

self upon having no religion, who boasted that his only god was his stomach, and who ridiculed alike Catholics and Huguenots. The building later served as a depot for a wholesale dealer in wines and alcohols. The present tenant is one Fradin, who has been associated with many schemes for feeding the hungry thousands at the smallest cost. His refuge house only opens at midnight; then all who can pay four sous are admitted to sit on forms, lie on the floor, on the stair cases or in the cellars; the rooms are dry and thoroughly heated. Each client receives a good bowl of nourishing soup, included in the four sous; an additional basin of soup, or a portion of meat, or a glass of wine, or a glass of black coffee, costs two sous each. As a room becomes filled and the occupants souped, the proprietor after surveying the apartment, wishes the inmates good night, locks the door, till six in the morning when all must depart. The unfortunates are all well conducted. There are no complaints, no loud talking, most of the short time at their disposal is employed stitching their rags together with twine and packing needle; or caring for their wounds of many years standing. Other private refuges charge four sous for a rope slung bed, but no soup is supplied, and at six in the morning the "painter is cut," and the lodgers gain at once their feet.

Chicago had better look to its preserved meat laurels. Some months ago, a Norwegian tried to convert Parisians to potted whale. It did not please. Now Australians are not only sending legs of mutton, but some samples of preserved kangaroo: the new oxtail is praised as a capital element for making soup.

In addition to discovering anarchists, who even dare to blow him up in his stronghold, the Prefect de Police has to keep an eye on haunted houses, and evil spirits other than anarchists. History records strange showers. Meteorology is the least known of Sciences of red snow, of locusts, of sulphur, of ashes, and of boulders but from a house in the import Rue Blanche, there are nightly showers of empty bottles. The police and chemists have tried in vain to solve the ghost enigmas; try wizards. In any case the times are out of joint.

Among the best skaters in the Bois de Boulogne, is a Scandanavian; he wears a shirt composed of the skins of sea-birds, and his stockings are made of dog's skin.

In the Madeleine Market, the crack one of the city, there are now ten stalls unoccupied in the central alley; while two fresh stalls, in the same division, have been opened for the sale of broken victuals.

"Dynamite sausages," are the latest novelty for presentation to mothers-in-law. In Pasteur's native town, his name was given some years ago to a street. Later on visiting his birth place he attended chapel, and the name of his street was altered. M. Weber draws the attention of lady singers who wish to preserve their time to playing on a wind instrument, say trombone, bag-pipes, or cornopean. Z.—

Affection endeavours to correct natural defects, and has always the laudable aim of pleasing, though it always misses it. —Locke.

## CORRESPONDENCE.

## THE PROPOSED TRANSFER OF THE INTERCOLONIAL TO THE C. P. R.—A MARITIME VIEW OF THE MATTER.

To the Editor of The Week:

SIR,—I am pleased to notice that The Week has placed itself on record as opposed to the gift of the I. C. R. to the C. P. R., and I am further pleased to know that you are prepared to open your columns to the consideration of so important a subject. I gladly avail myself of the privilege thus offered but personally would prefer that an abler pen than mine should give expression to the views of the Maritime Provinces.

That such a transfer of the I. C. R. is probable many believe, others doubt that the Government would attempt to do such a thing. It may safely be assumed that any indifference which exists on this question here is largely due to the latter opinion.

Can it be doubted that the C. P. R. people are striving to get the I. C. R.? What are the facts? It is admitted by Mr. Shaughnessy that the C. P. R. want the I. C. R. They have not got an all Canadian route. The Grand Trunk and the I. C. R. form a rival route; hence they cannot have a monopoly. Monopoly was one of the chief features in the organization and life of the company.

The appointment of Mr. Haggart as Minister of Railways. (Can it be doubted that he owes his position to the C. P. R.?)

The general policy of absorption of other lines by the C. P. R. The probability of the United States withdrawing the bonding privilege and hence the interruption of the C. P. R. business on their road through the State of Maine. The C. P. R. have always received what they asked for.

The proposed establishment of a fast Atlantic service by the C. P. R. General rumors uncontradicted by Government authority.

In view of all this the public are quite justified in keeping a watchful eye to the movements of the C. P. R. and the Government.

In Nova Scotia the policy of building and operating railroads, by the Government was adopted at an early date; and the road from Halifax to Windsor, and from Windsor Junction to Truro and Pictou, which now forms part of the Intercolonial system, was constructed and paid for by the Government of Nova Scotia before Confederation, so that the policy of Government ownership and operation of Railroads was established in this province previous to the union.

