

OTTAWA LETTER.

Evidence Given Before the Drummond Railway Committee.

Wiped Out for Ever Mr. Farwell's Vague Impressions About Having Seen a Letter from Sir Charles Tupper.

The Testimony of the Leader of the Opposition, Rufus Pope, Hugh Ryan and Hon. John Haggart, All Readily Told All They Knew About the Case.

OTTAWA, May 13.—When Aaron was called on to explain his conduct in the wilderness he stated that he had thrown gold earrings and other jewelry in the fire "and there came out this calf." Sir Wilfrid Laurier, who is a sort of student of the High Priest, explains that he did not send his memorial to the vatican. He prepared one, and, to use his own language, "it found its way to Rome." The wonderful intelligence and remarkable locomotive power of this document, which seems to have started off on its own motion and paid its own travelling expenses, was a subject of some wonder to the commons yesterday. Mr. Sauvage, a former cavalry officer in the French army, who sits by me in the press gallery, explains it on the well known theory, "all roads lead to Rome." At all events the document got there and Sir Wilfrid's testimony that he is the chief advocate of his friends the most ardent friends of Catholic interests in this country, received the consideration that it deserved. But still there remains this fact, that the document was never circulated in this country, at least among Protestants, and was never intended to be seen by the general public here. It was clearly prepared for the persuasion of the vatican, and the annoyance of the government over its appearance on the record is manifest.

During the discussion the ministers have made some caustic arguments to show that their appeal to Rome was made by them as Catholics and not as politicians. To be sure, they were careful to announce themselves as senators and members of the house of commons. They are particular in the documents sent to Rome, to set forth their distinctive offices and positions in the state. They were anxious to impress it upon the papal powers that Liberalism was in the ascendant in the Catholic Church in Canada. They caused the agent, who described himself as Counsel for the Roman Catholic members of the Cabinet and of Parliament, to discuss such political matters as the Manitoba settlement, and to assure His Holiness that the arrangement was only a partial act of justice, and that they were to follow. All this they said and did in private individuals. Their agent and counsel happened to be the retained agent and counsel of the Government of Canada in London. One of their delegates was the man who afterwards procured under regulations that were not open to any other applicant, a dredging license which he is said to have turned over a short time afterwards for some \$30,000. But all these things they did as true sons of the Church and not as public men. There are other things which the church in Canada than the premier and his colleagues in the government and in parliament, but it does not appear to have occurred to them to send delegates to Rome, and the premier has not thought it necessary to include them in his representations.

Clark Wallace dwelt upon some of these features of the case and particularly on the fine division between the religious and political functions of the ministers. The premier admitted that he was responsible as a man for what he had done, but denied his responsibility as a minister, much as the cardinal in the story claimed the right to swear, not in his capacity as cardinal, but by virtue of his position as a Prince of the Roman Empire. The chaplain said the cardinal would be damned as a prince, and would disappear when the vote was taken, but when he came back he said he would have voted against the case if he had been there. As it was, Mr. Tarte carried his vote by a majority of 6.

The Washington of the North business is thus progressing favorably. The sum of \$40,000 for sidewalks and pavement this year, with \$44,000 for a breastwork around the park and \$10,000 for a concealed greenhouse, is a fair beginning. Mr. Foster pointed out that there might be some method by which this money, if it were determined to spend it, could be used for the greater benefit of the country and the town, but Mr. Foster does not command the support of Mr. Tarte at this moment. Mr. McMullen having failed at this crisis, re-appeared to condemn expenditure at Regina. Unfortunately, his condemnation only applied to expenditure already incurred by the late government, and was therefore not effective, but he took occasion to warn this government that he would fight them if they built anything else at Regina.

Mr. Bergeron says, Sir Wilfrid does not belong to the English liberal school, but to the school of the minister of public works. Mr. McNeill and Dr. Sproule have changed their attitude with the change of government. They affirm now, as they did before, that this government ought to leave the matter alone, and although they commend the late ministry for having had the courage to declare a policy and make it plain and identical from the Atlantic to the Pacific, they do not commend that policy. But they maintain that at least the late government is entitled to respect for its straightforward treatment of the case as compared with the deceit which has been practiced by the present ministers. They join Clark Wallace in his protest against these negotiations with the vatican, and point out that the late government, even if wrong, acted independently of any foreign intervention. As Mr. McNeill says, they did not lay down the reins of government and ask the Pope to take them up.

