

# EVENTS

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## *Political Parties in Canada.*

THE political parties in Canada have undergone a change since the death of Sir John Macdonald on the 6th of June, 1891. In these thirteen years many of the old landmarks have disappeared, and some of the old political issues have been removed.

There are many men prominent in Canadian life who were strong supporters of Sir John Macdonald, who are today strong supporters of Sir Wilfrid Laurier. Nearly every week a new name is published in the press as belonging to a man formerly prominent in the Conservative party, and now desirous of allying himself with the Liberal party. There are two gentlemen in the very city of St. John, where the Conservative, leader opened his campaign a few days ago. There is an ex-member of parliament in his own province of Nova Scotia. In Montreal, of course, they are more numerous. In Winnipeg there are at least three prominent men of the country who have publicly announced themselves as intending to support the government at the coming election. In the Northwest Territories there is a prominent and old Conservative who has written a letter

to this effect for publication. Many men see nothing to hold them to the party built up by Sir John Macdonald, who represented something in his own person. He had convictions, even though he sometimes subordinated them to the exigencies of political life. His personal acquaintance alone constituted a large following, an element of considerable strength.

Even before Sir John's removal, Wilfrid Laurier had grown to be a very prominent and strong figure in the public life of this country. After the death of Sir John Macdonald, there was practically an alliance between Mr. Chapleau and Mr. Laurier. That gave the Liberal leader an unquestioned supremacy in the province of Quebec. Where Mr. Tarte came in was simply as an organizing factor among the Chapleau Conservatives. The great organizer under Mr. Chapleau, and the strongest man among the Chapleau Conservatives, Mr. Dansereau, is now a thorough-going supporter of Sir Wilfrid Laurier.

While the Conservative party in Canada lost its great leader in 1891, the Conservatives in Ontario were practically bereft,

as Sir John Macdonald was the Conservative leader in Ontario. His death left the party in that province in a condition of despair, second only to the condition of the party in the province of Quebec. For more than thirteen years the Ontario Conservatives have had no leader. The leadership has been divided between Mr. Haggart, Sir Mackenzie Bowell, Mr. Montague, Mr. Paterson, Mr. Clark Wallace, Dr. Sproule, Mr. E. F. Clark and Mr. W. F. Maclean. The party has not had even a nominal leader. The attempt to secure a nominal leader in the province of Quebec has failed, owing to the intervention of Mr. Tarte.

The revolution against Sir Mackenzie Bowell, of which he has left a description for history by the name of the "nest of traitors", discredited Mr. Haggart and Mr. Montague among the members of their own party. The Hon. Peter White, Speaker of the House of Commons at the time, expressed his great disgust at their conduct, and he reflected the opinion of nearly all the Conservatives in Ontario at that time. Such a state of things occurred that Sir Mackenzie Bowell actually went into the county of Lanark, at the last general election, to assist in depriving Hon. John Haggart of his seat in the House of Commons. The ex-premier also refused to speak to Mr. Haggart, Mr. Montague or Mr. G. E. Foster. His enmity towards these men is implacable and in the judgment of most men quite justifiable.

The Conservatives of Ontario were very successful at the last general election, notwithstanding the bickerings and quarrellings between their leaders, and notwithstanding the want of any central figure in authority. They obtained a majority of 18 or 20 seats by the election of 1900, largely because the Liberal leader was a province of Quebec man, a man of race and religion different from that of the bulk of the people of Ontario. It would perhaps not be quite correct to say that this was the sole reason, but it was the foundation for that agitation based on race and creed to which the language of Mr. Tarte gave a zest and fillip.

Sir Wilfrid Laurier is represented in Ontario as disloyal. He might utter the

most disloyal sentiments in words of burning eloquence; he might, at considerable political peril, sanction the despatch of troops across the seas to loud up the hands of the mother country; he might be received with great honor in England, and taken right into the heart of the empire and crowned with laurel; he might be responsible for the giving of a preference in the tariff to Great Britain; he might cause to be denounced the Zollverein treaty; he might, in fact, do a dozen things, any one of which would have been used to show the extreme loyalty and the wisdom of Sir John Macdonald or Sir Oliver Mowat, but the present prime minister might do a hundred things of this kind and still the people of Ontario would be asked to believe him to be anti-British, disloyal, and in every way bad. So it was that while the name of Mr. Tarte was most frequently used in Ontario during the last elections, it was the man behind at whom they struck. The resentment to which an appeal was made was the bare fact that a Canadian of French extraction should be the leader of the government. This is an old grievance of the Liberals, as evidenced by a reference in a letter written by Alexander Mackenzie Feb. 2, 1878, to the Reform Association of Toronto, in which he spoke of the wicked attempts which had been made in various quarters to stir up religious strife and disunion, and he added:—"It is the duty of Reformers, while giving fair play to all, to frown down attempts to introduce religious strife in political contests."

