## OTTAWA LETTER.

"I William Mulock" Have Made Two Great Savings.

He Has Cut Down the Cost of Mail Transportation by the Wagon Routes,

And Has Deprived Letter Carriers and Subordinate Clerks of Their Statutory Increase — But Has Not Cut Down His Own Salary.

of the Intercolonial railway situation yesterday was full of interest to those who have been following the history of that railway. Mr. Blair spoke an hour and a half in continuation of his two hours' speech the day before, making altogether three and a half hours' discourse in introducing his own estimates. It is one of the humors of the situation that between the two speeches there were various complaints on the government side that the opposition had been obstructing public business. Mr. Blair's three and a half hour speech was pretty well examined by Mr. Powell in less than an hour, and when the member for Westmorland had finished his criticism there was very little left of the minister's boasted financial gain. Mr. Haggart spoke briefly between them, but the speech of Mr. Powell pretty well covered the ground taken by the ex-min-

Mr. Blair claims that the Intercolonial has gained \$800,000 in income between 1896 and 1899, with another \$700 .-000 of prospective gain in the current year now approaching a close. As to the current year there are no details open for examination. Mr. Blair is allowed to have everything his own way, because no one else has access to his returns. As to 1899 there is the report of the minister of railways, of the auditor general, and of the general manager and chief engineer of the line. With these in his hand Mr. Powell was able to subject Mr. Blair's figures to investigation.

The minister claims that the whole gain in traffic was due to the acquisition of the Drummond railway. There was equal gain in the other railways of Canada and a good deal more in some of them, though they acquired no Drummond railway. Moreover, Mr. Powell was able to show by the station receipts that one-third of the additional traffic was obtained in Nova Scotia, nearly all of it in Pictou and Cape Breton, and was not traceable in any way to the Drummond road. The Montreal office did not take in any more money than in previous years. The receipts on the Drummond line itself, which Mr. Blair at the time of the purchase declared to be \$190,000 for the old part were only \$62,000 for the whole line after the government took it over. This, according to Mr. Powell, did not show a falling off in traffic on the Drummond line, but only showed that the claim made by the concern which sold it to the government was bogus. There were additional receipts in Metapedia and many other points, on account of local circumstances and the general revival and extension of traffic. At the end of Mr. Powell's examination of the sources of increased revenue there did not appear to be much left for the Drummond road and the Montreal extension. Not more than the additional mileage would call

The next important feature in the examination was the fact that the additional \$800,000 of business cost at least \$700,000 on the minister's admission. As a rule when a road has a fair trade and is able to add a large amount of business it expects a coneiderable profit from the additional same, the management and many other expenses not keeping pace with increased business, the gain of traffic frequently represents 50 per cent. Profit, but all that Mr. Blair gained seems to have cost from 90 to 100 cents on the dollar. That is according to the minister's own showing. But the minister's own showing does not stand examination.

The minister gave his own case away when he accused Mr. Haggart of degrading the railway from 1893 conward and of obtaining his surpluses in that way. Mr. Blair was able to show that the maintenance of the road, the repairs and the replacements of rolling stock, and general maintenance expenses, were reduced by Mr. Haggart by \$300,000 to \$400,000. He argued from this that Mr. Haggart allowed the road to run down. Mr. Blair, as was pointed out in yesterday's letter, did not even claim to have restored the cost of maintenance to what it was before Mr. Haggart's time. He admitted that he only spent \$50,000 more than Mr. Haggart on the same services, though he had a larger mileage. Mr. Powell by a more thorough examination, taking in a larger number of elements in the case, showed that the minister had not spent as much even as Mr. Haggart, though he had the additional Drummond railway to maintain. Mr. Powell's comparison was between the last year of Mr. Haggart's management and the year 1899, which Mr. Blair himself brought into the comparison. Had Mr. Blair maintained the same scale of expenditure for maintenance per mile of road as Mr. Haggart did in 1896, he would have had no surplus but a deficit of come \$200,000.

Mr. Powell conceded even too much. With 25 per cent. additional traffic the minister might have been expected to spend more in maintanance, especially in the maintenance of rolling stock. Having more rolling stock on hand and using it more, the depreciation would naturally be larger.

OTTAWA, June 28.—The discussion | The minister made something of the fact that his wages bill had increased since 1836. What could the minister expect? No doubt he could have made very large profits if he could have done \$800,000 more business without hiring any more men.

