ENT.

ard in His Re-Asked For.

ension Bill Killed nate.

the Measure-The

t Carried. r Richard Cartduction of the college from sixty thousand aracter of the be made and of the work of out and how the course had a result how ants for admisnany more than rd believed that popularize the upper said that a death blow itary institution. which Sir of the greatest Mackenzie left

n, Sir Charles record made in and elsewhere by chool, and reand opinion of horities. He reremoval of the the proposal to competent inlition of a large udies. He begot to go further nilitary stand e to abolish the Nothing could ty thousand dola school which competitor of land. He rehile to maintain ool, but saw no g at the public only doing done at To-

places. ebate was admoon the house on Hon. Mr. et reorganizing ice and making asure had not reached which ter general the the tenders and racts. Strong red, and Mr. ary to with-

house into com-Nest Pass conled by describ-wealth of the sed, supporting ons from the The minist ineral output opper in British five years. Mr. present the tting the bene-Canadian side. sted on the ment to take He went on to the contract. of the contract, the Canadian British Colpany, left that al lands, which ent had given line, but the C. evise its agree-

overnment of tish Columbia other two hunf coal lands.

any and get

which are by

house, to be

them for nogive into that company had

negyric on Brit-sit which had ada than he He spoke at terical fervor. followers in a slight round

he was proud

heartily agreed Blair had said. had been imthat this railto be made. ive party did vas disposed to the extent that t professed to this road, to to add three He Sir Charles st he had opownership of was rather rned that Mr. British Colmade up to a government that Mr. Blair nade too.

evening, Sir proposed concountry six than the late pay for it. He three per cent. itry anything. ch as the mingreat conceswas supposed the C. P. R. willing to asent had made ight their best eed with the ought to be the Canadian the proper par-while he would

not say that the government made the best bargain possible, he would not oppose the proposition. Sir Richard Cartwright, replying,

said in his opinion the contract was better than the one proposed by the late government. He would rather the company eleven thousand dollars outright than give it five thousand per mile and lend it twenty thousand. He set more value than the leader of the opposition on the concessions obtained from the company, and said it was well worth all it cost to get across to this country whose interests are now largely under American control.

Ross Robertson, Toronto, independent conservative, vigorously attacked the proposal. He declared that the Canadian Pacific was getting more from the country than the country could ever get from them. That corporation had many friends, but he would like it better if it had more friends among the people, who were at its mercy. He protested against passing over the control of the coal lands and other monopolies to the gang of commercial brigands and charter jobbers who are now in control of the resources of British Columbia. The government had not been strong enough to go against the interest of subscribers to the campaign funds, and was creating a new in-strument of oppression in that new

country. Dr. Sproule protested against the ment bringing this measure. involving the payment of more than three millions, after a third of the members had gone home, and also denounced the proposition on its

Mr. Bostock, who supports the government and represents a district in which the Kootenay is situated, spoke in favor of the measure.

Mr. Oliver of Alberta, government supporter, condemned the government scheme, and said the ministers were fattening monopolies when they should be fighting them. Mr. Rutherford of Manitoba, liberal

supported the contract.

After Mr. McInnis, liberal from British Columbia, and Mr. Rogers, patron, had opposed the measure. Mr Foster said it was evident that the government had no intention that an intelligent discussion should take place. Within two or three days of the close of the session a three or four million dollar measure is brought down, when members are going away, and those that remain were not informed what was the character of the route and what the probable cost of the road would be. Mr. Foster said that he did not condemn the proposal of the building of this railway, but he had serious objection to this way of dealing with a question of this magnitule. Mr. Taylor compared the pro-posal with the liberal platform which it contradicts.

June 19, 2 a. m .- The supplementary estimates were brought down at 1.30 o'clock this morning. They include \$100,000 to purchase additional stock for I. C. R.; five thousand for St. Martins, N. B., customs house and five hundred dollars for repairs to Chat-

Tormentine, \$25,000. NOTES.

Only the marine and fisheries and interior departments have as yet brought down the returns in obedi to the order of the house for statements concerning the commissions for the trial of partisanship. From these returns it appears that Commissione Ross of Halifax received twenty dollars a day for enquiring into the case of Immigration Agent Clay. Captain Bloomfield Douglas had a remunera tion of five dellars per day. E. H. McAlpine, St. John, and H. J. Palmer of Prince Edward Island received te dollars a day and expenses. Mr. Mc Alpine had drawn five hundred dollars on account when the return was brought down. Mr. McAlpine reports that the charges against James G. Barber, lighthouse keeper at Water-side, N. R., were not proved; that those against H. Gress, harbor master at Hillsboro, are proved, but those against B. C. Williams, lighthouse keeper at Williams' wharf, Kingston Harding Graves, harbor master at Harvey Bank: Justus Gray, Bellisie: Mr. Munroe, overseer, Port Elgin, and at Alma, admitted the truth of the charges of partizanship. W. B. Deaoner McAlrine finds to have been guilty of corruptly and for political purposes issuing certificates to enable people to sell lobsters caught

The senate committee this morning threw out the Montreal pilotage bill

after a lively discussion.

