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Wire Fence Manufacturing Co.

A. J. Macburn, Manager. Water Street, St. John, N. B.

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"Jusquebaugh Cream" Old Scotch Whisky.

A perfect blend of the oldest, purest and finest Highland malts, \$6.75 per single gal., or \$10.50 per case of one doz. bottles. Each dozen contains two imp. gals.

Family Wine List Sent on Application. Goods shipped immediately on receipt of order.

M. A. FINN,

Wine and Spirit Merchant, 112 Prince-Wm. Street, St. John, N. B.

MURDERED BY HIS SON.

Daniel Murphy of Woodstock the Victim of the Shocking Affair.

WOODSTOCK, June 7.—News comes from Blaine, Arnscoot county, of a fearful murder, the victim being Woodstock man named Daniel Murphy, who worked this winter and spring in the Victoria hotel.

Some weeks ago, Murphy, who is a man of about fifty years of age, moved to Blaine on a farm. He had been separated from his wife, but a reunion was effected. His son, Daniel Murphy, jr., also worked for a while in the stable of the Victoria. He is sixteen or seventeen years old. It appears from what can be learned that a family row occurred in the middle of the night and that young Murphy murdered his father with an axe, and frightfully mutilated the body afterwards. He then made his escape.

Today Officer Lawless and another of the Houlton police force came to Woodstock in search of the murderer. Lawless and Constable Marfariano of Woodstock started up river this afternoon. One report around here is that young Murphy was seen here during the day, and another is that he is on a raft coming down river. The Woodstock police are joining with the Houlton men in trying to locate the murderer. The murdered man was a quiet and inoffensive character, but the son had a bad reputation when here.

HOULTON, Me., June 8.—Daniel P. Murphy, the youthful Marsh Hill patroller, was brought to Houlton last night from Woodstock, N. B., where he was captured this afternoon by Town Marshal Gibson and J. C. Milmore.

HIGHWAY ROBBERY.

Mrs. Meahan Held up on Marsh Road and Pocked Book Taken—Colored Man Named McMichael Charged with the Crime.

Probably the people of St. John would have been shocked and a week ago it had been suggested that such a thing as a highway robbery would be attempted in the town. But the thing was attempted yesterday morning, and the man who made the attempt succeeded in capturing the prize he sought. Mrs. John Meahan, who was on her way to the cemetery, was approached on the Marsh Road by a col-

ored man, who seized her by the arm and knocked her pocket book out of her hand. Grabbing the pocket book the man hurried away.

Mrs. Meahan, who was not at all injured, returned to Kierstead & White's store and told them what had happened. The negro was then in the field in the rear of the store, and Mr. Kierstead went out, hoping to catch him. Others joined in the chase, but the colored man forded the creek, which was some four feet deep, and eluded his pursuers.

News of the affair was telephoned to the police station, and Chief Clerk sent Capt. Hastings and Officer Greer and Capt. Jenkins and Detective Ring to look after the man.

About 4 o'clock yesterday afternoon Capt. Jenkins, Detective Ring and Officer Covay arrested Charles McMichael at Bugtown, who is evidently the man wanted. McMichael, who is about twenty-four years of age, came here from Fredericton about nine years ago. He has served at least two terms in Dorchester penitentiary. He was sent there first from Fredericton and later on from Digby. Shooting seems to have been his forte hitherto. When arrested McMichael had on a suit of clothes he borrowed from another man at Bugtown yesterday afternoon. He had removed his moustache in the meantime. He is a had one, from what the police say about him.

Last evening the police found the money taken from Mrs. Meahan, some \$8. In the possession of a colored woman named Cosman, who is a domestic at Indiantown. The Cosman woman is held as a witness.

AMERICANS IN POSSESSION.

Word from Cape Haytien Says the United States Has Got Santiago.

The Insurgents Supplied a Map of the Harbor, Showing Position of Cape Verde Fleet.

All Cables to be Cut—The Merrimac Said to Still Block the Harbor Entrance.

WASHINGTON, June 9.—It became known this afternoon that the war department, through the energetic efforts of its censors, has succeeded entirely in its purpose to keep the movements of the United States troops a secret. At the close of the day it was impossible to learn here the whereabouts of the United States troops, which have been steadily gathering under command of Gen. Shafter in Florida.

Stories of the appearance of a mysterious warship in Cuban waters floated through the navy department yesterday. The officers quickly condemned them, declaring that if the boats were Spanish they were nothing more than small armed launches and not to be feared by any number of transports conveyed by such fine gunboats as the Helena and Bancroft.

When these stories reached the war department they were received in a different spirit. Nothing more than a different spirit in an unarmed troop transport full of soldiers. She would fall an easy victim to the smallest gunboat, and the soldiers knowing their weakness in this respect, are loath to undertake to cross the Florida straits until these dispatching vessels have been removed from the pathway.

Without respect to the character of the strange craft said to be dodging the blockaders at Havana, they will be removed from the scene as soon as they are detected. It is understood that Sampson has been made acquainted with the situation and will be expected to redeem his promise to provide safe conduct to the arms when called upon. He has an ample force to conduct the operations and still spare vessels to receive visitors for use in the Florida Straits.

It was pointed out today by a naval officer that the admiral since the arrival of the marine battalion on the Panther, has at his disposal what he may regard as a sufficient force of men to capture Santiago, even before the troops arrive. The night marines on the Panther added to the marines already with the fleet, would make a total of about fifteen hundred men. Without impairing the efficiency of his ship, Admiral Sampson could send a thousand "blue-jackets" to a landing.

