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de for et at this stage make any criticism of the content of the c

coicnest's spoke, the matter stood as Ar. Biair left it, except that some kind of official inquiry had taken place four years after the inquest. Before that inquiry Mr. Emmerson, then Minister of Railways, wrote to Mr. Lawrence that the explanation given to him why no inquiry was previously held was that there had been a thorough investigation at the coroner's inquest. Evidently that inquiry was in the public interest.

THE SIMILITUDE OF A HORSE.

Dealing with the Valley Railway after the similitude of a horse that the local Government has to sell and of a store it has to rent, the Telegraph argues that the owner should be ready to give full specifications of its property when it goes to the Dominion Government to make a sale. If this is the attitude of the Federal Government toward the Valley Railway it is not surprising that the enterprise is blocked.

The Provincial Government is not selling or leasing a railway. There is no railway to sell or lease. The Provincial Government has proposed to the public company or delegation of Valley residents a plan by which the railway may be obtained by the co-operation of the

he railway may be obtained by the co-operation of the wo Governments. Under this proposal the Dominion Jovernment would operate the railway, and the Provin-

cial Government would give certain guarantees.

The next step is for the Federal Government to say whether it will operate the railway on the terms proposed provided the details can be arranged. If it is not willing then there is an end of this plan. If it is willing, Mr. Hazen's Government has aiready appointed committee to arrange the details.

Sir Wilfrid Laurier has promised an answer to the uestion whether the department will operate any rail-ay in the St. John valley. Mr. Pugsley has written

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