When it was over, the house went into supply, and Mr. Tarte struggled with his estimators. Mr. Tarte is sometimes represented as the man who knows all about his department, but he does not so represent himself. He is building fences without knowing where they are to end, and greenhouses without knowing what they will cost. The "Washington of North" idea is worked out by the minister without regard to cost, and in the most haphazard way. The Major Hill park is a beautiful, but small, open space in this town which seems to be now nearly altogether maintained by the general government. Mr. Tarte is building a stone fence along one end of it. Why he is building it no human being knows, except those who are engaged about the job, least of all does the minister know himself. Mr. Tarte pointed out that in Montreal, and in fact all well conducted towns, these parks and gardens were left without enclosure. That was the modern idea, and the right idea. Other towns are tearing down their fences, while Mr. Tarte is starting to build one.

And this is no cheap fence either. The minister wants \$4,500 this year, and got the same amount last year. He estimates the total cost of the stone barrier at \$4,000. The cost per foot is \$5, according to the outlay last year, but Mr. Tarte hopes to build 1,100 feet with the \$4,500 he now asks. His wall is 5 feet high and 2 feet wide, and he proposes to surmount it with an iron rail, to be paid for afterwards. Mr. Tarte describes it as a "hybrid monstrosity," which will shock all artistic taste. What benefit the town of Ottawa or the country generally will get for this \$20,000 which the structure will cost no one was able to say. But Mr. Tarte expressed regret that members could be found who were testing against this expenditure in the Capital City. There is another remarkable feature pointed out by Mr. Foster about this job. It is done by days' work and the stone is purchased from a private quarry over in Full. The law requires that in all cases the tender system shall be adopted where the outlay is more than \$5,000. Mr. Tarte escapes this wholesome provision by building the fence in sections and only asking \$4,500 at a time. It is a clever device, which is very much employed in these days.

The next item in Mr. Tarte's estimates is kin to this one. He asks \$10,000 for a new greenhouse. It is not a general greenhouse, but merely a place for preserving plants in winter, and preparing them for spring planting on the Parliament Hill grounds and other government property. The building is practically out of sight. Now the members of parliament who are so much interested in money that four or five thousand dollars is more than sufficient for the purpose, and most of them are of the opinion that there is no need of a greenhouse anyway. For an outlay of \$200 or \$300 a year there can be procured more than the greenhouse will require. The cost of the plants would, in fact, be much less than the maintenance of the greenhouse, to say nothing of the original outlay. Such is the view of Mr. Monk, who as a commissioner in Montreal has had occasion to study these matters. After much discussion, in which Mr. Tarte promised to build the house for less than \$10,000 if he could, Dr. Montague moved to reduce the vote to \$5,000. The patrons concluded that they could safely vote against the government for once, and came to the rescue. Mr. McKullen, who disappeared when the vote was taken, but when he came back he said he would have voted against the case if he had been there. As it was, Mr. Tarte carried his vote by a majority of 6.

Among the papers brought down yesterday was one relating to the dismissal of Postmaster Steeves of Elgin. The first document in the case is a request of Joseph Howe Dickson that an enquiry should be made into charges of partisanship preferred against Mr. Steeves. This was in January, 1897. In August Mr. Mulock directed Mr. McAlpine to go to Elgin and enquire. Mr. McAlpine sent forward the evidence, which was rather contradictory. One Mr. Leaman said that Steeves had canvassed him and assisted Mr. Leaman about a mail con-

tract. Mr. Steeves denies having done anything of the kind. He swears that he had been an active conservative, but that he took no part in the late election, did not attend any committee meeting, did not canvass anybody, but simply polled his own vote for Dr. Weldon. Mr. Jones, who was chairman of the parish committee, says that he attended all the meetings and that Mr. Steeves did not come to any of them, and that he took no active part, so far as he knew, in the campaign. Mr. Steeves himself says that he was not much interested in it. Mr. McAlpine seems to have believed Leaman and disbelieved Steeves, for he expresses the opinion that Steeves did some canvassing, though his conclusions seem to be very mildly stated. The charges do not appear to have acted on the commissioner's report, for it required another intervention to stir him up.