The Conservatives in Manitoba were fortunate enough to have amongst them the son of Sir John Macdonald, and shrewd enough to elect him as leader and summon the faithful to rally round him. The rally was successful, and carried the Conservatives into power, which they have since retained.

In federal affairs the Liberals have done very well under the circumstances in Manitoba, largely because they had in Mr. Sifton a recognized leader, with no one to dispute his authority.

If the meeting in St. John the other day was the first gun in an approaching can-

paigu, it will find an echo in a rejoinder. Perhaps, now that the harvest is in, the people could not do better than devote a

few weeks to the discussion of public affairs and to the passing of a verdict on the present government.

## *Is it the First Gun?*

WHAT was announced as the opening of the Conservative federal campaign took place at St. John, New Brunswick, on the evening of Sept. 8, when Mr. R. L. Borden, the Conservative leader, addressed a large and enthusiastic audience in the York theatre. Students of Canadian history will recall that after the Liberal disaster of 1878 Premier Mackenzie wrote that he was surprised at the result of the general elections because he had never addressed such large and enthusiastic public meetings as he had addressed during the campaign. Mr. Borden must not, therefore, count too much on large and enthusiastic public meetings. They can be secured in any large centre of population between the Atlantic and Pacific oceans. There is also a reminiscence in the fact that the Montreal Gazette announces this meeting of Mr. Borden's as opening the Conservative campaign. He opened it in St. John, New Brunswick. In a letter to Mr. James Young of Gal., shortly after the elections of 1878 Mr. Mackenzie penned the following sentence:—"New Brunswick alone amid the faithless stood faithful."

An item of the meeting was the re-narration of Hon. G. E. Foster, whose speech, however, was not considered by the Montreal Gazette's correspondent to be worth more than a mere mention. Another incident of the meeting was the calling of three cheers for Lord Dandonald. If Mr. Borden is relying on Lord Dandonald to carry the election for him he must be in a very bad way indeed. He also relied on Mr. Blair's criticism of the Grand Trunk Pacific policy. Is Mr. Borden incompetent to criticize that policy? And what has become of Mr. Borden's alternative

policy? He brought it as a charge against the government that the Grand Trunk Pacific was not bound to go to the Maritime Province ports, but would, with its present free hand, utilize Portland. This is somewhat inconsistent with the Opposition declaration voiced by Mr. W. B. Northrup, the member for East Hastings, who spoke of the reference made by Sir Charles Rivers Wilson to the opposition in the House of Commons, and asked where that opposition had been encountered, and added, "Not from His Majesty's loyal opposition, for we always, to a man, have been in favor of the original proposition of the Grand Trunk Railway Company. We never had a chance to express our views on this point any further than to announce that we were in favor of them, as we are now, of a Grand Trunk line from North Bay to the Pacific, as the Grand Trunk itself wished."

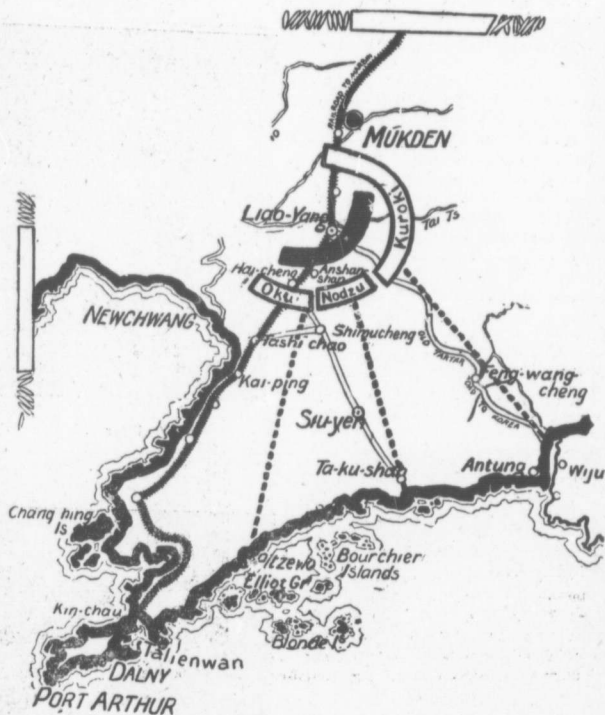
When Mr. Borden accuses the government of adopting a policy adverse to Canadian Maritime ports, he surely must have in his mind his colleague Mr. John Haggart, who assumed a decidedly hostile attitude towards the furnishing of any direct means of communication between the trunk lines of the Grand Trunk Pacific and Maritime ports. Speaking in the House of Commons on April 6, 1904 Mr. Haggart said: "I think there is no necessity of making an expenditure at present for opening the Moncton Section, or of the other. (Winnipeg) I have already spoken of the Moncton section, and showed the absurdity of building it." Further on he said: "I hope in the interests of my country that no such absurdity as the building of a road from Riviere du Loup to Moncton will