This total force of 2,500 men, if the insurgents who have been armed by the United States government, do their share, it seems possible for Sampson to capture Santiago at short notice. This action is a very decided air of expectation, which is shared among the officials, who are acquainted with the government's plan of campaign that almost warranted a conclusion that an engagement of some kind was expected today.

Steady progress is making upon the ships under construction by the government at the several navy yards, as revealed by the monthly report from the various yards to chief constructor Hinchborn. On the battleships, the Newport News people are ahead, having the Kearsage and Kentucky 50 per cent advanced towards completion and the Illinois 30 per cent. Cramp & Sons report the Maine 30 per cent along, and the Union Iron works have progressed 33 per cent with the Wisconsin.

Ten torpedo boats are now actually under construction and have been completed to the following extent: The Rowan, 28 knots, building at Moren Bros', Seattle, 98.5; the Dalgreen, 30 knots, building at the Bath Iron Works, Bath, Me., 78 per cent; the T. A. M. Craven, 30 knots, Bath Iron Works, Bath, Me., 60 per cent; the Farragut, 30 knots, Union Iron Works, San Francisco, 80 per cent; the Davis and Fox, 22.5 knots, Wolf & Sewicker, Portland, Oregon, 88 and 82 per cent, respectively; the MacKenzie, 20 knots, Charles Hillman, Philadelphia, 99 per cent; the Stringham, 30 knots, Harlan & Hollingsworth, Wilmington, Del., 48 per cent; the Goldsboro, 30 knots, Wolf & Sewicker, 7 per cent; the Bailey, 30 knots, Gas Engine & Power Co., New Jersey, 21.2 per cent.

The submarine boat Plunger, building at the Columbian Iron Works, Baltimore, similar in many respects to the Holland, is said to be 72 per cent advanced.

On Board the Associated Press Despatch Boat Dauntless, off Santiago de Cuba, Sunday, June 5, 4 p. m., via Kingston, Jamaica, Monday, June 6, 9.5 a. m.—Commodore Schley paid a beautiful tribute to the valor of Lieut. Hobson and the pilot crew of the collier Merrimac, as he sat out on the after-deck of the flagship Brooklyn, lying five miles off Santiago on Sunday afternoon, talking with a correspondent of the Associated Press from the despatch boat Dauntless. Pointing toward the gray walls of Morro Castle, where Lieut. Hobson and his brave men were said to be incarcerated, the commodore spoke as follows:

"History does not record an act of such heroism as that of the gallant men who are prisoners over there. I watched the Merrimac as she made her way to the entrance of the harbor, and my heart sank as I saw the perfect hell of fire that fell upon those devoted men. I did not think it possible one of them could have gone through it alive. They went into the jaws of death. It was Balaklava over again, without the means of defence which the Light Brigade had. Hobson led a forlorn hope, without the power to cut his way out. But fortune more favored the brave, and I hope he will have the recognition and promotion he deserves. His name will live as long as the heroes of the world are remembered."

CAPE HAYTIEN, Hayti, June 9. 4 p. m.—A man who arrived here today in a schooner from Turk's Island, one of the Bahamas, and about 110 miles north of Hayti, said he reported there on Tuesday that Santiago de Cuba had been taken by the Americans.

Cable communication between Cape Haytien and Cuba is still interrupted. OFF SANTIAGO DE CUBA, Saturday, June 5, via Kingston, Jamaica, Monday, June 5, 9 a. m.—Every effort is being made to cut off Santiago de Cuba's connection with the outside world, and it is believed that within forty-eight hours there will be a practical accomplishment of the design. Since Sunday last, when Commodore Schley caught Admiral Cervera's fleet trying to quietly leave the harbor and headed off the attempt, thus probably solving the war problem, it has been the policy to surround the city and supply arms or ammunition could reach them.

After driving the Spanish fleet into a more protected position in the harbor, by the bombardment of Tuesday, Commodore Schley opened communication with the insurgents eighteen miles from Santiago to the east. They were urged to oblige, if possible, the names and number of the vessels of the fleet inside the harbor, as the contour of the land at the entrance made it impossible to accurately determine by a view from the American fleet. Squadrons were ordered to surround the city and supply arms or ammunition could reach them.

NOVA SCOTIA NEWS

HALIFAX, June 7.—The Allan str. Corean, Captain Stewart, arrived today from Liverpool via St. Johns, Nfld. On the ship were one hundred and eighty-one petty officers, and 120 war sailors drafted from Portsmouth to the North American squadron. Immediately after the Corean was docked the jolly sailors were taken off to the flagship Renown in the ship's cutters. Capt. Stewart reports heavy losses on the Newfoundland coast, as far as one hundred and fifty miles east of St. Johns.

At Yarmouth, Hon. L. E. and Mrs. Baker celebrated their silver wedding yesterday with a grand reception. Over three hundred guests paid their respects to their host and hostess. The officers of the Yarmouth S. S. Co. presented a handsome silver and gold bon-bon dish. The City band played during the afternoon and evening. It was the most brilliant and successful "at home" ever held in Yarmouth.

The election for vacancies in the Windsor municipal council took place today. Messrs. Douglas and Shaw defeated Drullo and O'Brien.

At the twenty-ninth annual meeting of the Royal Arch Masons of Nova Scotia held in Lunenburg today, satisfactory reports were presented. Dr. Trueman of Halifax was elected grand high priest, and E. M. Doull of Amherst was elected king.

HALIFAX, N. S., June 8.—Governor Howland of P. E. Island was a passenger for Boston by steamer Halifax tonight.

Negotiations for the sale of the Spanish bark San Ignacio de Loyala, lying in the harbor, have fallen through and her crew has been discharged.

