentioned a despatch giving a summary of the evidence taken before Justice Killam in the St. Boniface election case in April last in which the petitioners swore that Mr. Ferguson had been guilty of corrupt practices.

When the evidence was given the council asked for an adjournment to place Mr. Prendergast in the witness box to refute the evidence. After the adjournment the council said he did not intend going on with the case and moved to have it dismissed. Senator Ferguson wanted to know what the government proposed to do with reference to the matter.

Next September the government must submit a bill in the estimates for an additional judge in Manitoba. The rumor at the time was that this judgeship was intended for J. E. Prendergast, then member of the legislature of Manitoba, as a reward for his change of views on the Manitoba school question. Despite the urgency pleaded when the vote was obtained from parliament, the position remained open until after Mr. Prendergast resigned his seat. He read for two petitioners who were supporters of the liberal candidate. Under the law, Judge Prendergast was, if the charge was substantiated, liable to a fine and imprisonment.

Mr. Ferguson accused the government of indecency in appointing Mr. Prendergast to the position of county court judge, after this evidence of his being guilty of corrupt acts at an election had been given before the courts.

The way this judgeship had been created and dangled for months before Mr. Prendergast, while that gentleman had executed a summer-sault, created a strong suspicion that the rumor that the judgeship was created for his change of views, was absolutely correct. The appointment was made after evidence in the case had been given. Judge Prendergast, however, was not sworn in until after the recent notice had been placed on the order paper. The minister of justice neglected his duty in not refusing to allow the judge to be sworn in until after serious charges against him had been investigated. He wanted to know whether the government intended to appoint a commission to investigate those charges.

Sir Oliver Mowat said he had received an answer from Judge Prendergast to one of the charges preferred. The judge denied the accuracy of the testimony of the witnesses. As to the other charges, he had not received the defense of the judge. Sir Oliver knew nothing of the charges until Senator Ferguson brought them to the notice of the senate. The judge had been appointed in April and sworn in on June 5th. He did not know of the charges when the judge was sworn in or else he would have considered the question of resigning on the judge to answer the charges.

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Sir Mackenzie Bowell was not surprised to see the minister of justice consider the claims of the party and party friends before the question of his duty as minister of justice. His record in Ontario when premier quite warranted his actions now.

Sir Oliver Mowat resented what he called the personal charges made against him by Sir Mackenzie Bowell, and after remarks by Senator Scott the matter dropped.

NOTES.

There is scarcely a shadow of doubt that the senate will throw out the Grand Trunk and Drummond county contract. Greenhalgh is working with all his might, but not very effectively as yet. If the government persist in taking the Crow's Nest Pass and Intercolonial extension together there is little doubt that both will go.

The senate railway committee this morning, on vote of nine to seven, threw out the Restigouche and Victoria railway bill. Mr. McAllister and Mr. Costigan, M. P.'s, addressed the senate against the bill. Mr. Lash, Q. C., of Toronto in favor of it.

Ottawa, June 23.—This morning in the house, Hon. Mr. Blair made another attempt to get on with his estimates, but Mr. Foster stopped him, explaining that the promised returns had not been brought down. So the time was given to Mr. Tarte, minister of public works, who announced that he hoped to prepare a programme for the Montreal harbor works during the coming recess. After the close of the session he proposed to take the best engineer he could get in Canada and visit the chief ports of Great Britain, France and Belgium to gather information respecting the best modern improvements in harbors.

Mr. Tarte said he would take the best plan he could get and obtain tenders. The minister asks for \$100,000 for the construction of the Victoria bridge, which is to be built out of the proceeds of this arrangement.

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Mr. Fielding did the trick by laying on the table further supplementary estimates of the year 1897-98, headed "Intercolonial railway extension to Montreal," to pay rental to the G. T. railway and Drummond Co. Railway companies for the railway from Chaudière Junction to Montreal to be operated as part of the I. C. R. for nine months, \$157,500.

THE SENATE.

The excitement over the probable action of the senate in regard to the Intercolonial bill was in evidence before the upper house this morning before the senate met. There was a hurrying to and fro of senators and earnest conversations carried on by small groups of senators in all parts of the corridors and office rooms.

Sir Oliver Mowat, in moving the second reading, claimed that the government considered this agreement a purely business arrangement. There would be little difference of opinion on the question of the advisability of the Intercolonial being extended to Montreal. The government was justified in entering into an agreement to secure that object. The bargain was the best that could be obtained under the circumstances as that subject. He did not think that the difference of opinion was sufficient to warrant the senate in refusing to allow the bill to become law. The majority of the senators were politically opposed to the government, and in party considerations were to enter into the consideration of this question he would despair of the constitution of the country. With a view to changing this annual loss on the Intercolonial to a surplus, the government favorably considered the best method of improving the earning capacity of the railway. He then went at length into the terms of agreement to show that the arrangement was cheaper and better than any other arrangement which could have been made. The strongest objections taken were those against that portion of the agreement providing for the acquiring of the Drummond counties railway and \$44,000 a year of the capital sum of \$1,000,000. Mr. Schriever was of opinion that the road was worth much more. Mr. Pottinger had prepared an estimate of the probable earnings and outlay, showing that a profit would be made out of the purchase. Sir George's calculations were the same as those furnished by Mr. Blair in the house of commons. He closed by appealing to the senate to drop party considerations and accept the measure.