ever be carried out." In another place he said: "If that country requires a railroad let it be built by the people of the province themselves. He also ridiculed the idea of carrying freight by rail from Winnipeg to St. John. Yet it was in the city of St. John itself, one of the chief ports of the Maritime provinces, that Mr. R. L. Borden had the audacity to transfer these views from the shoulders of his right hand man, the man whom he would be bound to make minister of railways should he come into power, to the shoulders of a government which compelled the Grand Trunk Pacific Company to agree to construct a road right down to the same Maritime ports, and bound them in the most solemn obligations to use every exertion to bring traffic to the Maritime Provinces, and to build up her ports. Mr. Borden might have a case against the government but surely he cannot expect the people to listen to an accusation charging the government with leaving the Grand Trunk Pacific a free hand to carry traffic to Portland when as a matter of fact the government involved itself in difficulties, and encountered much criticism, over the same proposition of carrying the road through to the Maritime Provinces, for this very purpose of stopping the traffic from going to Portland.

Another thing which Mr. Borden might easily dispense with, is the use he made at the meeting of the criticism of Mr.

Blair. Being a lawyer Mr. Borden knows very well that he dare not call onto the stand in a court-room a witness who will testify against his client. Yet Mr. Borden, the lawyer out of court, reveals the inexperienced politician when he calls on the stand the Hon. A. G. Blair as a witness against the Grand Trunk Pacific scheme, when all Canada knows that same Mr. Blair pronounced Mr Borden's alternative project to be a wild scheme." This leaves Mr. Borden in the position of bringing before the public a gentleman who stated after his return from the west a few years ago, that the country needed not only one additional transcontinental railway, but three or four, and quoting him as condemning one new road, and also of recalling to the public mind the same gentleman's downright condemnation of Mr. Borden's own policy of extending the Intercolonial to Georgian Bay, by building from Scotia Junction, and buying in the North Shore section of the Canadian Pacific Railway in order to get to Winnipeg. Mr. Haggart condemned the road to the Maritime Provinces, and Mr. Blair condemned Mr. Borden's scheme, and still an audience can be got together in the city of St. John itself to listen to arguments designed to show that the Grand Trunk Pacific scheme shut off the Maritime Provinces, and that Mr. Blair was a witness solely against the government.





The above gives an idea of the horseshoe which the Japanese forces formed around Liao Yang in the great battle last week, which resulted in the retreat of General Kuropatkin and the Russian army, which fell back on Mukden. So far no reliable or accurate description of the battle has appeared.

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ARNOTT J. MACVURN, Editor.

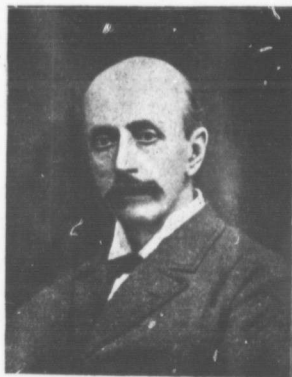
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**I**N the Cape House of Assembly the Chinese Exclusion Bill was read a second time on the motion of Mr. Sampson, who said that the Government was determined to keep the Chinese out of the Colony, although British subjects would be admitted with a permit. Chinese entering the Colony without a permit would be fined £100. Chinese already in the Colony would be registered and required to produce a certificate when requested. The Government would welcome any amendment which would make the Bill more drastic.

**A**CCORDING to a cablegram, the Trades Union Congress of Great Britain heartily cheered the statement by one of the members to the effect that King Edward was the only statesman England at present possessed, and the only real friend of peace. Mr. Balfour was sneered at as a vacillating nonentity, and Mr. Chamberlain hissed as the workingman's arch enemy. The British socialistic league used to have as one of its planks the abolition of the monarchy, but King Edward appears to be making himself so popular that he has transformed hostility into friendship. The Congress adopted a resolution denouncing militarism.

**T**HE Conservative leader, Mr. R. L. Borden, has started in on a campaign in anticipation of a general election. His itinerary in the western part of Ontario has been slightly changed from that at first contemplated, and will be as follows: September 15, afternoon, Aymer; evening, St. Thomas; September 16, London, meeting of workers, but not to hold a meeting which will come later on; September 17, afternoon, Kingsville; evening, Windsor;

September 19, Sarnia; September 20, Chatham; September 21, Stratford; September 22, Brampton; September 23, Guelph. Further than this the dates are not fixed, but he will probably be in Orillia on the 26th



Earl Grey.