AMHERST, N. S., June 8.—A case of interest to seaman is now before the courts here. On Saturday, May 28th, in response to a telegram from the Hon. J. B. Byrnes, the Norwegian bark Gunhild, bound for Seattle, was detained at Northport, the two police officers here went out to Northport and there on board the Gunhild, without warrants, the custody of three of the crew was taken.

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PART. for Infants... substitute... use by... Stomach... Castoria

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MONCTON. The New Hospital Completed and Now Ready for Patients. Seventeen Wedding Parties Travelled on Intercolonial Trains Thursday.

RAILWAY EARNINGS. The return of traffic earnings of the Canadian Pacific Railway for the ten days ending the 31st May shows the immense increase of \$10,000,000.

Highway Robbery. Mrs. Meahan Held up on Marsh Road and Pocked Book Taken—Colored Man Named McMichael Charged with the Crime.

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"Columbia." 1898. "Jubilee." Advertisement for bicycles with prices ranging from \$35.00 to \$140.00. Includes an image of a bicycle and the text "W. H. THORNE & CO., Limited, Market Square."

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OTTAWA LETTERS.

Senator Ferguson Lends the Government a Helping Hand.

Text of Premier Laurier's Letter Suggesting that the Pope Should Interfere in Canadian Affairs.

The Adjournment of the Bogus Prosecution Enquiry a Decided Triumph for Sir Charles Hibbert Tupper—The Matter Will be Gone into Fully Next Session.

OTTAWA, June 3.—The government is not building any Yukon railway by subsidy to Mackenzie and Mann and will not allow any one else to build one. Two or three bills before parliament were withdrawn yesterday on the announcement of Mr. Blair that the house would be called upon to prevent the chartering of any road making connections with the United States boundary. Two of these charters were sought by contract, the third by the shortest route from the Lynn canal. One of these is Hamilton Smith's company. The other was a company whose charter was sought in the house by Mr. Gillies, M. P. Either of these was willing to build a road to the deep water terminals, to meet the construction for a few months, beyond the point where the St. Lawrence railroad would have met it. Either of them was willing to deposit a quarter of a million dollars as a guarantee that it would go on and build the road without government aid of any sort. The government has decided that it will not allow such charters to be given. We shall perhaps be told that the senate is responsible for the failure to establish railway communication with the Yukon. As a matter of fact, however, the senators only delayed the construction for a few months because Mackenzie and Mann are constructing the road for which the country was asked to pay four million acres of picked Yukon gold lands.

The position of the government in the present action is perhaps not unstatesmanlike. It was unstatesmanlike and unbusinesslike to fling away those gold lands for what amounted to nothing, but having failed in that, there is something to be said for the action of the ministry in heading off railway charters before the coming convention with the United States. It may be worth something to the United States to have this route thrown open, and if the privilege can be made an asset in the coming negotiations, it is very proper to preserve it.

As there is no railway there is a natural desire on the part of transportation companies to establish some sort of monopoly over the wagon roads. The railway committee is disposed to guard the Yukon people from these monopolies. A company applied for a charter to construct a land route by way of Lake Bennett, and charge tolls thereon. There appeared before the committee a man from the Yukon who has something to do with transportation. He claimed that he and others were already using the route, which, he says, the company proposes to acquire, improve and hold for its own use. He represented that over part of the distance it would be impossible to have more than one wagon road. The company applying for the charter was reported by the minister of railways and had been promoted by Col. Donville, whose son is one of the directors. After a sharp discussion in the committee the question was narrowed down to the issue whether a toll road should be permitted. The committee decided in the negative, and the Donville bill was dropped.

Before this letter is printed it may perhaps be known what action the government will take regarding the senate amendment to the franchise bill. There are many amendments on matters of detail, most of them referring to Prince Edward Island. Senator Ferguson, who is the first to propose clear headed and accurate man than Sir Louis Davies, was able to show the minister of justice that the bill as framed could not be made to fit in with the provincial system in that province. He made the case so clear that Mr. Mills was the first to propose an amendment to some of the clauses. Other clauses the minister of justice promised to amend at his leisure, and two or three he regarded with doubt.

Probably Senator Ferguson did not mean it, but the amendments which he suggested and which were accepted out of the way from under the feet of the minister of justice later in the day. After four or five suggested changes had been adopted, Senator Miller offered his amendment in favor of an appeal from the reviser to the county court judge in cases where the provincial law did not provide such an appeal. There was nothing revolutionary in the proposal. Sir Wilfrid had himself favored a general system of judicial revision, and it was already enforced in Quebec and Ontario, and he hoped the other provinces would adopt it. Therefore it is clear that there is no objection to the idea itself. Again Mr. Mills could not object to the province taking action in regard to the franchise, for his whole party in the senate had voted in favor of taking action only a few years ago. He did intimate that the senate ought not to amend the bill, but should either accept it or reject it. But the senator from Prince Edward Island had caught him very neatly on this point by securing his consent to a number of previous amendments.

The minister of justice declared that the government would not accept Senator Miller's amendment, which was supported in the province by the mover. He claimed that it struck at the very principle of the bill and interfered with provincial control. It was shown to him that on half a dozen

matters the government had already consented to interfere with provincial control. Mr. Mills wanted to draw the line somewhere, and he drew it at this point. Sir Mackenzie and Mr. Ferguson pointed out that the conservative party in the house of commons had recognized the right of the majority to change the franchise system and they endeavored to assist in making the bill as a measure as possible. The opposition leaders in the senate declared that they had no other motive than to improve the measure as far as that could be done. They commended the solicitor general for his fairness and his disposition to accept suggestions from the other side of the house. The government declined, however, to accept this one, and it was carried by a vote of 34 to 18. Two or three conservatives, including Mr. Blair and Mr. Pollock, voted against the amendment on the ground that the refusal of the government to accept it might mean rejection by the commons and the withdrawal of the bill, together with the plebiscite.