> Now we come to another element in the case. Mr. Blair is asking for \$400,000 for steel rails for the Cape Breton railway. He is not charging that to the expenses of operating, but will make it a capital charge, adding it to the cost of the road. This may be legitimate railway book-keeping. But when the minister compares his returns with those of his predeces sors the comparison should be made on some basis applicable to both.

In 1889 a large quantity of light tails were replaced by heavy ones. In 1896 125 miles of track were so replaced. There were 16 miles replaced in 1891, a large quantity in 1892, 30 miles in 1893, and nearly the same quantity in 1894 and 1895. Every pound of these rails was charged against the ircome of the year. But every dollar that Mr. Blair so spent in excess of the value of the rails taken up he charges to construction account, and he does not include it in the cost expenditure of the year.

Mr. Bleir is charging to construction

the whole cost of strengthening railway bridges. This doubling up is not put down as running expenses for the year, but is wholly charged to capital. But Mr. Powell shows that the late government replaced bridges in 1889. In 1890 it spent \$27,000 on the Sackville and Restigouche bridges, and replaced some 50 small wooden bridges with iron or steel. also strengthened five other bridges. In 1891 two large bridges were put in, and on 52 small ones, aggregating 3,000 feet in length, wood was replaced by steel. In 1892 there was a \$19,000 steel span put in at one place, 15 steel girders were procured, the Missequash bridge was strengthened, many Howe trusses were replaced by steel. In 1893 two new sidings were put in, there were 15 new steel girders an one station building. Every dollar of this expenditure went into the year's accounts as ordinary outlay, and increased by that much the expenditure for the year. If Mr. Blair had charged his bridges in the same way his surplus would have been swept away at a stroke, and a deficit would have taken its place.

Again the minister of railways has charged to capital not only all the additional rolling stock purchased by him, but has also charged to construction a large quantity procured to replace old stock. Last year he threw away over 300 freight cars which were condemned, bought 250 to take their place, and charged them all to capital account. It is fair to say that Mr. Blair objected to this item when Mr. Powell mentioned it, and protested that these cars were no good when he took office. But Mr. Powell exposed this excuse by showing that the same officers were on the road now as in 1896. In 1896 only 198 cars were condemned, and 246 the year after. The officers condemned 528 cars in 1899, showing that the rolling stock had traffic. The fixed charges being the not been replaced as well under this government as before. Where the stock has been replaced the minister has not allowed it to be done as part of the regular expenditure, but has borrowed money to pay for it.

> Mr. Fowell showed that it was easy for a minister to make surpluses if he claimed all the income of the year and charged as much as he liked of the outlay to capital. All that the minister has to do is to reduce the outlay by borrowing money to make purchases of rolling stock, or of bridges necessary to replace the original plant. He can make a surplus of a million a year if he desires it, adding the million to the construction applies also to locomotives, Mr. der the late government four new engines were purchased additional to the former supply, and all charged to the running expenses of the year. It charges are made. The people have important that a minister in making comparisons with his predecessors to his own advantage should make them fairly.

Mr. Powell added an interesting chapter of history. He showed that the Intercolonial of Nova Scotia and New Brunswick before the extension into Montreal and Quebec had paid a substantial surplus. Under Mr. Mackenzie, when the road had been pushed forward to Riviere du Loup, the deficits began, and in the last year of Mackenzie government they reached \$700,000. Sir Charles Tupper then took charge. In his first year he brought the deficit down to \$92,000. The next year he brought it a surplus, and so for the next two or three years after. This went on until an attempt was made to do a large through business by this longer route. Then the deficit began again. When the government tried to carry coal from Nova Scotia to Quebec or to transport grain for export they did it at a loss, and in

shortest route, and that more than quartette of white-washers.