Sir Mackenzie Bowell said the senate had not brought down the above party considerations in circumstances like the present. Even personal popularity and the persuasive language of the late Sir John Abbott had not always been sufficient to carry government measures through the senate, of which a large majority were conservatives. Sir Mackenzie denied that the late government ever made a proposition for the purchase of the Drummond railway, and he knew of no reason why Mr. Schriever on the subject. Sir Mackenzie reviewed the course of the present government in making a bargain for the acquisition of the road first, and sending engineers to examine them afterwards, and then the agreement in March, and through Mr. Blair, denying in April that the agreement was closed. He showed that the Grand Trunk was getting its improvements and extensions made for nothing and that the government was also paying the Drummond people seventeen thousand dollars per mile for the road that cost the company less than half that sum.

Sir Mackenzie denied that in rejecting this deal the senate would go against the wish of the people. The people were not in favor of the transaction. The deal was one arising out of the recent elections. Pressure had been brought to bear on the senators by the liberal party. The bill would be withdrawn if this bill were defeated. It was disreputable for a member of the commons to hold out such threats, or the more awful one that the senate indemnity would be reduced, if they disobeyed orders. The senate would do its duty despite threats or promises.

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given the company a sum equal to \$2,000,000; second, in making up a valuation, they took the whole cost of the construction, including \$6,000,000 of subsidies, for which there is no commercial value in the property. On the whole, Mr. Wood computed that the government had paid two millions for property that should only have cost one million. He would be slow to charge members of the government with participating in a corrupt transaction, but it put a severe strain on the credulity of the business men to believe that able men like the minister in charge of these transactions should not have been able to see that they were paying altogether an excessive price for these properties. It was a natural and pardonable curiosity for thoughtful persons to want to know who got the benefit of this bargain, who were stockholders of these roads, to whom was the money distributed, for what purpose was it paid, and what its final disposition.

Senator Snowball spoke briefly, claiming that the amount paid to the Drummond company was not excessive.

Senator Cox, who followed, supported the measure, though he admitted it contained some blemishes. He hoped the senate would not throw the bill out, but would go to work and remedy what defects there might be in it.

Sir Mackenzie Bowell told him that the senate had no power to alter the arrangement. Hon. Mr. Blair had shown in the other house that the contract had to be accepted or rejected as a whole.

Hon. Mr. Han of Toronto opposed the bill and protested against suggestion that the opposition to the measure was only a design to embarrass the government.

Mr. McCallum spoke against the bill, remarking that he would be ashamed to go home if he supported such a bargain.

Mr. Dever said he would vote for the measure as the Intercolonial now ended in the woods and ought to go to some extent.

Senator Power was speaking at midnight. After Hon. Mr. Power, Hon. Mr. Miller made a few remarks against the bill, when the vote was taken and the three months' hold was carried, 37 to 10.

The following are the senators who voted for the Intercolonial extension: Speaker Pelletier, Cox, Scott, Snowball, Power, Melmes of British Columbia, Thibideau, Dever and Temple. Those who voted for the hold were the conservatives. It is understood that several liberals, who were absent, were opposed to the measure and avoided the vote.

Hon. David Mills, who was one of the absentees, is believed to be opposed to the hold the Drummond deal and the Crow's Nest Pass subsidy. Senators Wark, King, Lewin and Lovitt were also absent.

TEMPERANCE COLUMN.

By the Women's Christian Temperance Union of St. John.

Trust the people, the wise and the ignorant, the good and the bad, and the honest and the dishonest, and in the end you educate the race.

THE JUBILEE.

After all our gratulations upon the brilliant success of our jubilee celebration, what remains to tell generations to come of the wonders of the reign of Victoria the Good? The Sunday services all round the world offering thanksgiving to the Giver of every good gift for all the blessings of the past sixty years, and owing His power and might in raising up such a ruler was the most fitting celebration of all the jubilee. One who denies the faith which it is one of the titles of our noble Queen's jubilee is "denied."

There has been among us to add her meed of praise to the virtuous woman whose "price is far above rubies." She has come and gone, ignoring the truth that "He that honoreth not the Son honoreth not the Father who sent Him." Have we advanced far beyond the war-paint and feathers of the original owners of our forests, when most of our loyalty finds vent in powder and smoke, red fire and tissue paper? Yet the money spent upon the jubilee display by every individual would have raised a monument in stone such as her majesty suggested, that gifts offered out of love and honor to herself should be used for the good of her subjects. Instead of the hieroglyphic upon Egyptian temples which of old recorded the magnificence of their monarch's sway, we might have at least added a ward for incurables to our public hospital, if the long-talked-of library building had to be relinquished for the present. Surely the evanescent character of this scene must be felt by every thoughtful mind, "the world passeth away." The pageant is over and will soon be forgotten, but we trust that the good sixty of the present Queen, her examples as a wife and mother, as well as the justice and mercy with which she has so long governed her vast domain, may leave impressions upon the youngest hearts and minds over which she rules to endure while life shall last. God Save the Queen.

Rec. Sec. W. C. T. U.

NEW DISCOVERY REGARDING IRON.

St. Louis, June 20.—Richard King, superintendent of the steel works in Belleville, Ill., has invented and had patented a new process for annealing castings, which, it is claimed, will revolutionize the iron and steel industry.

Mr. King says with his process the cost can be cut in two. He exhibited his work to a number of iron and steel men