The British North American Act Sec. 108 enacts that "The Public works and property of each Province enumerated in the third schedule to this act shall be the property of Canada." Schedule three includes Railways. Further on in the same act we find the following:

## INTERCOLONIAL RAILWAY.

"(145) Inasmuch as the provinces of Canada, Nova Scotia and New Brunswick have joined in a declaration that the construction of the Intercolonial Railway is essential to the consolidation of the Union of British North America and to the essent thereto of Nova Scotia and New Brunswick and have consequently agreed that provision should be made for its immediate construction by the Government of Canada. Therefore in order to give effect to that agreement, it shall be the duty of the Government and Parliament of Canada to provide for the commencement within six months after the Union of a Railway connecting the River St. Lawrence with the City of Halifax, in Nova Scotia, and for the construction thereof without intermission, and the completion thereof with all practicable speed."

It will be observed that the construction of the I. C. R. was recognized as "essential to the consolidation of the Union of British North America and to the assent thereto of Nova Scotia and New Brunswick."

That the I. C. R. was to be a road owned and operated by the Government: that it was not to be a money making speculation in itself:

that it was to open up trade and confer a number of other blessings and privileges upon the people of the different Provinces, were Stock arguments and promises made to the people or rather to their representatives by the promoters of the Union.

Are we assuming too much when we ask that that which was declared in our act of Parliament to be essential to the assent of Nova Scotia and New Brunswick, should be preserved and carried on in its entirety?

Furthermore; inasmuch as this proposition was submitted to the Legislatures of the different Provinces and approved by them while they were yet separate Provinces, can the status of the road be changed without the consent of the Legislatures of the Provinces? or of the people by vote at the polls? I humbly submit that it cannot be done constitutionally in any other way than by such assent being given.

But this is not a question for the Maritime Provinces alone. It concerns and affects the people of the West more than it does us dwellers by the sea. Your great highway, the St. Lawrence, is closed to navigation from November until May, and the I. C. R. is the only outlet to the sea over Canadian territory. Without this road, you of the West, for about six months of the year, would be depending on the kindness of a foreign country for the transit of freight, passengers and mails to the seaboard.

Again; to what extent is this road used by the Maritime Provinces to ship its products to the West? How much fish, hay, potatoes, grain, gypsum, coal, iron, fruit and other products of this eastern section of the Dominion find their way west over the I. C. R. Practically, for trade purposes, the rails might as well be taken up north of Moncton, so far as Nova Scotia and the greater portion of New Brunswick are concerned. But one has only to be a little on the road to see the great advantage it has been to the people of Ontario, and Quebec in forwarding their products, manufactures, &c. to the markets of the Lower Provinces and for shipment abroad. Let it not be understood then, that this is a sectional question. It belongs to and nearly concerns the whole Dominion and the west has more reason to fear the results of the transfer than has the east. The east were forced to pay their share in the enormous cost of constructing the C. P. R. We naturally look for some compensation. How are we to be requited? By handing over to that gigantic corporation the road the public construction and ownership of which was declared by an Imperial act as "Essential" to our assent to the establishment of the Confederacy?

But it is argued we are to get compensation by way of a fast Atlantic service. It is true it is going to cost the Dominion \$750,000 a year, but this is only a trifle! What advantage, pray, will the fast service be to this province? As a sentiment it might be a good thing to have, if somewhat costly. But in the way of business and material advantage it would be perfectly worthless. A fast Atlantic service cannot handle freight and the passenger is merely step from the deck of the steamer to the train and from the train to the deck of the steamer. Where is the profit to accrue to us?

But why the necessity to transfer this road to the C. P. R.? It is not paying is the answer. Who ever said it was to pay? Are the canals of the West paying? Is the Post Office department paying? And so we might refer to a number of other things which are provided for the convenience of the public which are not paying. But it may safely be asserted that for a long time a systematic waste has been going on in the management of the I. C. R. "Political exigencies" have been allowed to over-ride every other consideration. The use of the road at Election times in the interests of the dominant party by the wholesale issue of free passes and even the running of special trains to carry electors to the polls free; the purchase of supplies at an exorbitant price; the loss on hauling the C. P. R.'s cars from St. John to Halifax; unnecessary advertising in party organs and a score of other things which might be mentioned account, in large part, for the apparent deficit on the road.