A new portrait of Miss Lilian Braithwaite

## How it is Done.

**A**N illustration of the methods by which government owned railroads are operated by governments is found in a published letter from Mr. H. R. Emmerson, minister of railways, dated Sept. 3, which we find in the *Picton Advocate* of Sept. 9, as follows:—

ON TRAIN.

2rd September, 1964.

My Dear McDonald:

In answer to your enquiry about the probable rates on hay to Eastern Nova Scotia and Cape Breton, I cannot definitely state to you what terms will be offered; but you can depend upon this, that whatever concessions were made to people in the West in regard to coal rates will be made to farmers who have suffered from the loss of their hay crop. These concessions in the West, whatever they were, were made to municipalities. In this instance, should the municipalities not take up the matter, as I feel they would be justified in doing, it would be desirable to deal with the Agricultural Societies. Whatever reductions are made should be in the form of a rebate, and not by way of fixing a reduced tariff. Of course, it would be equal in its effect, and would have the merit of not being liable to abuse.

At the time of writing I cannot get positive and reliable information as to the extent of the concession made with respect to coal; but will ascertain the exact facts when I reach Ottawa, and have an opportunity of seeing the Order-in-Council which I understand was passed.

Yours faithfully,

H. R. EMMERSON.

E. M. MacDonald, Esq., M.P.P.  
Picton, N.S.

It appears that Mr. MacDonald, who is the Liberal candidate in Picton in the coming election, and Senator MacGregor had pressed upon the government the wisdom of reducing freight rates on hay from

Ontario and Quebec, and it was contended that the same treatment should be given in this case as was extended to the people of the other provinces at the time of the scarcity in coal a year or two ago. It is said that the department of railways at Ottawa threw off the freight on coal brought to Halifax or St. John from Wales, and destined for consumption in Ontario. If this is so, Mr. Emmerson's letter means that hay will be carried free from Montreal and Ontario points. We are not blaming the department for carrying the coal before Mr. Emmerson took office, nor are we blaming Mr. Emmerson for following the precedent, but merely pointing out the political pressure which is inevitably brought to bear by the public, or sections of it, on a government operated railway the result of which is to differentiate it from a commercial proposition. To show that the character of that pressure while political is not party, Mr. A. C. Bell, Conservative M.P. for Picton attended a meeting of the Picton farmers association, and endorsed Mr. MacDonald's course of action and that of the minister of railways in the matter.



Miss Trede von Fezold, M.A., the first admitted sister in England, has accepted the charge of the Unitarian Church, of Narborough Road, Leicester

## Mr. Borden's Attitude.

THE St. John local paper containing the account of the speech in which the Conservative leader is declared to have opened the campaign show that Mr. Borden began with a reference to his selection as leader of the Conservative party, and the pleasure it had afforded him only three days before to see in Halifax Sir Charles Tupper, whom he declared to be found taking as keen an interest in politics as he ever had. He also referred to the pleasure it gave him to see Hon. G. E. Foster on the platform, and he predicted a still greater career for Mr. Foster in the future than he had fulfilled in the past. Mr. Borden might thus be thought to enter the campaign under the auspices of Sir Charles Tupper and Mr. Foster. He went on to speak of the resignation of Mr. Blair, in natural course Mr. Blair being a St. John man, who had been a New Brunswick leader. The idea was, we presume, to make it evident to a New Brunswick audience that Mr. Blair had differed with the policy of the government.

Proceeding he attacked the Liberals for the character of their appointments to the bench. He charged that deals and intrigues for appointments to the bench were going on all the time and he alluded to the Jackson case, which Mr. Borden considered to be a flagrant example of political tergiversation. The Conservative leader next spoke of the case of the auditor general. He was appointed by Mr. Mackenzie, and continued in office through eighteen years of Conservative rule. He held up the auditor general as defending the treasury against Liberal raiders, and spoke of his asking for amendments to the audit act to the extent of compelling the government to give their reasons when they over-ruled his decisions. He described Mr. Fielding as bringing in a bill to cur-

tail the powers of the auditor general, and in Mr. Borden's view outraged public opinion compelled the government to drop the measure. The Davis case Mr. Borden described as one where the auditor general had made suggestions "implicating not only the present government but the late Conservative administration." He invited attention to the resolution he had moved in the House declaring that the audit act should be so extended as to confer on the auditor general "powers ample in every respect to protect the public interests." Mr. Borden is an adept at moving meaningless resolutions. If ever there was a meaningless resolution it was one calling for powers "to protect the public interest, and to safeguard the public treasury." He asked his St. John audience if there was anything unreasonable in that resolution? Certainly not, but was there anything reasonable in it? Did it mean anything? If Mr. Borden had been able to point out the absence of powers necessary to safeguard the public treasury he would have placed himself in some good position, but when Mr. Fitzpatrick, the minister of justice, challenged Mr. Borden to point to a single dollar of public money which had been misspent owing to the absence of ample powers under the audit act, the Conservative leader was unable to respond with a single case.

