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24th, to the

on June 22nd, tobert Kirsop, rest on Sun-low of the late th year of her the 67th, year

evening, June C., George C. d 8 months. on June 26th, aged 71 years.

relative to try charges evidence showed that Oglivie had no idea of the duty of a judge. He sat erested in timber leases. That a timber lease granted and paid for was still and did nothing until Mr. Clement, the legal adviser of Yukon, a man not named in connection with the commission, arrived, so incapable was Ogilvie to conduct an independent enquiry. The record showed that Clement himself gave decisions and rulings as though he had something to do with the matter. Clements ser-vices seem to have been used to assist Ogilvie in suppressing testimony.' Sir Charles pointed out that insuperable difficulties were thrown in the way of miners proving their case. While ions against conservative officials government money was pour-ed out like water to gather in evidence, the Yukon complainants were expected to bring miners from distant creeks over areas of hundreds of miles at their own expense. He read from the report of the evidence to show that Commissioner Ogilyie and Clem-ent browbeat and buildozed witnesses then and complainants, and that they ruled out all cases in which any part of evidence referred to matters occurring after August. Ogilvie's dialogues with the witnesses were only equalled by those of notorious Jeffries. Sir Hibbert went into an examination of the evidence, showing how bribery was employed to get preferences in the gold commissioner's office and how relatives, friends, Indian employes, domestic, and servants of Major attain in future. Walsh were to get all the advantage in obtaining mining rights. After further reviewing the evid-ence Sir Hibbert read a series of re-

solutions reciting the course of the Laurier government in the Manitoba

on them. The Brands are-

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taken away from lessee on the excuse that it was needed for the people of Dawson, after which the timber was mond and Grand Trunk bills ought sold to a private party, who made a net profit of five thousand dollars out to be considered together, while Hon. Mr. Mills and Senator Scott want to of it, with various other charges. consider the bills separately, though Therefore resolved, that his excel-ency be advised to instruct the atadmitting that they are closely con-nected together, and that the adoption of one involves that of the other. torney general to take proper action to have these charges heard, and that Both bills stand over to Thursday, a royal commission of two judges be appointed to inquire into the facts, when probably the Grand Trunk bill will be taken first. paraliament clothing them with the requisite powers. Before moving the adjournment of the debate, Sir Charles Hibbert said he made these charges with a full the debate, Sir Charles Hibbert said he made these charges with a full the debate, Sir Charles Hibbert said he made these charges with a full the debate, Sir Charles Hibbert said the debate, Sir Charles Hibbert said the debate, Sir Charles Hibbert said the debate charges with a full the debate these charges with a full the debate the debate these charges with a full the debate the debat OTTAWA, June 29 .- Mr. Sifton and us colleagues will not give Sir Charles

been speaking six hours.

THE SENATE

In the senate today the bill to con

sense of responsibility. He could have done it all under protection of parlia-The minister of the interior spoke ment, but he relized that he was mak-ing charges against persons, some of at considerable length this afternoon, arguing that the charges were not sufficiently definite to require investim were not here to speak for nselves. If the tribunal wers gation in the way intended. He took the ground that there were no charges at all affecting himself personally or granted he would undertake to make good his accusations whether he were reflecting on the good name of his asked to do so in British Columbia, or in the Yukon, or at Ottawa. If he colleagues. He wanted to know who failed to make them good he would consent to the verdict that he should ever heard of appointing judges to inquire whether ministers had been guilty of neglect. As to "favoritism," to longer represent the people in this house, and would retire from the parthat might mean that he preferred to lament of his country and from pubappoint his friends rather than his oplic life. He was therefore, in taking ponents to positions of trust. This this stand, risking whatever position was a question of policy which judges he had attained and whatever adcculd not well investigate. Mr. Sifton vancement he might be ambitious to declared that his challenge to Tupper

to make charges and his promise At 11.45 Sir Charles Hibbert moved give an enquiry referred only to charges referring to himself personalthe adjournment of the debate, having ly. He made a new challenge, that if Sir Charles Hibbert would accuse him

of personal corruption he would within fifteen minutes ask to have the matter referred to the committee of privi-If you want the BEST SCYTHES MADE see that ter referred to the committee of privi-leges. As to the charges against Walsh, of which there are fifteen, Mr. Sifton refused to find in them all any-thing worse than the allegation that Walshs cook got a mining claim to which she was not entitled. He did not believe that Sir Charles Hibbert the name DUNN EDGE TOOL CO. is stamped was taking any risk in offering to give up his seat in parliament or his political future. The seat for Picton had already been abandoned, and Mr Sifton did not believe Sir Hibbert could in any case find another or his that he had any political future to risk. Nor did he take much stock in Sir Hibbert's concern for the good rame of Canada. The good hame of Canada, he said, had never suffered under liberal under liberal administration, and it was perfectly safe until the next change of government. Mr. Sifton spoke for three hours, closing at six o'clock.