Mr. Mulock is in a more conciliatory mood than he was last year, or at the beginning of this session. At first he would not hear to the proposition that his superannuation bill should only apply to future appointments. The argument was strongly made that those now in the service should be left subject to the conditions on which they joined it, but the government would not admit the justice of this claim. Yesterday, however, the admission was made and the bill was so amended on the motion of Mr. Mulock himself. The opposition need not be too proud over this achievement. It was not they alone who accomplished it. A good many liberals have been pressing the government against Mulock's proposition; most of them privately, but one or two, Mr. Ellis for instance, did speak out. Mr. Ellis put the matter as a question of good faith and of contract, and no doubt his argument had due weight. Then there was the pressure of the junior clerks themselves, including all the young men appointed since the change of government. As is well known, the ministers have found places for a good many hundred friends of theirs, and these were anxious to be put on as good a footing as the older civil servants.

Mr. McMullen put in an angry protest. Mr. McMullen, who backs the ministers up as well as he can, had supported Mr. Mulock in refusing this concession. The postmaster general made it without consulting Mr. McMullen, and the member for Wellington had the same feeling that took hold of Jonah when Nineveh was not destroyed after he had prophesied against it. So Mr. McMullen waited for his opportunity, and when Mulock proposed that the government should pay four per cent. interest on the salaries from salaries under the new system, McMullen proposed that the rate be three per cent. He could not see why a civil servant should get more interest than a Savings Bank depositor. Mr. Foster pointed out to him that even his own amendment offered the civil servant a higher rate of interest. Mr. McMullen explained that this payment was not interest exactly, but was also a slight contribution on the part of the government, much less than is paid under the present system. It was shown also that while the Savings Bank deposits were at five per cent. like any other deposit, the interest was withdrawn when he pleases, the civil servant is obliged to pay whether he desires it or not. For five minutes Mr. McMullen looked round the chamber for a seconder, rather hoping that none would appear that he might be able to carry his motion. The party was not disposed to allow one man to occupy the lonely eminence of patriotism, and so he climbed to the rescue. The vote stood, McMullen and Rogers on one side and all the rest of the members on the other. Each of the amendments was carried by a majority of 15 to 10.

The judges' bill called out more discussion than had been expected. It was not a very important matter, but Mr. Foster explained it that the measure increased the cost of administration by some \$27,000. Apparently it does not increase the efficiency. It provides more judges for large districts like Montreal and leaves the same number as before in small and scattered districts where it is doubtful that they have very little to do. The ministers, and especially the solicitor general, admit that a reorganization and redistribution of the judges would make this expenditure unnecessary. But they say that the provinces alone can make their own changes, and they do it, therefore the dominion must appoint more judges and pay more bills. Sir Charles Hibbert Tupper, Mr. Casgrain, Mr. Foster and others object to this, claiming that if the provinces will not adjust their judicial system accordingly, they have no right to ask parliament to meet the additional cost. However, the bill goes.

Sir Charles Hibbert Tupper divided the house with the usual party result on the question of retiring county court judges at the age of 75. This bill does not touch the judges of other courts in that way, but singles out the county court judges. Sir Charles holds that while it may be right enough to apply this rule to judges who are to be appointed, it should not apply to those now on the bench. The result of it is, however, to create two vacancies at once in Ontario and provide for two or three more within a year or two, while it will provide vacancies in the other provinces before the next general election.

There was a time when a wild war whoop would have been sent up against such a project if the late government had devised it. Cameron of Huron, sometimes called "Ananias" for short, would have furnished his tomahawk and started out on the war path. But Cameron of Huron goes on the war path no more. On the slight eminence that overlooks Pile-of-Bones-Creek he will sit and smoke those everlasting cigars of his, while he draws a salary as lieutenant governor of the Northwest. For him there are no more attacks on the missionary preacher who shut out

Mr. Tarte's jamboree from his Indian school. For him there are no more election courts, where the judge shall be that he ought to have been disqualified. Not yet for some years to come will Cameron howl out his story superlatives against the members who sit in the house with commissions in their pockets. All this session Cameron has been sitting and voting, and appearing in the hall of the house at least had his finger in the inner pocket of his coat. He has left, and with him goes the most furious denouncer of corruption that ever corrupted a constituency, the wildest advocate of the independence of members of parliament, and who ever sacrificed his own independence. And far away in Prince Edward Island sits the Hon. David Laird, studying over the promise made to him of this same governorship which he will now never see.

OTTAWA, June 4.—The minister of justice declined to accept some of the amendments proposed by Senator Ferguson to the franchise bill, as well as the one proposed by Senator Miller in regard to the appeal to judges from the decisions of Mr. Ferguson's very glad to accept, and he ought to have been grateful for them all. It would have been good enough party politics for Mr. Ferguson and his colleagues from the island in the senate, and for Mr. Martin and Mr. Macdonald in the other chamber. Mr. Mills loved the bill to go through without any Prince Edward Island amendment. The result would probably have been the disfranchisement of every man being in Prince Edward Island and the production of a beautiful object lesson of the industry and capacity and care of the minister of marine. It would also have been shown how illogical and unbusinesslike is the attempt of the government to fit on to a general election system the various laws and devices in operation in the provinces.