Hon. H. R. Emmerson, the premier of New Brunswick, then took a hand in the matter. He wrote to Sir Louis Davies, who transmitted to Sir Louis Mulock. Mr. Emmerson says: "At the last election he (Steeves) was president of the Conservative Association of Elgin. He has always been a strong partisan. He keeps the post office in his store. The store is the general committee room for the conservative party and is his headquarters on polling day. Anyone going to the post office on any day of any election would always be considered as attending the meeting of the workers who made it their headquarters." Mr. Davies offered this comment to Mr. Mulock on the statement of Mr. Emmerson: "In my opinion you may safely accept Emmerson's statements as true and correct." Thereupon Mr. Mulock gave the order to vacate the office and appoint as postmaster the nominee of W. Frank Taylor, Alexander Rogers and Joseph Howe Dickson. On October 2nd Dickson forwarded the recommendation of this trial for Mr. Stanley Goggin, who was immediately appointed.

OTTAWA, May 14.—Mr. Farwell had "an impression" about a letter from Sir Charles Tupper concerning the purchase of the Drummond railway. He probably does not labor under that impression today. The evidence given before the Drummond committee yesterday was calculated to remove a much stronger impression that Mr. Farwell had made it his headquarters. Mr. Haggart offered this comment to Mr. Mulock on the statement of Mr. Emmerson: "In my opinion you may safely accept Emmerson's statements as true and correct." Thereupon Mr. Mulock gave the order to vacate the office and appoint as postmaster the nominee of W. Frank Taylor, Alexander Rogers and Joseph Howe Dickson. On October 2nd Dickson forwarded the recommendation of this trial for Mr. Stanley Goggin, who was immediately appointed.

But when the court opened yesterday, Sir Charles Tupper, Rufus Pope, Hugh Ryan, and John Haggart were ready to tell all they knew about it. Mr. Haggart finished their testimony it was made obvious that whatever the present government may have done in the way of bargaining, there was no disposition on the part of the late ministry to effect a Drummond deal. When Sir Charles Tupper took the stand, Mr. Powell read to him the evidence connected with his name, given by Mr. Farwell, Sir Charles Tupper thereupon testified:

"Mr. Farwell is wrong. I never wrote this letter, nor any letter to any person in regard to this matter." Sir Charles went on to say that the first intimation he ever had concerning the purchase of the road by the late government was after the present deal was effected. He knew of no proposal before any government of which he was a member. The only paper he had ever seen was the copy of a proposition to sell the road for a certain sum. That was the paper which he saw, and which had been shown him by Mr. Haggart since this enquiry began. Chairman Lister asked if any member of the cabinet had mentioned the purchase of the road. Sir Charles would not say that Mr. Ives did not mention it, but he had no recollection of such an occurrence. He certainly would not have regarded any such proposition with favor. Asked whether he had heard of an offer for the purchase of the Grand Trunk line to Quebec, Sir Charles knew of no definite suggestion that he would have preferred to deal with that scheme rather than assist in the construction of the road, because there would then be no less competitor. Sir Charles ended his testimony by declaring that he never saw any of the figures or calculations about the road until he saw them in the report of the evidence before the committee. When Sir Charles left the seat it was clear enough that the Farwell impression had no basis. His whole testimony did not occupy fifteen minutes, the liberal committee men avoiding much cross-examination.

Then came Mr. Rufus Pope. Chairman Lister asked him questions about the character and value of the road, and Mr. Pope said it was a good line, had a good traffic of its own, and that he had always been favorable to its use as an extension of the Intercolonial. This of course was no news, for Mr. Pope made a rather violent speech to the same effect in the house last year.

But when it came to the negotiations, Mr. Pope's evidence was not useful to Mr. Greenshield and his friends. He testified that he had spoken to members of the house in favor of the purchase of the road, not so much from the desire to help the company as in the interests of the district where he lived and through which the road passed. He would not deny having spoken to Mr. Haggart about it, but did not remember mentioning it to any other minister except Mr. Ives, who was an Eastern Townships man and had the same interests as himself. He could not give the language of his conversation with Mr. Haggart, but he had tried to persuade him that it would be advantageous for the government system.

Taking up the subject of the option

of the road to Hugh Ryan, Mr. Pope did not remember having seen it. He had heard of it from Mr. Farwell and had a general idea of some of the arrangements. He had nothing particular to do with any of the transactions, but certainly did talk in favor of the sale of the road, to anybody and everybody.