Clarke Wallace spoke first after din ner. He held that Mr. Sifton had not met either the charges made against himself or against his officers. The minister had more or less skilfully avoided the main charges made against him on the responsibility of member of the house. The courage with which Mr. Sifton made his challenge to Sir Hibbert, and his offer to give him all the investigation he want-ed, seemed to Mr. Wallace to have al-together vanished. A few months ago e was going to make Sir Charles sorry if he ventured to make such charges, but now he was himself findcharges, but now he was himself ind-ing means of escape. Mr. Wallace closed by stating that though the gov-ernment refused a court of inquiry, there was another court and another jury before whom an appeal would be taken. The appeal would be from this

the charges to a commission of judges. That would be unsafe for Sifton. The senate made no headway with the Drummond bill today. Sir Mac-kenzie Bowell holds that the Drum-Mr. Foster reviewed parts of the evidence, dealing with some points which Mr. Sifton did not appear to think worthy of notice, and showing that official information was used by employes and relatives of Commissioner Walsh, who thus obtained locations in advance of miners who had worked and spent money in that local-ity. In closing his enumeration of offences, Mr. Foster said that in the stand the government had taken it was standing behind all this corruption, blackmail and stealing. In view of this position, to say nothing of the ecord of the Mercier government of Quebec and some of the grit ministers, Mr. Foster could not agree that the fact the liberals were in power was a ositive guarantee that the fair name of Canada was safe,

Sir Louis Davies followed. THE SENATE.

OTTAWA, June 30 .- The debate was continued by Paterson, McNeill, Pow-ell, Davin and Mulock, the latter haying the floor at three a. m. This afternoon the minister of jus tice moved the second reading of the bill to ratify Mr. Blair's contract with the Grand Trunk railway. He went over the whole circumstances rela to the Montreal extension, and made

elaborate explanations of the fai of the government to supply the in-formation promised. Sir Mackenzie Bowell fol speaking all the evening, and makin a close examination of the traffic cor tract. Senator Snowball followed, supp

ing the contract, and was followed h Hon. Mr. Kirchoffer, the Manitoh senator, who protested stron ageinst an agreement which would transfer to United States railways the carrying trade between eastern and western Canala. Senator Wood adjourned the debate

CAMPBELLTON.

CAMPBELLTON, N. B., June 29. Two men, alleged by Town Marshal Duncan to be Pare and Holden of Napanee notoriety, were arrested by him this afternoon. They are now in

the lockup here. Town Marshal Duncan feels confid-ent that there can be no mistake about the men he arrested being Pare and Holden. A commercial traveller who was at the trial at Napanee for two days positively asserts that one is Holden, the head of the other man being bound up he would not be posi-tive about him. Duncan says the prisoners are nembers of a gang com-posed of six altogether. The actions of some of them in the vicinity of the Bank of Nova Scotia today made them suspicious that an attempt to burglar-ise that institution was to be made, The men talk very little, and say they

know nothing of the men they are taken for. An officer from Foronto is expected here on Saturday. HENRY T. SEARS, M. D.

475 Massachusetts Avenue. Between Columbus Avenue and Trement Street.

BOSTON, MASS

ud be interestin would be interesting to the Grand Trunk to have the monopoly of car-rying all the surplus products to points in western Canada reached by that road or by the connections which it

road or by the connections which is may possess at that day. It was seriously proposed in minis-terial circles last year that the Inter-colonial should absorb the Parry Sound railway and be carried to the Georgian Bay. Mr. Mulock has expressed a desire to see the Intercol-onial carried to Lake Superior. What-ever may be done in the way of ex-tending the Intercolonial to points west of Montreal in the future, the road is bound hard and fast by this servitude to deliver all unco st-bound traffic to the Grand Trunk at Montreal, although its own lines may extend far west of Montreal. There is another consideration of a

national character.

The Intercolonial was built as one of the conditions of confederation, for the purpose of joining old Canada to the seaboard provinces and promoting Interprovincial trade by a Canadian route. Under the new arrangement made by Mr. Blair, freight originating in the maritime provinces, and going to Manitoba or British Columbia, must be delivered to the Grand Trunk at Montreal, because Manitoba and British Columbia are, to quote the con-tract, reached by the Grand Trunk

and its connections. What are these connections? The Grand Trunk goes no farther west in Canada than 'he Detroit River, while Chicago is the western terminus of ts entire system. When it undertakes to take goods from the Intercolonial to Manitoba and British Columbia it to Mont can haul them no further than Chicago. After that it must hand them over to its American connections. Mr. Blair agrees for ninety-nine vears that all traffic originating in the maritime provinces and destined for Canadian points west of Lake Su perior shall fall into the hands of ch American railways as the Great Northern and the Northern Pacific.

If there were such an institution in the United States as a railway belonging to the federal government, the federal government would hardly agree that it should be a feeder for ninety-nine years to Canadian rail-

this new agreement must affect the relations existing between the Canadian Pacile and ports of St. ohn and Halifax. Mr. Blair is practically serving notice on the Canadian Pacific that it is no longer to obtain any west-bound traffic originating in the maritime provinces. The Cana-dian Pacific has hauled wheat and other freight to St. John in con tion with the Grand Trunk line to Portland. The distances to St. John and Portland respectively are as fol-

Montreal to Portland by Grand Trunk, 297 miles. Montreal to St. John by C. P. R., 481

The Canadian Pacific has to carry wheat and package freight to St. John for the same rate as the Grand Trunk harges to Portland, although its haul, as will be observed, is 184 miles haul, as will be observed, is 184 miles longer. If this contract becomes law there will manifestly be no return freight worth speaking of for the Capadian Pacific from St. John, Hall-Tax, or any other point within the Intercolonial system. All the freight originating upon that system will be given for a perior of ninety-nine years

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