It happens that Prince Edward Island alone of the provinces has no electoral list and in its local elections does not use the ballot. Now the franchise bill proposes to adopt the ballot for Prince Edward Island, but through carelessness and by reason of the difficulty of fitting together a lot of different conditions the bill as drawn did not provide for working the ballot properly with the island system. In the commons Mr. Macdonald and Mr. Ferguson pointed out these clauses in reference to the voters' lists had no meaning so far as Prince Edward Island was concerned, because there was no voters' lists. The solicitor general, who worked like a beaver over his awful task, made an effort to straighten things out, and Sir Louis Davies, though loose habits of thought are better adapted to reckless attack than to constructive legislation, confessed the matter with various suggestions. But when the bill reached the senate there still remained notwithstanding a number of provisions which seemed to include that province required that every voter should be registered before he could get a ballot. This section would shut out every man in Prince Edward Island from the polls. Mr. Mills was ready to suggest that the bill be amended and give the Prince Edward Islanders a chance for their lives, or at least for their liberties.

Then came another snag. In Prince Edward Island the qualification of a scrutiny under a provincial control, and is no difficulty in setting aside illegal votes. The voting is open, and if it is found that some one has voted who has not the right, it is only necessary to examine the poll book, discover how he voted, and strike out the vote. But in the dominion law, where the ballot is introduced there is no such remedy. Under the bill as introduced in the trial of a petition or a recount touching the qualification of a voter in Prince Edward Island it would be possible to ascertain whether he had a right to vote. But after that the count could do nothing about it. The ballot would be in the box along with the rest, and nobody would know for whom it was marked. In the other provinces the qualification of the voter is tried and settled by the revising officer or the court of appeals, if there is one, and therefore the appearance of a name on the list is a proof of the qualification. In Prince Edward Island every man comes to the polls, and the revising officer and of course to subsequent enquiry. The bill makes objection and subsequent enquiry impossible.

Senator Ferguson offered an amendment to meet this case. It provided that if any person desired to vote whose right is questioned on the ground of qualification, and if objection is taken, the deputy returning officer shall number the ballot paper and shall place opposite the name of the voter a corresponding number. In this way if the vote is proved to be valid it can be traced and deducted from the count. This amendment Mr. Mills did not accept, though he has not shown how he proposes to get along in Prince Edward Island without it.

Then there is the case of "special votes," which is an institution peculiar to Prince Edward Island. Under that system voters in one district who have a qualification also in another, deposit with the returning officer in their own district votes for candidates in all the other places where they have qualifications, and these votes are transmitted to the district where they belong and counted there with the others. The franchise bill would have provided that non-resident voters shall be polled in the dominion as in the provincial elections. But it provides no method by which these special votes can be taken account of by the returning officer. Senator Ferguson suggests that the bill be amended to provide that in the province of Prince Edward Island, as elsewhere, all votes shall be given personally. Mr. Mills appeared to be grateful for this suggestion.

Still another difficulty arose over the oath to be taken at the polls. The bill provides that the oath used in

provincial elections shall be adopted in the case of a man who has occasion to swear that he has not voted before in the same district. Under the form that this bill established the elector would only need to swear that he had not voted in the local electoral district where the poll was held. As there are four or five local districts in some dominion constituencies it would appear that a man might vote several times for the same candidate. Mr. Mills, who is very profound, but not very quick of apprehension, was induced to see the point of this objection and get himself to work to provide an oath to suit the case. These are some of the corrections which Senator Ferguson has succeeded in making. They were absolutely necessary to make the bill at all workable in his own province, and if the government or Sir Louis Davies have the instinct of gratitude, they should be devoutly thankful to their opponents who have kept them from making themselves objects of ridicule from Tignish to Souris.

Senator Landry is still amusing himself with the government and its correspondence with Rome. His latest discovery is a letter signed by Sir Wilfrid Laurier and addressed to his eminent Cardinal Rampolo, secretary of state to the Roman court. This is the letter:

OTTAWA, 20th October, 1897. Eminence—I made known to you, in the month of August last, when your eminence did me the honor to grant me an audience, the happy result which his high Christian virtues and his talents as a statesman—I say statesman, and the impression is not too strong—had created in all classes of our population. Having now returned to my country for several months to tell you of my eminence that, if these happy results are to remain permanent and efficacious, it is desirable, if not necessary, that the mission of Monsignor Merry del Val should be renewed, or rather continued, and that he should be permitted to remain in the more or less prolonged time as the accredited representative of the Holy See.

It has been established since my return that there is among a certain class of Catholics an underhand agitation against the work accomplished by Monsignor Merry del Val, a work of pacification, concord and union. The same reason of state which inspired his holiness in the affairs of France, and which caused him to prescribe to the Catholics the duty of not taking account of the old strife of the past and to accept the state of things agreed upon, has quite as much influence on me as on his holiness. Such is the opinion of a great number of the Catholics among us. I admit that it is very diverse of opinion on this matter, but I am among the presence of a man at once firm and energetic like Monsignor Merry del Val, and of one who above all would understand all the danger there is of expanding his holiness's grace, conviction, and who would be faithful to the profound respect and his filial attachment.

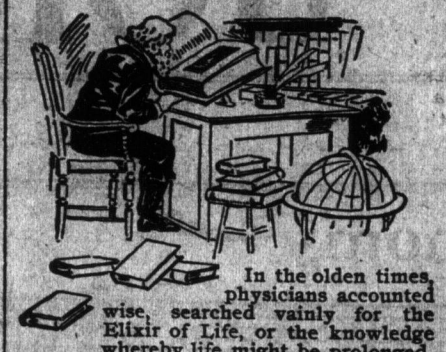
Accept, eminence, the expression of the highest consideration with which I remain, etc., etc.