Q.—Did you ever get a letter from a member of the government pertaining to the sale of the road, which letter you showed to Farwell? A. No. Q.—Did you show any such letter to Farwell? A.—No. Mr. Pope thereupon with great naïveté remarked that "as a political organizer I would not swear what impression I sought to produce in Farwell's mind." When asked whether he never showed Farwell a letter which he never had, Mr. Pope wouldn't swear he didn't do it, but never tried to persuade Mr. Farwell that he had a letter from the government. He would swear that he never had one and therefore never showed it. Mr. Farwell wouldn't swear he didn't do it, but never tried to persuade Mr. Farwell that he had a letter from the government. He would swear that he never had one and therefore never showed it.

Q.—Did you tell Farwell that the government would buy the road for two and a half million? A. No. When asked whether he would contradict the impression which Mr. Farwell testified that he possessed, Mr. Pope declined to swear to the character of Farwell's impressions. He did not profess the power to speak of another man's impressions, much less to swear to them. No proposition was made by the government, or any member of it, through him, for the purchase of the railway. As to the price, Mr. Pope never attempted to name any. He had heard mention of two and a half millions, but never advocated the sale at that price. He had sufficient confidence in the late government to suppose that if it was decided to acquire the road they would not pay more for it than it was worth.

Hugh Ryan had very little testimony to offer. In 1894 Mr. Farwell had wanted him to take over the road and complete it. The theory was that Mr. Ryan should find the money to go on with the work, and then sell it to the government if he could. The price mentioned for the sale of the line to him was then stood was half a million dollars. He had not thought of taking over the road unless he could have some certainty of being able to sell it, and would not go into it on any other basis. He had called upon Mr. Haggart, but only once, and shortly afterwards gave up the option. Mr. Haggart asked the witness what was the result of the conversation with Mr. Ryan said that Mr. Haggart did not give him any valuable assurances and did not hold out much hope that his colleagues would take hold of it. There had been no negotiations on his part since.

Mr. Haggart's testimony was to the same effect. He swore that in 1894 Mr. Ives had spoken to him about the extension of the Intercolonial to Montreal. Mr. Haggart inquired into the matter and found that the Drummond road could be cheaply obtained. He had heard that the road might be purchased at that time for about \$300,000. He had been taken seriously. He said that the company which had the contract insisted on taking a part of the supplies by way of Seattle, and that he was obliged to deal with this company because all the lines departing from Vancouver charged a higher price for else was no guarantee of speedy delivery. It is, however, believed, that the minister did not negotiate with all the lines sailing from Vancouver, or with all the lines owned by Americans which were willing to call at Vancouver. The Boston and Alaska railway transportation company is not well known on the Pacific Coast, so it is said, and it appears that the Grand Trunk railway, which has close relations with the Northern Pacific, was the medium through which the contract was made.

The minister of militia and Mr. Sifton took occasion to say that the whole thing was the fault of the Tories and the senate, who destroyed the Yukon bill. Mr. Sifton said the supplies were those for the next year and a half, "every pound of which would have gone over the Stikine and Teslin railway if it had not been for the obstruction to and destruction of that bill." This is quite refreshing. To a person unskilled in geography it would leave the impression that the Stikine railway was on the way to the Pacific Coast from Montreal. Even if the Stikine railway had been built it would still have been necessary to carry these goods to the Pacific Coast to ship them northward from a Pacific seaport. It would still have been possible for the Grand Trunk to exercise their pull on the government to divert the traffic to their own line and their own United States connection. As it is, Vancouver is on the road to the Yukon by any other route as much as it is by the Stikine route.

OTTAWA, May 15.—The fact that the Canadian government found it "necessary to come to Seattle to secure transportation facilities for the troops and mounted police is 'but one of the countless incidents' that have afforded proof of the absolute supremacy of Seattle as the outfitting and transporting centre for Alaska and the gold fields of the far north. The contract with the Boston and Alaska Transportation

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"company was entered into on behalf of the government at Ottawa by 'Dominion' Minister of the Interior 'Sifton. Mr. Sifton's act constitutes 'an official recognition of a fact that 'has long been apparent to Alaska 'travellers and the public generally 'throughout the country, that Seattle 'is the terminus of practically all 'of the important steamship companies operating between the states 'and Alaska.' * * * The conclusion is that Minister Sifton found, 'after making a careful investigation 'of the facilities afforded for making 'the shipment at Victoria and Vancouver, that they were not to be 'compared with those of Seattle.'"