In the senate today Hon. Mr. Ferguson brought up for the fourth time the case of Prendergast, and for the fourth time Sir Oliver Mcwat begged him to let it stand over. An arrangement was reached to let it rest til

now probable that parliament will not be prorogued until late next week. Sir Oliver Mowat expressed this opinion today. There is good rea-son for this. Neither the tariff nor any important government bill is yet ready for the upper house, and the house of commons has yet to deal with two sets of supplementary esti-mates, one of which has not yet been

The party whips are pairing members and allowing them to go home But the senators are expected to be all here next week. They are not saying much, but it is not likely that they will efface themselves by swal-lowing everything that is sent them without examination of criticism. It need not surprise the public too much if the Intercolonial extension to Montreal gets the hoist.

Ottawa, Ont., June 19.-This morning's session continued from 11 o'clock till 2, and was occupied with the in-

Hon. Mr. Haggart preferred a state-ment showing that the Drummond county company had not invested \$4,000,000 over the subsidies on the line and were receiving one million dol-lars above that, besides what it cost to complete the line to Chaudiere. In other words, the chief of the Drumculators would make a clear

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 ques tion of running rights and he took the responsibility of saying that the company would have given these rights

or twenty thousand a year.

Mr. Powell showed that the proposed extension would be altogether useless to that part of the Intercolonial be tween Monoton and St. John, practic-ally to the line between Monoton and Halifax and points east, and very little benefit to the points between Moncton and Levis. He considered that the Drummond bargain was a present of more than a million friends of the government, while deal with the Grand Trunk was 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' hoist, which motion was lost

on division. In the afternoon, Hon. Mr. Fielding got the balance of his tariff through, including the export duties on lum

ber 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

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

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 marked "re-vote." These re-votes include lines from Cornwall to Ottawa, Kingston to Ottawa, Cobourg to the Ontario and Quebec line, Gatineau towards Desere, St. Felix to Saint Emelie, 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 revote and 28 miles new vote; from Central Railway of Nova Scotla to Liver-pool and Caledonia, 62 miles, of which 35 is 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 revote and 26 new; Brookfield, N. S., to Eastville, 30 miles, voted to balance unpaid subsidies of Montreal to St. Tite, Aylmer to Pembroke, Ont., and Hull to Desert Mount to \$331,000, and a re-vote is asked for a road Montford Junction to Arundel in Queec. 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 partia new votes in addition to new votes mentioned: From a point on the Canadian Pacific at We or Westfield or between them to Gage-town, N. B., 30 miles; from Tracadie, N. B., to Big Tracadie, 5 1-2 miles. Newmarket to Schomberg, Ontario, 15 hundred dollars for repairs to Char-ham building. For wharves on the St. John river, \$2,500; St. John harbor hydrographic survey, \$5,000; Dalhousie wharf, \$2,000; Shippegan harbor, \$10,-000; Clifton breakwater, \$50; Cape 56 miles: Pembroke, Ont., railway, 50 miles: Port Arthur to Rainy Lake. 80 miles; Caradoc, Ont., to Strathroy, 7 niles; Beauharnois to Caughnawaga, 14 miles: Therville, Que., to St. Thomas 24 miles; at Shawville, Que., 24 miles Windsor, N. S., to Musquedoboit, 40 miles; Sunny Brae, N. S., to Country Harbor, 65 miles: Milltown and St. Ste phen, 1 mile; Victoria bridge, Montreal,

> 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 \$3,200 per mile. The new system, which applies to re-votes as well as to new subsidies, enables the minister to louble the subsidy where he desires

15 per cent. or \$300,000. The extent of

that road has cost \$21,400 per mile. Resolved as follows: "Resolved, That it is expedient to grant \$3,200 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 construc tion; of such as shall cost more than \$15,000 a further subsidy shall be given of 50 per cent. on so much of the average cost of mileage subsidized 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 amount spent upon any bridge forming part of the railway subsidized not other-wise receiving bonus, such cost to be determined by the government, upon recommendation of the minister railways on the report of the chief

It will be seen that the mileage 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 rail-ways receiving more than three thou-sand two hundred dollars per mile shall carry mails free for ten years over the line so subsidized.