Sensor Landry wanted the government to state whether this letter were genuine, but the secretary of state refused to give any information about it. The same day Mr. Landry brought up the question of the statement made by the secretary of state when Mr. Landry had asked him some questions about Charles Russell's letter. Mr. Scott said: "The hon. gentleman produced a document written to one of the ecclesiastics of the church to which I belong, which I may say is 'the document in question' which has been purloined from Charles Russell's letter." Cardinal Rampolo. It has been improperly obtained, and it has been obtained in such a way that no gentleman would use it in a matter of this kind." As Mr. Landry was the man who used it in matters of this kind, the secretary implied that he was not a gentleman. This happened two or three days ago, and yesterday Mr. Landry made a statement upon his character which he had a right to vindicate. He therefore proposed a resolution that the name of Sir Satacoca has in defence of his own honor a right to ask, and the dignity of the senate requires "imperatively that such accusation should be proved or withdrawn." Therefore resolved, that provided the secretary should not withdraw "draw such accusation," the committee be appointed with instructions to inquire into the facts and report their conclusions to the "senate."

This led to an interesting discussion, Senator Scott seems to have been inquiring into the history of these letters, for he said that he had information from the vatican and also from the government agent in London who wrote one of them, that the letters had been stolen from the vatican. He insisted that all private correspondence and should not be used in the house, and was particularly anxious that there should be no enquiry. Sir Mackenzie Bowell would not admit that this was a private matter. He maintained that the letter from the premier and from the vatican, as stated, was a public request for the interference of a foreign power in a public question. It was no answer to questions on this public subject to say that a letter had been stolen, or to charge Senator Landry with improperly obtaining possession of a copy. But if such a charge was made it was the right of the person accused to have it investigated. Sir Mackenzie understood that this correspondence was not so secret after all, as the letter in question had appeared in print in a pamphlet printed in Rome containing an account of what happened on the school question.

It seems to be the view of the ministers that these letters and negotiations of theirs are sufficiently public to be used where they can do the most political service, but that they ought not to be used where the exposure might be to the disadvantage of the ministry.

The adjournment of the bogus prosecution enquiry is a triumph for Sir Charles Hibbert Tupper. Mr. Sifton having distributed something like \$20,000 of public money, to prosecute conservatives whom he could not find



In the olden times, physicians accounted the Ellixir of Life, or the knowledge whereby life might be prolonged, as an Ellixir of Life. But we have learned long since that there is no such thing as the Ellixir of Life. We know now that there is no such thing as the Ellixir of Life. We know now that there is no such thing as the Ellixir of Life. We know now that there is no such thing as the Ellixir of Life.

any man or woman who will take care of health and take the right remedies for ill health, may live to a ripe old age. When a man feels out of sorts, when he gets up in the morning tired out after a restless night, and goes home in the evening feeling like a man who has been through a long, nervous prostration, malaria, or some other serious malady.

A man in this condition should at once resort to Dr. Ferris's Golden Medical Discovery. It is the best of all medicines for hard-worked men and women. It makes the appetite keen and hearty. It gives sound and refreshing sleep. It tones and strengthens the whole system. It invigorates the heart and nerves. It makes digestion perfect, the liver active and the blood pure. It cures 98 per cent. of all cases of consumption. It strengthens weak lungs, and cures bronchitis, spitting of blood and coughing. It is the great blood-maker and flesh-builder. It does not make flabby flesh like cod liver oil, but firm, healthy, muscular tissue. It does not make corpulent people more corpulent. Thousands have testified to its marvelous merits. Sold by all medicine dealers.

You know what you want. It is not a cure for consumption to tell you that you are a consumptive. Send to Dr. R. V. Ferris, Buffalo, N. Y., for a free copy of the "People's Common Sense Medical Adviser. For paper-covered enclose one-cent stamp to cover costs and mailing only. Cloth-bound six stamps.

gently, tried to get a vindication of his conduct before the particulars of the financial transaction could be ascertained. As the department of justice seemed to know nothing about this deal until it was too late to stop it, when Sir Oliver Mowat is said to have declared that the accounts were "damnable," Mr. Howell, who got part of the money and distributed the rest, was sent for. He has given a very loose account of his financial transactions, which appear to include an accommodation drafts and all sorts of bills, the majority of which were given by Sir Sifton took three or four days' vacation from Mr. Howell's list and details of the crimes which he said were committed by the wicked Tories of Manitoba. These were the crimes which Mr. Howell tried to prove on the spot and met only failure. But he told of them glibly enough, and the committee was supposed to have accepted as hard facts all the charges that the Manitoba Tories had contemptuously thrown out. Mr. Howell unfortunately left in Manitoba many of the papers he was asked to bring, and those which he brought did not appear to be confidential when he got them here. So he could sit in the committee and state what some fellow told him about a returning officer and have it accepted, though he held in his hand his own notes stating that the informant was a notorious liar. Sir Charles Hibbert Tupper made things rather uncomfortable for Mr. Howell about his notes of evidence, from which he could read such choice extracts as he pleased, but which he could not allow any of the committee to see. On the whole Mr. Howell was one of the most unsatisfactory witnesses who ever appeared before a committee of the house.