The above is a quotation from an article in a Seattle paper, which Sir Charles Tupper read in the house on Friday. The exultant tone of this journal from one of the leading United States towns on the Pacific Coast seems to be quite excusable. It is certainly a great thing for the United States that a Canadian government goes to that country to procure transportation by sea along the Pacific Coast, and that its military supplies for the Yukon district should be sent to the Pacific Coast by way of the United States Pacific railway and a United States seaport. The explanation given by the minister of militia and Mr. Sifton is that the matter could be cheaply obtained. He had heard that the road might be purchased at that time for about \$300,000. He had been taken seriously. He said that the company which had the contract insisted on taking a part of the supplies by way of Seattle, and that he was obliged to deal with this company because all the lines departing from Vancouver charged a higher price for else was no guarantee of speedy delivery. It is, however, believed, that the minister did not negotiate with all the lines sailing from Vancouver, or with all the lines owned by Americans which were willing to call at Vancouver. The Boston and Alaska railway transportation company is not well known on the Pacific Coast, so it is said, and it appears that the Grand Trunk railway, which has close relations with the Northern Pacific, was the medium through which the contract was made.

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But Mr. Sifton's endeavor to resurrect his "dead and damned" Yukon scheme was directed more to his own party than to the opposition. It was only the day before that the government supporters in caucus talked their straight to Mr. Sifton and his colleagues on the Yukon matter. No people in Canada are more grateful to the senate than thirty or forty of the government's Ontario supporters. No men in Canada would be more fiercely opposed to any revival of the Yukon project. If the senate had in some way restored the Yukon bill to the government ranks, Mr. Sifton might be happy because his interests seem to lie wholly with Mackenzie and Mann, as they did long ago when these two gentlemen were exploiting the resources of Manitoba. But Mr. Blair and some of the other ministers, and the great body of liberal members, are heartily sick of the Yukon deal and would be thankful to Mr. Sifton to drop it if they would let it stay dead.

And after all the Stikine railway is to be built. Mackenzie and Mann

have made an offer to the British Columbia government to build the road with an extension to the coast of British Columbia, making it, in fact, what was by Mr. Sifton's scheme only in name, an extension of the British Columbia legislative assembly. They have passed a resolution and a bill concerning the arrangement. By this scheme the province is to pay the contractors \$4,000 a mile for the construction of the road, and is to receive four per cent. of the net earnings of the line. It is contended that the province will not lose anything, but that the proceeds will pay the interest on the investment. Possibly the contractors expect the usual mileage subsidy from the Dominion government, but they have made no mention of that in their negotiations with British Columbia.

There is a wide difference between this contract and that which Sifton made. The total advance on the Stikine-Teslin part of the road is \$600,000. This is a much milder grant than one of 3,750,000 acres of land proposed by Mr. Sifton, with the understanding that nine-tenths of the gold royalties on this immense area would also be surrendered. Surely the Dominion of Canada and the working class of the Yukon have had a happy escape. The minister has occasionally mention this Yukon deal, but the party generally as represented here is most anxious to forget it. The anxiety which the contractors are showing for the acceptance of their present offer, calls for no one-tenth as large a grant as Sifton's deal, shows what a great bargain they expected to get out of this kindly government.

Mr. McInnes has not made his resignation effective as yet, but he is on the Pacific coast, and has been mentioned in the papers that he will not return to Ottawa again, and will be at once into provincial politics. At present he appears to be negotiating, apparently with the prospect or intention of joining in the organization of a new British Columbia party unless the government can be rearranged so that he can join it as a member of a coalition. Oa' remark of Mr. McInnes to a Vancouver paper is of interest in the east. He believes that the chief Justiceship of British Columbia will go to a distinguished eastern lawyer who has been twenty years at the bar, and has done his party great service. This of course is our friend D. C. Fraser of Gaysboro. The protest of the British Columbia bar had not been taken into consideration in the appointment. It occurred on the same day, but the hopes of Mr. Fraser's friends have more recently been revived, and he may still be selected for the distinguished position which has been occupied by a succession of eminent men. Mr. McInnes has signed the round robin for the appointment of "fighting Joe Martin" and Maxwell, both Fraser men.