Hon. Mr. Davies stated today that Hon. Mr. Davies stated today that he had telegraphed the Mcntreal 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 in-corporation bill was talked over Saturday morning in the senate committee. Lawyer Nash of Toronto got leave to advocate the bill, and

reply. The latter was speaking when the hour expired. There is feeling that the session will close in the micst of a political storm in which the senate will be the centre. The members of the upper house had gone frome are returning. There is a strong vave of adverse opinion in the country over the Drummond railway steal, which encourages the sanators to believe that they have an important duty to perform in

McAllister, M. P., was permitted to

The government had held back from

Saturday to Monday the third reading of the Crow's Nest bill to give the Drummond steal 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 de vised to give the Canadian Pacific ompany an interest in supporting the Grand Trunk and Drummond Iobby. The Montreal Star article gives ex-pression to the current belief here about the political contribution from

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

Ottawa, June 21.—This morning the house went into supply, taking the penitentiary estimates.

The solicitor general announced that it was not at present intended to remove Warden Metcalf of Kingston. Most of the other recommendations of the commission of inquiry will be carried out.

It is not yet decided whether the binder twine industry would be con-tinued. In regard to the reorganization of the reformation of the pe tiary system, the department of jus tice would confer with the inspector of penitentiaries, an officer in whom the minister of justice had great con-

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 must be borne 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 Vincent had been carried on. Th discussion continued all the morning and was resumed in the afternoon. Hon. Mr. Foster called attention to the statement of the solicitor general last year that the penitentiary commission would cost only \$3,000, where as the estimate was \$13,000.

Mr. Fitzpatrick said there was more work to be done than the government expected. Each commissioner received

\$10 a day and expenses. The penitentiary discussion continued all afternoon, taking the form chiefly of a debate between Mr. Quinn and Solicitor General Fitzpatrick. After this dialogue closed, Mr. Ber-geron expressed the opinion that the penitentiary convicts were fed too well, slept too much and worked too little. He would have them employed in repairing highways.

When the committee in supply came to the railway estimates this eevning. Hon. Mr. Foster reminded Hon. Mr. Blair that the return ordered by the house and promised by the minister had not been brought down, some days ago when the minister of railways was making use of the evidence

back his return. Mr. Blair said he had done his best to hurry up his officers, but had not the papers ready. Mr. Foster said the excuse was not

sufficient. 'The commissioner was appointed many months ago and the minister could hardly persuade the house that he was not able to bring down even his commission. Hon. Mr. Blair suggested that he

would hurry up the return, but Hon. Mr. Foster declined to allaw all items to pass and two are withheld In the vote of the indemnity to Hon.

Mr. Borden, minister of militia, Sir Richard Cartwright explained that he had hoped his colleague would be back before this time. But the doctors had adivsed him to return to the sanitarium in New Jersey, and Cartwright could give no information as to when would be able to take charge of the dengrtment

The house made some progress with the first lot of the supplementary estimates this evening. Some discussion arose over the fact that nearly half the members have gone home, having been told that the session would clos in a day or two. It is evident now that the session will last this week

When the house adjourned in the early hours of the jubilee morning, Sir Louis Davies was trying to get through his supplementary fisherie

THE SENATE.

In the senate, Hon. Mr. Ferguson mentioned a despatch giving a sum-mary of the evidence taken before Justice Killam in the St. Boniface election case in April last in which the octitioners swore that Mr. Prendergas had been guilty or corrupt practices When the evidence was given the uncil asked for an adjo place Mr. Prendergast in the witness box to refute the evidence. After the adjournment the counsel for the lib-eral candidate said he did not intend going on with the case and moved to wanted to know what the government proposed to do with reference to the proposed to do with reference to the matter. Last September the government placed a sum 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 from evidence taken at the trial of the petition for the unseating of the successful candidate to show that Mr. Prendergast not only worked for the liberal candidate, but was guilty of corrupt acts, according to the evidence of 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.