Mr. Blair was now struggling against geography once more and was trying become familiar. Mr. Bell of Pictou to compete with a railway hundreds of made another motion asking for enmiles shorter. He could do it and quiry into certain allegations of miscould increase the nominal revenues of the road, but the inevitable result. Much of the matter set forth in his must be a return of leficits so soon as honest bookkeeping after the former style was employed. Mr. Powell does not object to the extension to Montreal. He is quite in favor of it, but holds that the course adopted only makes one more competing line where there were already too many. The same connection could have been obtained by way of the North Shore route and the Quebec bridge which the statements made by the Yukon press government was already pledged to and by correspondents from that dis-

The senate had an interesting afternoon over Mr. Pineau. The minister of justice does not know Pineau. Nobody here knows him any longer. A city, and thought he was going to Paris, he had lots of friends on the government side. Now the ministers and their supporters do not even know that he was here, though Mr. Ferguson produced an affidavit of the proprietor of the Brunswick house, where Mr. Pineau stayed during the ten days of his negotiations. The member from Tignish left Ottawa on the same day with Mr. Tarte, whose acquaintance he seems to have made, and whom he hoped to accompany.

It turned out afterwards that the

departure of Mr. Pineau was not enough to save Prenier Farquharson. Mr. Wise could no longer be regarded as a supporter, and therefore it was necessary to have another vote. Accordingly Mr. Pineau was not sent to Paris, but was induced to return to Prince Edward Island and vote in favor of the government which he was elected to oppose. Senator Ferguson read the affidavit of William Callighan, who swears that Mr. Pinby Dr. Wickham of Tignish and was the affidavit of Jerome Perry, who same story. The senator told the Louis Davies's friends in Prince Edkenzie Bowell described the whole ord of the government.

nothing about it, and Mr. Mills exgovernments in general and the local government of Prince Edward 'sland have the material to attack him. in particular. He talked as if he did not think the Farquharson governministry.

Campbell, the majority of the embargain with Dr. Devlin, the purchase of 30 cent food at \$2 a pound, the concealment of Mr. Hatch's warning and exposure, the whole record of mismanagement, or worse, is completely excused by the majority report. The four gentlemen mentioned do more than excuse it. They commend it. They praise it. They give the minister honor and credit for his thoughtfulness and care. Only one man is condemned by these lenient inquisitors. That is Mr. Monk, who exposed the whole transaction. Him Dr. Russell's report condemns, and now he awaits whatever penalties the ministers and their majority may see flit

When one remembers what a neat swindle it was, recalling the fact that the government, instead of buying Hatch's protose, which was tested at Kingston, bought a miserable substitute which had never been tested anywhere, purchasing it without even an analysis and paying for it after the minister had been informed that it was a spurious substitute; when it is remembered that this food, falsely professed to be made in Montreal by the Vitallin Company at a certain address, whereas there is no such company in existence, and the goods were made in the United States; when it is considered that the government analyst assured the department that it was not buying a concentrated food, or one worth the price paid for it, or entitled to its name; that the provision expenditure. The criticism as to cars was sent out with the directions that one can of four ounces would sustain Powell showing that in one year un- a man for a day, though the McGill professor cited by the minister himself swore that it would take eight times that much; when we recall that the contractor after watching the enquiry makes very little matter how these to the last day and declaring that he was going to testify, suddenly left on to pay for them anyway. But it is the hour he was to be called, announcing that he was going to New York, and then went off to Montreal - we must surely offer some tribute to the nerve of the majority who approve of everything.

Some tribute is due also to the department of militia, a department which produces as a sample of food tested at Kingston an old envelope containing a powder handed in before the Kingston test and only called half strength powder. A department which after procuring samples after the test of the food actually used in all its forms, succeeds in destroying before analysis every particle of these genuine samples, and then claims to know what the genuine articles would test, has evidently a great future before it. The same might be said of the four majority members who refused to analyse in the government office a quantity of the genuine Hatch food remaining at Montreal of that tested at Kingston, but who accept as evidence of the character of that food

In the house yesterday we had an other exhibition of a kind which has government and fraud in the Yukon. resolution is taken from Ogilvie's report, which itself shows that the Ogilvie enquiry was incomplete and inconclusive. Mr. Ogilvie himself asked for larger powers and scope for his enquiry, and his own report showed that statements offered in evidence were shut out though they covered the various items supposed to be under investigation. Mr. Bell read other trict, and closed with the same old request for a judicial investigation.

It is an old demand, often repeated, not only in the house but by the miners and residents of the district, but few months ago when he was in this always refused, no matter what grounds are offered or what new allegations or charges are produced.