The Donville case will probably stand over until next session. Col. Donville in his statements to the British Columbia papers charges Mr. Foster and the other conservative members of the public accounts committee with cowardice in attacking him and with having taken his matter in his absence. The minister has not been attacked at all, neither was any charge made against him by any member of the house. The auditor general brought the matter to public attention by throwing a doubt on the correctness of the session. Mr. McDougall made a motion that there was doubt whether the \$300 paid to Col. Donville for Mr. Barnes had been received by Mr. Barnes or was the same money mentioned in that gentleman's receipt to Major Wedderburn. Mr. Barnes is a member of the public accounts committee, and it was correct. Now the public accounts committee, to whom the auditor's report was referred, very naturally and properly enquired into the case. That is what the public accounts committee is for. As to the time of taking it up, Col. Donville must have known that the enquiry into the matter began as soon as the department brought down the papers, and that the papers were moved for at one of the first sittings of the committee. If Col. Donville was absent when the evidence in his own behalf was to be offered, he himself is to blame. No other time in which the enquiry could be carried on. Moreover, though Col. Donville may be implicated in the affair, the enquiry is originally not into his conduct in receiving the money, but into the conduct of the department that has the money. It is the business of the committee to enquire into the expenditure by the departments, and this is surely one that required explanation. Col. Donville may have an explanation to make, but there is no reason why he should not send it. He cannot come to himself. Besides he neglected a splendid opportunity when the auditor general wanted an explanation last year.

However, the matter stands over because Sir Louis Davies, who seems to think Col. Donville is inclined, did not want to have the evidence reported to the house until Col. Donville had given his testimony. Sir Louis stated that the colonel was a member of parliament entitled to a hearing before he was condemned. This nobody could think of denying. Mr. Foster said that he would have been glad if the colonel had been here to give his explanation, but for his part he would not take the responsibility of compelling him to come at a time when he knew that the colonel was in the midst of large business transactions on the Pacific coast. To drag him away from these affairs at a critical time in the season might be a serious damage to Col. Donville and the business interests he represented. He was favorable to the idea that a despatch should be sent by the chair man telling Col. Donville that they desired to have his evidence. Then if the colonel could not find it convenient to come he would consent to the postponement of the balance of the enquiry until the next session, rather than appear to do any injustice to a fellow member. The only stipulation Mr. Foster made was that the ministers and the chairman should undertake that the enquiry should be left

in such a manner as to be assumed at the off. In the committee have to begin because technical what has ministers as should be printed, so to next year's tions to cover the's inabli appear before tion. Mean' the \$300. HA Charged HAMPTON tion laid by Inspector of system, again for stealing the the microfilm was continued gistrate Sprodd. The st Geo. W. Sher stand. The e of extracts fr freight assent tial traffic tracted than pected. The Wednesday, A. McKeevyn Geo. W. Fowl HAMPTON, M against Lemuel horse out of an Sussex, was ag Suptendary Mag evidence for W. Fowler, for discharge of the refused, that he will not now being taken was postponed u p. n. The Osekeag rounding the them with a S L Scriber of beautifying the hotel. Much sympathy Capt. R. G. E respected motto tus Earle. Sheriff Freez day and exp security. The escaped pri Geo. E. Frost pairing the h and Miss Coch Rev. M. S. Ste Mrs. Britton house vacated Dr. Varian town and is h competent mar dentistry. E. Smith pair of nice bill they are attra attention. William T. E er, has been and his work The gravel w House is being presents a good people of use the walk grounds, the present a very an-.

CATCHING A Rather an a from Paris and brand Prince H seems that the petition to A Leontief were Hms. At a ba departure from with an eye to tional popularity dilge in some utterances, whi ally received. E reckoned witho Jewish traders in his district. He speech, promptly Jibull, where t that they were and Prince H finds himself in ward fix.—JEWEL

HONEST An old clergy that so many upon by unscrup to inform a and nervous o-effects of error obtain. It is the Having nothing money, but is d sake to help the their health a SECURE ASSURED. A. H. M town, Ontario.

MEMORIAL FROM Memorial from captain and offi Pacific Railway Tarrar.

We, the unders classes on board the voyage from Vanco desire to express o the enterprise of th wided an excellent accommodation for class travellers to obtain in the Gold that the accommo second class is bett first class possessi and north from an class is equal in ev steamship voyagin wish to express o the great care and Commander Archib without exception ship through wat without exception of so large a tonna indeed in luck in a with officers who are courteous and as them on the succes (Signed) WAI Church of England Secretary. (Signed) G Chairman of Cham respondent.

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