The committee has not been able to get the other witnesses, and the case will have to be continued next session. But the ministers appeared yesterday in force, and insisted that on the evidence of Howell alone, who pocketed several thousands of dollars, the committee had done right in employing him. Sir Charles Hibbert did not ask the committee to condemn the government. He only asked that judgment should be suspended until the trial was over. But the government was there with a majority at its back and was bound to use it. The majority would listen to nothing but the statements of the witnesses who were in force. While it seems certain that no minister needs vindication more than Mr. Sifton, it struck the opposition that no man was in a worse position to claim it. Least of all was Sir Charles Hibbert disposed to be brow-beaten and misled by men of the stamp of Mulock and Lyon. Mr. McMullen lacks the commanding appearance and dignified tone which compels order, and for an hour or two there was a pretty hot time. At one stage Dr. Sproule was claiming the floor when Mr. Tarte undertook to divide the space with him. The two were standing face to face with every reach of each other. Mr. McMullen was heard to be signifying in a complaining tone a desire for order, and other members were shouting "order," so that the spicy altercation between the two Ontario members was hardly intelligible. Terrible things may have been said, but they will never be on record. Dr. Sproule, however, held the fort.

So in the end, Sir Charles Hibbert Tupper. Whether it was bluff or whether it was serious does not matter, but he gave the government to understand that it they insisted on passing judgment this session the session would not be ended until the evidence was all in. Mr. Mulock, who had tried to control the situation, has on several occasions discovered the possibility of doing business in the guise of an opposition which does not want this kind of business to be done. He knew that what Sir Charles Hibbert and Mr. Wood, Dr. Sproule and the others undertook to do in the way of prolonging the session they could accomplish. So he backed down. The judgment of the committee is not passed, and there will be other witnesses on the Manitoba bogus prosecution besides the persons who instituted them and who got the \$16,000.

OTTAWA, June 8.—The Montreal Witness is a journal whose devotion to the liberal party is not even ex-

ceeded by its devotion to public morality. Therefore it seems reasonable that Mr. Foster should make use of its observations concerning the Montreal harbor deal. Parliament has at times made its way to the harbor commissioners of Montreal. Interest has been regularly paid on these advances, and it is proposed now to guarantee a loan for additional wharf accommodation. But the government has proposed a condition on these guarantees that the harbor works executed under them shall be subject to the approval of the minister of public works. Now the minister of public works is Mr. Tarte, and Mr. Tarte gives a large application to his power of review. The purpose of the proposed guarantee is to impel the dominion claim for interest. But Mr. Tarte does not take that view of it. He insists that the whole plan shall virtually be made by him. He interposed objections and placed his veto on the plan approved by the harbor board, the board of trade and the shipping men of Montreal. And today he insists that of the proposed expenditure under the guarantee three-quarters of a million shall be expended in improvements in the eastern part of the town.

The shipping men and the harbor board and all the interested parties concerned do not want to make such appropriation. The city of Montreal and its trade has to pay the bills, and the authorities there do not want to incur expenditure that they think can give no return for the money paid out. The guarantee is a matter of public concern, and the matter is set out in the report of last year.

Now it is understood that certain influential parties having the sympathy of Mr. Tarte are interested in property at the east end of the city, and that the veto of Mr. Tarte is largely for their financial advantage. This is the charge made by the Montreal Witness which Mr. Foster read the other day. The Witness speaks of "Mr. Tarte's political job," and insists that the city should refuse to have anything to do with it, even though the guarantee be withdrawn. It claims that the city will do better to borrow money on its own credit than to use the dominion credit to get money, nearly half of which Mr. Tarte is compelling them to throw away. The Witness says: "There is a financial authority for the statement that the harbor commission could borrow all they need at 3-1/2 per cent. A loan of a million and a quarter at 3-1/2 per cent. is more economical than a loan of two million at 3 per cent., three-quarters of a million of which would not be expended economically." And again it says: "Mr. Tarte and Mr. Prefontaine are in such haste in rushing through their political job that they asked the harbor commission to commit itself to a project for which no site had been chosen, for which they had no plan, the cost of which has not been estimated, and the commission is asked to bind itself to proceed with the expenditure upon this unplanned, unconsidered case as fast as it proceeds in the central portion of the harbor, which has been demanded, considered and planned and even half executed during the last fifteen or twenty years. There is one thing that was made very plain yesterday, and that is that the government as a whole has not required that the harbor commission should take the dock's jobbery. We should judge from Mr. Bickerdike's statement that the premier and the minister of agriculture were opposed to the job, and that Mr. Tarte alone in the government is trying to force the job through."

Mr. Bickerdike, who is also a liberal and an M. P. P., was one of the delegates to meet the government to talk over the subject. He reported that the minister of agriculture himself had said that he considered the commission's terms as too good to spend the money where it would be of the greatest benefit to the port. All these matters Mr. Foster brought up when the harbor bill was before the house. Mr. Tarte grew indignant at the quotations from the Witness. He declared that the Witness had treated him in a "shamefully abusive" manner and was grossly unfair. He denied that he had a dollar's interest in the property which was to be used by his command, though no one said he had. He could not deny that his friends had a large interest in it, and he had denied it himself. He would probably have been accepted with incredulity, in view of a recent concession of his own. A few weeks ago Mr. Tarte on oath declared that he had not told the whole truth in regard to Mr. Greenfield and the harbor bill. He had been asked to do so, and he had denied it. He had denied that he had told the facts the tory press would lie about him. Mr. Tarte professes to tell the truth in regard to this job, but now we never know how much he is withholding in order to preserve the integrity of the tory press.