> Mr. Sutherland, the acting : inister, meets the charge in the old way. He almost copies the language used by Mr. Sifton last year when the minister demanded a formal charge by a mentber on his own responsibility, and promised that the moment such a charge were made the commission would be given. Mr. Sutherland threw out his fist in a most warlike manner, and promised Mr. Bell all the investigation he wanted if he would only dare make charges in some other way. The full emphasis on the "dare" cannot be given in print. Much less could any typographical rendering do justice to the challenge as given by the megaphenic minister of customs and the boisterous minister of marine. All this bluster and bravado has become so familiar that members only smile at it.

It is now three years since Mr. Tarte told in the house his untruthful story eau told him that he was approached of the purchase of La Patrie newspaper for his sons by Mr. Greenoffered an appointment to go to Paris shields, declaring that the paper was as commissioner at \$5 a day. Also paid for by money which Mr. Greenshields had belonging to the liberal swears that Mr. Pineau told him the party. If anybody wanted to know more let them have an investigation. story of the successful efforts of Sir He would prove everything and confound the enemy. A year later, when ward Island to bring financial ruin the facts came up for investigation on Mr. Pineau, and thus get him to before the Drummond committee, all some extent in their power. Sir Mac- this matter was ruled out, as well as the whole question of the cost of the proceeding as a foul blot on the rec- Drummond road. Then the senate took up the enquiry. Immediately the ministers backed down and allowed But Mr. Mills and Mr. Scott know the facts to come out, and Mr. Tarte on oath admitted that he had made pressed a lofty disregard for local his false statement in the house in order that the tory press should not

Last year Mr. Sifton placed a chip ment was worth saving, and scouted on his shoulder and defied the whole the idea that the government at Ot- opposition to knock it off. If any tawa would take any trouble about so member would dare to make a charge trivial a matter as the Farquharson against him or his department he S. D. S. would have its investigation in five minutes, and Mr. Sifton would teach OTTAWA, June 29.-If the govern him that discretion would have been ment is able to render any service to the better part of valor. Sir Charles Messrs. Belcourt, Britton, Russell and Hibbert Tupper accepted the challenge. He made charges against the ergency food committee, that good minister and his department. He took office should be done at the earliest the full responsibility for them, offerrossible moment. No government ing to resign his seat in the house and could possibly expect more than this abandon all claims to office hereafter majority has done. The astonishing if he did not prove his charges. Mr. Sifton called upon the house to vote down an investigation and Sir Charles Hibbert never got it.

One year ago Sir Wilfrid Laurier solemnly announced that the government would accept and carry through an enquiry into the West Huron election frauds before the privileges committee. That enquiry was begun and carried to a stage when the crimes and criminals were about to be exposed. A hundred witnesses were examined. and somewhere between \$10,000 and \$20,000 had been expended. Then the government interposed with its majority, blocked the whole enquiry, and refused to allow it to be completed. The ministers, also supported by a straight party vote, refused to allow the evidence already taken to be used in another enquiry which had been instituted, and which from the past record we may expect to be headed off in the same way at the first dangerous mo-

A few days ago the minister of militia made a bold challenge to Mr. Monk, who had made a statement in regard to the emergency food frauds. Dr. Borden dered him to make a charge against the minister himself. The solicitor general threshed the atmosphere in repeating the challenge. Other ministers followed, until the area was full of gauntlets. Mr. Monk calmly accepted all the challenges and made his charges, one of which was a direct charge against the minister himself. Three days the government took for reflection. On the fourth the majority was called on to declare that the charge against the minister should not be included among those to be investigated.

These things and more like them the house has witnessed since the change of government. It is not surprising that the fine indignation, the vehement defiance, and the noisy challenges of ministers should now excite a cer-Parthian arrows shot by men running

away.

There is not much information in the statement made by the government of the reasons for its dismissing Lieut. Gov. McInnes. His conduct is "subversive of responsible government.' and "his usefulness is gone." If anyone thinks he 'nas heard language like this before he is not mistaken. Mr. Mills has followed the precedent established when Sir John Macdonald sent Governor Letellier of Quebec about his business. It is twenty years ago now, but many must remember how the liberals of that day protested against the arbitrary use of power at Ottawa and the insufficiency of the reasons given. Mr. Mills was one of Yet he turns with childlike simplicity to the precedent which he himself denounced, believing it now this way, together with the large ex- the statement of a coal merchant of to be the safest course he can adopt. the public is to expect from that de- as reported, contained a record of expenditure for improvements on the what he remembers to have been told Mr. Mills, if we credit him with the partment an honest statement of the actly 12 months' transactions, so that