Proceeding he referred to the election law, with a disclaimer as to his being any greater purist than others. He regarded the purchase of votes as foolish as well as immoral. He thought a party could do more by spending money on organization than by spending it illegally. He said it was generally known that money was used illegally in the purchase of votes. He argued at some length that the Opposition had been striving to obtain some more



stringent legislation and that the government had asked it.

The Grand Trunk Pacific was his next theme. He repeated his criticisms uttered in the House, and declared that the Company without a breach of any stipulations could carry all the traffic to Portland. The Company entered into no agreement and no covenant with the government. That is a rather singular declaration by the leader of one of the great political parties in view of certain sections in the agreement. Section 41, for example: "At all times during the term of the said lease the Company shall constantly and efficiently operate both the divisions of the said railway, giving due and sufficient service for the condition of the traffic to the satisfaction of the government." And Section 42, the Company accept aid on condition that all freight originating on the line of railway, not specifically routed otherwise by the shipper, shall be carried entirely on Canadian territory, and that the through rate shall at no time be greater than by way of United States ports. The Company also agreed in Section 43 that it should not encourage or advise the transportation of freight by routes other than by way of Canadian ports, and it undertook to use its utmost endeavors to urge the development of trade through Canadian channels and Canadian ocean ports. Strange, in view of these stipulations and agreements in the statute, that Mr. Borden should say to his St. John audience that the contract was so framed that the Grand Trunk Pacific Company entered into no stipulations, and could without breach of any carry all the traffic to Portland. The Conservative leader might have argued that these stipulations were not effective, but hardly that they were non-existent. He then dwelt on the changes in the contract and devoted a considerable time to a discussion of the scheme. The chief note running through his remarks was Portland.

He went on to discuss a government owned railway, but he does not appear to have said anything more than he did in the House about a government operated road. He declared that the present scheme gives the public no control of rates, where

everybody knows that the contract gives the government complete control under the railway act, and under the provision which assigns the control to the governor-in-council.

Hon. G. E. Foster was reserved for the end of the meeting, and he started to talk shortly before 11 o'clock. He first paid some compliments to Mr. Borden, criticized the judicial appointments of the government and charged them with flagrant misuse of the pardoning power. He referred to the Brunet case in Montreal and depicted Sir Wilfrid Laurier when in Opposition as "lifting up his lily white hands" and saying that he stood for purity in elections and found this inconsistent with the same hand which wrote Brunet's pardon, and set the miscreant free. Mr. Foster, of course, as ex-minister of the Crown knew very well that the Prime Minister has nothing to do with releasing people from jail, which is done entirely by the governor-general on the sole advice of the minister of justice, and it never comes before council nor before the Prime Minister. Mr. Foster knew very well because the two men who had conspired to debauch public officials, and to steal from the public treasury were released from jail on the advice of Mr. Foster's colleague the minister of justice, by order of the governor-general. In view of that case Mr. Foster had some hardihood in referring to the trumpery case of Brunet. Naturally enough, Mr. Foster went back to the circumstances of his own defeat in St. John city in 1900. He also referred to the transportation problem and spoke briefly on the Grand Trunk Pacific contract. He said that it had become a fashion among Liberals to jeer at imperialism, and introduced Lord Dundonald, for whom three cheers were started in the audience. He flaunted the Union Jack before them, and told them what it symbolized, and led them to infer that the Liberals were opposed to every thing—high traditions, glory, and good.

This seems to have been about all the meeting, and these were all the subjects referred to. This sketch on it may perhaps enable political opponents to judge what lines Mr. Borden and Mr. Foster took.