Hon. 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 Mr. Fielding did the trick by laying valuation, they took the whole control of the given the company a sum equal to before Mr. Prendergast, while that Mr. Fielding did the trick by laying valuation, they took the whole control of the given the company a sum equal to be one of the given the company a sum equal to be one of the given the company a sum equal to be one of the given the company a sum equal to be one of the given the company a sum equal to be one of the given the company a sum equal to be one of the given the company a sum equal to be one of the given the company a sum equal to be one of the given the company a sum equal to be one of the given the company a sum equal to be one of the given the company a sum equal to be one of the given the company a sum equal to be one of the given the company a sum equal to be one of the given the company a sum equal to be one of the given the company a sum equal to be one of the given the company a sum equal to be one of the given the company a sum equal to be one of the given the company as the second. before Mr. Prendergast, while that gentleman had executed a summersault, created a strong suspicio that the rumor that the judgeship was created for his change of views, was absolutely correct. The appointmen was made aftir eivdence 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 goevrnment intended to appoint a commission to investigate

those charges. Sir Oliver Mowat said he had receiv ed 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 had brought them to the notice of the senate. The judge had been appointed in Aprox 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 calling on the judge to answer the charges. He could not say what he would be prepared to do in the matter until all the facts were before him and Judge Prendergast had sent him his full defense against the charges made.

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

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

There is scarcely a shadow of doubt that the senate will throw out the Grand Trunk and Drummond county contract. Greenshields 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 committee against the bill and Mr. Lash, Q. C., of Toronto in favor of it. Ottawa, June 23.-This morning in the house, Hon. Mr. Blair made an-other attempt to get on with his esmates, but Mr. Foster stopped him, explaining that the promised returns were not 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 ways was making use of the evidence alleged to have been taken by Commissioner Wilson. Mr. Foster told him that eividence had been ordered by the house to be placed on the table and that the minister must obey before the session closed.

Today Mr. Foster quietly gave Mr. Blair to understand that his estimates could not go through while ne held beek his return. Mr. Blair said he had not allowed the 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 also outlined a scheme for the electric lighting of the purchase of the providence in the late Sir John Abbott had not allowed the close of the session to carry government measures through the senate, of which a large majority were conservatives. Sir Mackenzie denied that the late Sir John Abbott had not allowed the proposed to take the best ment measures through the senate, of which a large majority were conservatives. Sir Mackenzie denied that the late Sir John Abbott had not allowed the session to carry government measures through the senate, of which a large majority were conservatives. Sir Mackenzie denied that the late Sir John Abbott had not allowed the proposed to take the best ment measures through the senate, of which a large majority were conservatives. Sir Mackenzie denied that the late Sir John Abbott had not allowed the proposed to take the best meant measures through the senate, of which a large majority were conservatives. Sir Mackenzie denied that the late Sir John Abbott had not allowed the proposed to take the best meant measures through the senate, of which a large majority were conservatives. Sir Mackenzie denied that the late Sir John Abbott had not allowed the proposed to take the best of the proposed to take the best meant measures through the senate, of which a large majority were conservatives. Sir Mackenzie denied that the late Sir John Abbott had not allowed the proposed to take the best meant measures through the senate of th partmental buildings. The buildings are now lighted partly by gas and partly by electric light. Hon. Mr. Foster observed that Mr.

> large sums of money and his explanations were meagre.
>
> Mr. Tarte said he would take the mr. Tarte said he would take the best plan he could get and obtain ten-ders. The minister asks for \$100,000 for the western block partly destroy-ed by fire. He hoped that the total cost would not be more than \$140,000. 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

Tarte was asking to be entrusted with

constituencies. 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

A long discussion followed on the al-leged unfair discrimination among

Mr. Foster referred to the programme of the liberal party in the opposition, but Mr. Fielding so far disregarded this policy as to announce in the course of the debate that he favored the construction of one pubic building in each county. On the Rideau Hall vote, Mr. Tarte

said the place was much out of repair and he would have to ask for more noney than he at first thought. Clark Wallace pointed out that the ministers were now arguing that the late government had not spent enough on Rideau Hall, while for the last twelve years they had been complain-

ng that the late government spent too After dinner the wrangle about public buildings was resumed. A number of grit members protested still more vigorously. Mr. Tarte got through his Kentville and Liverpool votes. Then he said that perhaps he had gone too far. He moved, therefore, that the items for buildings in St. Martins, N. B., Rat Portage, and one item in Quebec be struck out. Hon. Mr. Foster wanted to know why these particular items were se-lected for sacrifice, and the member interested in Rat Portage put in a

protest. After more confused remarks the items were allowed to stand till to-

On the estimates of St. John harbor Mr. Tarte said the money was required for the channel where there was a request for dredging a passage.

Mr. McAllister thanked the minister for remembering Dalhousie, but renewed his request for the Campbell-

On the Cape Tormentine wharf, Mr. Tarte moved to reduce the amount from twenty-five thousand to ten thousand, which was all that the department could spend this year.