time and rolling stock, the deficit went up to \$600,000. Mr. Haggart gave up this unprofitable through trade to a large extent, allowing it to take the ment of militia, and above all, a great course in dismissing his advisers. He does not say which set of advisers he means. Mr. McInnes turned out two governments. Whichever it was the offence is not made worse by the fact that the people have not endorsed it Besides, the governor says that they have endorsed it, especially in the case of the last dismissal, seeing that every member but one of that ministry and nearly every supporter has been defeated in the late elections. More over, the ex-governor says that he has some interesting confidential communications from the government here, which he hopes they will allow him to publish since they refer entirely to public matters.

> Sir Charles Tupper will be on the ocean before this letter is printed. He has put in a busy five months here, attending regularly each day's sittings of the house, and all the meetings of the railway committee, spending nearly every Saturday at some gathering in Ontario or Quebec, travelling at nights, speaking in many places, holding conferences in Toronto and Montreal, attending to the multitudinouos details of organization at the eve of election, and at the same time looking after the important mining and development companies which are under his management. He announced on his departure that he would be back in six weeks, after attending to his mining business in London, and will then enter upon an active political campaign

OTTAWA, June 30 .- "I think we should agree," said Mr. Ellis, "that all speeches from this time to the end of the session should be limited to ten minutes." Mr. Ellis was pleading for fair play to the working member. He protested that a man could not be expected to take an intelligent part in discussion from early in the forenoon until after midnight. Shortly after Mr. Ellis made his suggestion, which was loudly cheered on both sides of the house, Postmaster General Mulock started to put his estimates through. Mr. Mulock offered a few preliminary observations. He was going on when the house rose for dinner, and resum ed in the evening, occupying in that oration a little less than two hours.

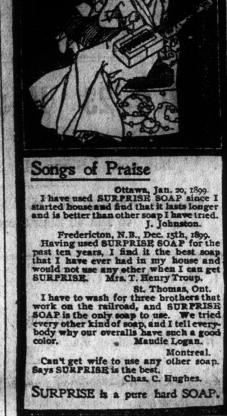
Yet there were many things that Mr. Mulock left unsaid. He made an argument for circulation as a campaign sheet, and not as a minister exposing the actual state of affairs. In this respect he followed the example of the finance minister in the budget speech, of Mr. Fisher in the cold storage speech, of Mr. Borden in his militia speech, and of Mr. Blair in his railway speech. It is a new custom for ministers to deliver themselves of a budget in introducing their estimates. By the old custom the minister answered questions and got his vote through as soon as possible. The present method is to begin the discussion on the departmental estimates by a long campaign speech, setting forth them out of the comparison and one side of the facts only, occupying from one hour to four hours, provoking reply and obstructing the progress of business. Then the ministers and their organs accuse the conservatives of delaying business.

Mr. Mulock is a man of business though he was head of the Farmers' Loan company. As president of a private concern he would probably set forth to his directors a fairer statement of the condition of business than he did last night. The minister set about to prove that "I, William Mulock," had been a phenomenal success as the head of a department. He told of the expansion of business, of the reduction of postage rates, the increase in revenue, and everything else that went to his credit. He professed to had been lost by reduction of postage rates. The purport of his argument was that whereas he was expected to have a deficit of three quarters of a million, he would not really have more than half of this shortage.

It would hardly be believed that a grown up minister of Mr. Mulock's pretensions, standing up before a parliament, professing to make a full statement, and to give all the elements in the case, would have deliberately suppressed all reference to newspaper postage. This is one reform which he left out of the account, and the cool sum of \$100,000 which the newspapers will pay him this year was included in his budget as if it had come from some old sources. Some question was asked him across the house, but he proposed to answer it later. The reason of this can be understood when it is remembered that Mr. Mulock is going to circulate his speech Ly itself for campaign purposes. The answers that he gave later will not go in it, and the unfortunate public who read Mr. Mulock's statement, and are green enough to accept it, will suppose that this hundred thousand came to the minister by the regular development