## Sir Charles Tupper on Public Ownership of Railways.

AS there is going on now to some extent a discussion as to the best way of building the transcontinental railway, and of Mr. Borden's suggestion that the Intercolonial should be extended from Montreal to the Pacific, it may not be without interest to reproduce the remarks of Sir Charles Tupper on this subject, made in the House of Commons at the time that it was understood that Mr. Blair was advocating the construction of the Crow's Nest Pass Railway as a government work. The speech will be found in "Hansard" as delivered June 18, 1897. Sir Charles said:

"I learned with infinite pleasure that the Government had abandoned the idea or intention of building this railway (the Crow's Nest Pass Railway) as a Government work. I am quite aware that a portion of the press giving a considerable support to the Opposition has put forward this policy of the construction of the road through the Crow's Nest Pass as a Government work. I confess that I was astounded to find that, with the evidence that we had before us on the result of the construction and operation of Government railways in Canada, a single intelligent man could be found in the House, or out of it, who was prepared to advocate such a policy in this case. Why, Sir, all we have to do is to look at the facts that we have before us. We have already solved, we have set at rest forever, in the judgment, in the minds of any reasonable or intelligent man, the question whether it is better for Canada to construct a railway and operate it as a Government work, or by the aid of a private company. Sir, this country, from the necessity of the case,—for it was made part of the compact of Confederation, and necessarily so—was ob-

liged to undertake the construction of the Intercolonial Railway as a Government work. It was a matter of necessity. And what was the result? Any person who will take the trouble to look at pages 650 and 651 of the Statistical Year Book of Canada will find the whole story told. We constructed a railway from the city of Halifax, a large, enterprising city with a good trade, offering the finest harbor on the continent of America as a means of communication for the ocean trade. We carried that railway to St. John, another fine harbor, another large town, and, I may be permitted to say, of still greater energy and enterprise than Halifax, and there were reasons for that. But, Sir, we have then run this line of railway through an open, cultivated country, through all the towns bordering on the St. Lawrence up to Quebec, and with what result? With the result that today we stand face to face with a debt of no less than fifty millions of capital expenditure, and year after year a large deficit to be taken out of the treasury of Canada for the purpose of paying the expenditure over and above all that we can make out of the road.

"Whether Liberals or Conservatives were in power I would deplore in the strongest manner any attempt in this country, by any Government, I care not who they are, or who they are composed of, to construct another Government railway. That is the position I take.

"I confess that when I learned that the Minister of Railways (Mr. Blair) had come back from British Columbia with his mind made up to take up this great work and construct it as a Government work, I confess that I was startled, and I felt it would be the greatest calamity that could happen

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to Canada for her to undertake to construct that road from Lethbridge to Nelson, or to the Columbia River as a Government work. Because, as I have said before, governments cannot construct railways in an economical manner, they are under pressure, they are under influence, they are under embarrassments that do not apply to Companies. Suppose a Government undertakes the construction of a railway, what is the position? They ask for tenders, tenders come in. Hon. gentlemen knows the howl that is raised by the Opposition, whoever they may be, if the lowest tender is not taken; and yet it is a tender that a Company who have got to find the money out of their own pockets, would not look at in their own interest, and would set it aside, and they would be consulting their own financial position by taking a much higher tender.

"So I say that the Government have not the latitude, they have not the means of saving public money, as a private Company can save their. Then, when it comes to the operation of the railway, where are you? Why, Sir, every gentleman sitting behind the Minister of Railways wants to get a friend or a relative of a friend, or some active supporter put upon the road. He says: "You have got a thousand employees, and one more cannot make much difference." He puts the screws upon him, and succeeds in crowding some one upon the railway.

"But there is a worse thing than that with reference to a Government railway, and nobody has experienced it more than I have myself. When you have built a road, and when you have over-manned the road, as you are almost compelled to do by the pressure that is put upon you, unless you are more than a man, there is a worse thing still, and that is that every man that

has got a ton of freight to carry over the road, brings all the political influence he can upon the Government and the department, to carry that for nothing. Therefore, the Government is not in a position to preserve the interests of the public, nor to manage a railway in the same manner that a private Company can manage it. I am glad to say that I cannot pursue the question, because my hon. friend who has just sat down, has relieved our minds, and my mind especially, from the fear that the Government would jeopardize the best interests of Canada by an attempt to construct this as a Government railway."



ADMIRAL BEZDRAZOFF.  
In command of the Vladivostok fleet.

# "A Marriage Has Been Arranged"

BY FRANK RICHARDSON.

A couple of officers in the uniform of the Life Guards ride towards Knightsbridge Barracks. The Row is absolutely deserted except for a Mounted Policeman (the one with the Kitchener moustache) and Lord Arthur Lashbridge. One or two unemployed Hooligans move listlessly about preparatory to lying down. A man in a dissipated frock coat and a square felt hat is feeding the sparrows and an occasional pigeon with crumbs of bread. A traction engine that has given up business is standing near Hyde Park corner. British workmen come and inspect it from time to time; it shows no sign of returning to work; so they heave sighs of reassurance and continue to do nothing in a businesslike manner.

The Mounted Policeman: Good-morning, my lord.