The supplementary estimates were all put through at 2 a. m. except that of \$8,000 for Mr. Laurier's expenses to

London, which was reserved to allow Hon. Mr. Foster to make some comntary remarks thereon. Just at the last moment the government played the card it had in its

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 Chaudiere Junction to Montreal to be operated as part of the L. C. R. for nine

This will be added to the supply bill, so the senate cannot reject it without throwing out the bill as a

THE SENATE.

The excitement over the probable action of the senate in regard to the Intercolonial bill was in evidence about 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 fustified in entering into an agreement to secure that object. The bargain was the best that could be obtained under the circumstances on that sub-ject. 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 if 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 into a surplus, the government favorably constlered 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 \$64,000 a year of the capital sum of \$1,600,000. 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 Oliver's calcula tions 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 Mackenzle Bowell said the senate had shown it could rise above party considerations in circumstances like the present. Even personal popularity and the perseasive language of the late Sir John Abbott had not alcourse of the present government in making a bargain for the acquisition of the road first, and sending engineers to examine them afterwards, and also for closing 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 receiving a handsome subvention besides. The government was also paying the Drummond people seventeen 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. 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 that had been made by the liberal whip of the commons that the Crow's Nest 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. Sir Mackenzie closed by moving th six months' hoist. In the course of his emarks Sir Mackenzie read the Montreal Star charges of curruption in

Drummond county.

Senator Scott defended the transaction, declaring that there was no ground for the charge of corruption in the bargain. The government had paid but little more for the Drummond railway than the estimated cost of the road, as returned by the engineer as the basis for the payment of subsidies. The secretary of state, computing the length of the proposed connection, disagrees slightly with Mr. Blair. He makes a saving as compared with the Grand Trunk, of only thirteen miles, which agrees with the estimate given in this correspondence a week Senator Scott went over Mr. Blair's calculations of the prospective expenditure and revenue, and closed by declaring that the agitation agains contracts was gotten up by a subsidized press. The secretary of state said he was sure that the Montreal Star did not enter on this agitation for nothing.

After recess, Senator Wood of Westmorland spoke, making a careful argument against the contract. He would have been favorably dispose wards the measure if he could that it would divert to the Intercoonial or to the maritime ports, a con iderable part of the traffic now ried to New England ports, Mr. Wood went over the whole transaction with the Grand Trunk, finding that the rental valuation of that part of the Grand Trunk jointly used implied a apital value of \$44,000 per mile, which was double that it would now cost to build the road. He showed that the government was paying an annuity epresenting a capital sum of two milons for a railway that did not cost half the money. The government had made two serious blunders in the Drummond matter, first after having valued the road at \$1,600,000, they had

of the construction, including \$6,000,000 of subsidies for which there is no commercial value in the property. On the whole, Mr. Wood computes 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 tributed, for what purpose was it paid, and what its final disposition. Senator Snowball spoke briefly,

Drummond company was not exces 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 reject-

claiming that the amount paid to the

ed as a whole. Hon. Mr. Allan of Toronto opposed the bill and protested against the suggestion that the opposition to the mea sure 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

Mr. Dever said he would vote for the neasure as the Intercolonial now ended in the woods and ought to go to some centre. Senator Power was speaking at mid-

After Hon, Mr. Power, Hon, Mr. Miller made a few remarks against the bill, when the vote was taken and the three months' hoist was carried, 37

to 10. The following are the senators who voted for the Intercolonial extension: Speaker Pelletier, Cox, Scott, Snow-ball, Power, Moinnes of British Co-fumbia, Thibideau, Dever and Temple. Those who voted for the holst were conservatives. It is understood that several liberals, who were absent, were opposed to the measure and avoided

Hon. David Mills, who was one of the absences, is believed to be op-posed to both 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 one wise and the ignor-ant, the good sud the bad—with the gravest questions, and in the end you educate the

After all our gratulations upon the brilliant success of our sexagenary celebration, what remains to tell generations to come of the wonders of the reign of Victoria the Good? 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 owning 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 to maintain as "defender" thereof, has been among us to add her meed of praise to the virtuous woman whose "price is far above rubles."
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 whole display by every individual would have raise 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 hieroglyphics 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 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 goodness of the Empress-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 en lurs while life shall last. God Save the Queen. A. D., 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, III., has invented and had patented a new process for annealing pastings, which, it is claimed, will re-volutionize the iron and steel in-

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 at Believille and they told him his discovery was one of the most important in the history of iron manu-

King has applied for letters patent in all foreign countries where iron is manufactured.

Capt. Thomas Bell, late of the bark Wm. Sordor, has gone to Pugwash to assume commend of the bark Dunvegan, now on cassage to that port.