The guileless elector of Mr. Mulock's riding will not learn how much Mr. Mulock gathered in by the cataract of jubilee postage stamps which he emptied upon the collectors. A quarter of a million or so in one year he collected from this source. and there tain measure of ridicule. They are is not a word in his speech to show that this money was derived from any other source than regular post office

> Then there is that Yukon service. In his own report, Mr. Mulock explained some things about it in a small print footnote. But he carries his full account into the other blue books, and it goes into all the publications. It was the basis of his own argument yesterday, as if the balance he produced was a true balance. Yet the fact is that the postmaster general took into the credit of the department the receipts from the post office in the Yukon and did not pay one cent of the cost of carrying the mail in that country. The mounted police did were not closed and reported in the the work and the public paid the fiscal year. As far as one can see, the mounted police for it. Of course the postmaster general should have been charged with this expenditure if with the fiscal year. But each year,



receipts and expenditure. It is a matter of \$60,000 and makes a considerable difference in the balance.

Mr. Mulock says that he is willing to strike out both sides of the Yukon account. But there is no particular reason why that should be done, seeing that the revenue which he claims is only \$10,000 and he would get the benefit of \$50,000 by the suppression. The postmaster general heretofore has been willing to take the fat and lean together, but Mr. Mulock thinks he makes his argument if he shows that he has improved on the situation in the province outside of the Yukon. Let us examine this a little. The

government heretofore has made profits in the older districts, but they are offset by large losses in the scattered population. If the late government has chosen to leave the Northwest and British Columbia out of the count they might have claimed a surplus. But there was a constant advance in the new settlements at a great expense with very little income. There is no more reason why Mr. Mulock should leave the Yukon out of the calculation than that the late ' government should have left out Alberta or the Kootenay or the Cariboo country. At the beginning these districts were as unprofitable as the Yukon is now to the post office department. But the late government did not leave would have been much startled if anyone had suggested that the revenue should be taken into the account and the transportation expenditure charged to other services The K has now become a settled country, with large towns and much business. The Yukon takes its place as a pioneer district, and Mr. Mulock adopts a "heads I win, tails you lose," method of book-keeping which falsifies the record, and where not understood. brings bogus glory to the magnificent boaster who presides over the department.

Mr. Fielding pleads that Mr. Mulock's financial eccentricities make no difference, as the people have to in the number of letters, the increase pay it all anyway and Mr. Mulock seems to take the same view. But then why Mr. Mulock's great speech give the elements of increased revenue to show the progress of the departin order to show that he had made up | ment ? It is some matter to the peoby reducing expenses nearly all that | ple perhaps if their minister is making them pay by taxes to provide a showing which he claims to be due to his own superior management.

The minister tried the tu quo que

argument with rather poor success, claiming that Mr. Foster allowed the mails to be carried at Mounted Police expense to the Yukon in his day. There was very little Yukon before 1896 and what there was did not get much mail. All Mr. Mulock was able to show was the conveyance of one bag of letters at the expense of another department, and there is some doubt about that one. There was no post office service or post office at all in the Yukon at those times. It may be presumed that Mr. Foster does not now object if the Mcunted Police, at the expense of their cwn department. carry a bundle of letters to a fur trading post on Slave Lake, or to a government officer or prospector on the Peace River. That is not exactly the same story as the regular conveyance of mails by an organized service, at a cost of \$60,000 a year, to regularly established post offices, whose revenue is turned in to Mr. Mulock's credit.

The truth seems to be that Mr. Foster did not push the point as far as he might. He only claimed that the minister had received some ten thousand dollars postage from the Yukon. As a fact, Mr. Mulock has gathered in probably three or four times that much. The mails carried in are much larger than those taken out, and they are carried both ways by the Mounted Police. The postage on the letters going on is paid in other parts of Canada and would not be collected if there were no Yukon. Mr. Foster only charged Mr. Mulock with the postage collected in the Klondike country.

The postmaster general for the fourth time tried to contend that there was a concealed balance under the late government in the post office account. He says that the ministers left unpaid some \$600,000 that was due at the end of the fiscal year, carrying it over till the next year. Perhips he spent two hours altogether discussing the matter yesterday. After all it amounts to nothing more than that the accounts for the last quarter in the post office post office year did not end concurrently in respect to some transactions

the compari and full. It haps to clos tracts and for issue. A loss, and ev venue for tw penditure for The defect o that his stat revenue, wh partly unload ment.

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