Lord Arthur (a well-dressed young man, with white bowler, breeches and martingale, on a light chestnut): Morning, Sergeant.

The Mounted Policeman: I hope nothing in the nature of—illness is keeping your lordship in town.

Lord Arthur: O, no! merely a matter of business. I've got the place pretty much to myself. Anybody out to-day?

The Mounted Policeman: Not a soul, my lord. Lady Pamela Ashmore was out on Tuesday—(irrelevantly)—an illness in the family, I fancy; and Mr. Conynghame was riding a new mustang on Wednesday of last week.

Lord Arthur: So that's all the fashionable intelligence?

The Mounted Policeman: All, my lord. But I did see a queer thing this morning—a thing I never see before—not in all my experience. As I was standing by the French Embassy, I see a queer thing. You'll hardly believe me, my lord, but a motor-car comes in by the Albert Gate and dashes—into the Row! I holds up my hand I never see such a sight—a motor-car in the Row!

Lord Arthur: Man dotty?

The Mounted Policeman: In a way, my lord—that is, he was French. But he could speak good English—sort of English that American ladies speak. He was quite civil—after his fashion—said something about a Boy de Boulogne; I told him that this wasn't Boulogne, and he couldn't motor here. So he went away, peaceable but muttering. Still, it does show that this is the deadiest Season we've ever had.

Lord Arthur: Anyhow, there's room to have a gallop. In the Season the place is merely a mass meeting of people who have just mastered the art of sticking on a horse when in motion, and. . . the Bayswater Harriers.

The Mounted Policeman: I wonder they don't stick to their own side of the Park—north of the Powder Magazine. Then they could have a horse show on their own. (As Lord Arthur gallops off) Good-morning, my lord. (Mutters to himself) A motor-car in the Row—what next? (Consults his watch). Ten o'clock. Blessed if I don't move off. What's the good of me being a

blot on the landscape? Haven't had a run away or an accident for three weeks.

(Exit with great dignity at Albert Gate) Lord Arthur (opposite Knightsbridge Barracks): It is, upon my soul, it is Birdie!

(A smart figure in a brown holland jacket, blue skirt, and white felt hat, on a black charger approaches; he realizes that he is right in his surmise. Miss Allardyce is delighted to meet him.)

Birdie: Hullo, Wuggles!

Lord Arthur: Thought it was you: and then thought it couldn't be. What's doing?

Birdie: Nothing. My father is on duty at the barracks, so I had to come down from Scotland to be with him.

Lord Arthur: Beastly bore.

Birdie: Thanks.

Lord Arthur (reassuringly): I meant nothing personal, Mean it's a bore for you.

Birdie: O, I don't know. There's lots of people in town. The evenings are all right—theatres and restaurants. But the days are pretty tedious.

Lord Arthur: I've not seen a soul except my lawyer. You've no idea how horribly hot a lawyer looks in summer.

Birdie: What are you litigating about?

Lord Arthur: I'm not exactly litigating—or rather, I've won my case.

Birdie: Good. How've you won your case?

Lord Arthur: Come off with flying colors. Settled it out of court.

Birdie: Settled what?

Lord Arthur: Why, my breach of promise case. (Reflectively) At one time I thought it would come cheaper to marry the girl. You see, when all's said and done she gets a two pound ten a week . . . She's in the Gaiety chorus. Millicent says "Hurrah" in the first act and "Hurray" in the second—a poor part, but she makes it stand out. However, my lawyer said it would be false economy for me not to pay up. So we settled the matter yesterday, and I'm off to-morrow. (He heaves a sigh of relief).

Birdie: It's a great weight off your mind?

Lord Arthur: I should think it is! You've no idea what a handicap it is to a

man to be privately engaged to a public person.

Birdie: A Gaiety girl is a public person?

Lord Arthur: For sheer publicity I'd back the society of a Gaiety girl against Trafalgar Square, if you take my meaning.

Birdie: I don't know that I do. But I'm so glad you're—disengaged.

Lord Arthur (beginning to take an interest): How's the hat of hats?

Birdie: O, you haven't forgotten! You never liked it.

Lord Arthur (gazing admiringly at her huge soft white felt hat with the Guards' ribbon): It was your own idea. Mind you, the things too big: it flops in the wind. But it suits you.

Birdie: Thanks, Wuggles. Good heavens! my hair is coming down. Hold the reins.

(He holds her reins, and eventually her hat and later her hat pins, while their horses rub noses and become firm friends. Her hair is wonderfully beautiful. In fine, she is thoroughly rearranged.)



FIELD MARSHAL YAMAGATA.  
Japanese military expert.

Lord Arthur: That's the first disaster I've ever seen happen to you. As a rule, you're a deuced well-groomed girl.

Birdie (apologetically): Out of the Season I suppose one gets careless.

(They continue to ride together for an hour and exhaust all subjects of conversation.)

Lord Arthur: By the bye, I knew I had something to say to you. I was awfully busy during the Season with Millicent and so on, but every time I saw you I said to myself, "I know I want to speak to Birdie about something," but for the life of me I couldn't remember what it was.

Birdie: Something about me?

Lord Arthur (pooch-pooching the idea): No, no!—something of importance. I rather fancy it was something to do with myself.

(Conversation flags again).

Birdie: I must be going in unless you can think of anything to say.

Lord Arthur: My dear Birdie, whenever I bore a girl, I have one unfailing rule—I promise to marry her. If you're doing nothing on the sixteenth of next month will you be my wife?

Birdie (nonplussed): O, Wuggles!

Lord Arthur: O, don't you worry about accepting or refusing me—at once. We can always talk about the matter when we meet

(Eventually she is bored into accepting him; and the marriage alluded to above has now been arranged. It will be solemnized at St. Mark's, North Audley Street.)



MAJOR GENERAL PFLING.  
Chief of the Russian General Staff.

Japanese Army Commanders and their Chief.



Gen. Oyama

Gen. Nodzu

Gen. Kuroki

Gen. Oku

Gen. Noghi

## What May Happen to Russia.

**T**HE greatest enemy of the Russian Government is not the Japanese army facing General Kuropatkin, but rather the army of discontented people at home within the empire itself, whom governmental oppression through long years of evil-doing of all sorts, in all parts of the vast monarchy, has raised up as an implacable enemy.

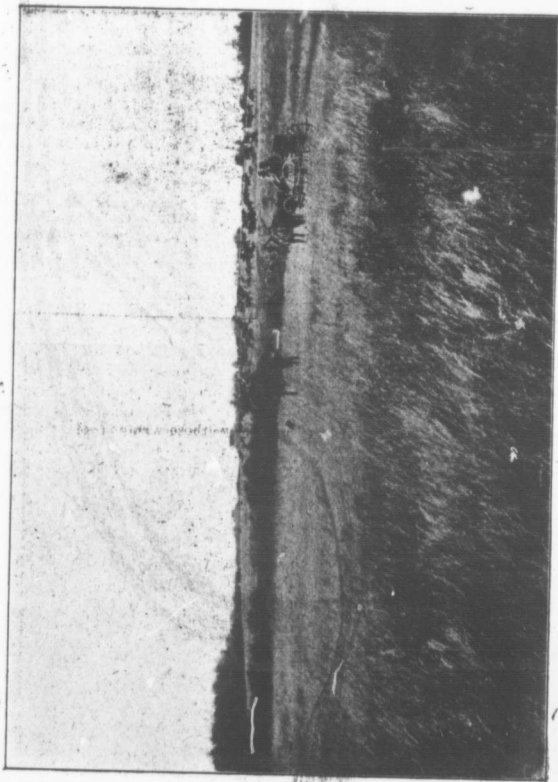
In this large and powerful body of malcontents we should place first the subjected races, peoples in a perpetual state of harassment on the part of the St. Petersburg authorities. But what weakens still more the present government in its home policy is the presence of a new force, which is beginning to take on an organized form and to loom large on the Russian political horizon. We refer to the Liberal Party, representing and including all the various strata of the nobility, municipal bodies, district governments, the burgher classes of the cities and the liberal professions, which, after a long—too long—period of passive opposition, more platonic than practical, are now coming forward to help organize a great political party and to demand political reforms, or, rather, political reform—that is, liberty. For the first time since a century this party has an organ in the press, the *Osvobojvenie* (The Emfranchisement), well supplied with money and good writers. It is carrying on a legal propaganda, criticizing the wrongful acts of the government and bravely exposing every vexatious and illegal measure of the authorities.

This Liberal movement, which is making rapid progress and becoming really strong, was enough to frighten M. de Plehve himself, who made this statement to an unfortunate writer who went to him to ask why he was to be deported, since he was not an extremist. "Yes," explained,

cynically, the Minister of the Interior, "I know that you are not a Revolutionist. But it is no longer the Revolutionists whom we fear, for we have a million of bayonets to turn against them. It is you Liberals who are a danger, and especially those of you who do not go outside the pale of the law in your opposition to the present regime." A government which, by the mouth of one of its chief ministers, makes such a confession as this—that it fears especially those who do not violate the laws of the land—such a government making such a confession signs thereby its own death warrant.



GENERAL DRAGOMIROFF.  
One of the Russian Generals.



Harvesting in Western Canada.