The story repeated by the Witness that a fine quarrel took place when the delegation from Montreal met some of the ministers in a conference over this transaction seems to be true enough. The witnesses at that meeting—Mr. Tarte, Mr. Fisher and Mr. Dobell of the government, Mr. Bickerdike of the harbor commission, and one or two of the Montreal members of parliament. The report states that Mr. Tarte insisted that the east end of Montreal should be considered because it was inhabited by the French-Canadian element. Mr. Fisher put in his word in favor of allowing their harbor in their own way. Mr. Tarte attacked him in vigorous language. "It is fanaticism," said Mr. Tarte, "nothing but fanaticism which prevents you from rendering justice to the French-Canadians whom I represent in the Laurier government, and who nevertheless strongly supported you in Brome. But for them you would not be a minister or a member, and if it was a minister or a member, you would be one to the French-Canadians. Unfortunately Mr. Tarte is said to have addressed himself to the French-Canadians present with these remarks: "This gentlemen, is an example of a fight which I have to make every day

against those fanatic ministers to have the French-Canadian element in the cabinet secret of many a voice, and proceedings of opinions, which of the statement of Mr. Witness was an example of that when it attacks the control of a man in charge of an office. Mr. Foster attacked Sir Richard Cartwright that he paid no newspaper attacks.

Mr. Tarte seems to well under control of own way so far as government towards treat. If Mr. Tarte being three quarters of speaking dock in the labor market will whether it is need. Witness says that a million of an expenditure will amount to and will give no return. Mr. Tarte's after Sir Richard Cartwright's, again de conditions "are political" did not to accommodate spend money to see ciliate political interest. Sir Richard, the Witness three years ago was assaulted a government Sir Richard Cartwright against those who scheme because he was Tarte, and deca of irresponsible Witness are unworthy.

But the job, as he calls it, will be for Tarte is supreme. Look after the San Brome grass. Sir, well confine his attention steamships, and ters must consent to Mulock, who has been most humble mind declared that Dr. S. ducting himself in inner in repeating the Witness without tally of accusing corruption. Dr. S. interesting episode speaker, Mr. Brodeur an authority on rule other day he decided laminary for one m other a gutter snipe and involvement. opposition members intention of availing this new liberty in that. On Friday Mr. that Mr. Mulock was saying that Dr. Sprin a cowardly man, thereupon demanded be called in. Speak discreet in his ruler and Mr. Mulock pressed his willing remark. But it Foster asked for since the question by Mr. Brodeur necessary for purpose to determine what hereafter. The speaker announced that the committee would be called in. James Edgar went of this was not an chairman to the speaker must be understood was in the chair the decision would be regarded simply as an on the part of the Mr. Brodeur accepts meekness, but will not self open to another stand some bullying, to do so.

The affair of Mr. not yet settled in was made clear on received a very hand supply provisions for did not appear to be without competition. Borden is perhaps aly in these me reason to fear that was exerted over whom Dr. Borden overrule. But that more fully in the

Once more the gro obligation to the England Benefit Society by Mr. Fieldthence and the commons. Mr. Fieldthence declared that the social high enough rate demanded that their system as a co. same demand of the same. Mr. Foster's legislation. Tarte refused and through committee members over the unearned demand of the ministers present. Tarte refused to take the ground that he should have taken a committee. They ought not to pass, ed. It is not certain

PART.

tion to public mor- seems reasonable should make use of the Mont- Parliament has at the harbor Montreal. Interest paid on these ad- proposed now to an additional wharf at the government condition on these harbor works ex- shall be subject to the minister of public and Mr. Tarte sation to his power the expenditure should perill the dominion But Mr. Tarte does of it. He insists a virtual veto on the plan harbor board, the shipping men today he insists expenditure under quarters of a mil- in improvements of the town.

against these fanatics in the council of ministers to have justice rendered the French-Canadians whom I represent in the cabinet. There lies the secret of the annoyances expect- ed by the liberal party in the province." Mr. Foster read these reports and proceedings and the Witness's opinions, which of course called forth the statement of Mr. Tarte that the Witness was an enemy of his and that when he attacked him it was in the control of a man who should never be in charge of an important newspaper. Mr. Foster addressed himself to Sir Richard Cartwright, who replied that he paid no regard to anonymous newspaper attacks.

right. There are many companies in Canada whose rates are as low as those of the Sons of England, and the Sons of England may claim that an unfair discrimination has been made against them. The government promises legislation next year to put all on a level and make them all safe, and the question is whether the Sons of England and the Ancient Foresters might not have been left with the rest of the country, the birth of the new legislation would put them all on the same level. Senator Ferguson takes the ground that as legislation is to come next year it is not wise to make the vested rights any larger in the meantime than can be avoided. Whatever the rights of the company may be, the senate has shown that it is capable of taking non-partisan action and even of rescuing the government from the consequences of a defeat received in the other chamber. S. D. S.

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P. E. ISLAND.

May Crop Expected to be the Best for Years—Good Outlook for Fruit.

Shipping Oats to England—Recent Marriages and Deaths—Temperance Notes—The Churches.

CHARLOTTETOWN, June 3.—The prospect for hay is the best for many years. There is hardly any winter killed grass and the late rains have given the meadows a splendid start. Ham Mabou of this city, and formerly with L. W. Watson, druggist, is now in Reed's drug store at Alberton.

TROOPING THE COLOR.

The Brilliant Ceremony at the Horse Guards.

The army has its ritual as well as the church. The liturgy of the drill book is about as elaborate and as ornate as the liturgy of the mass. The ceremonial observed at a royal review, on the consecration of colors, is firing a feu-de-joie, or at a funeral, and in a minor degree during the retiring and posting of guards and sentries, is minute and rigid and imposing.

THE RIFLE LEAGUE MATCHES OPENED.

On Saturday last, and the Charlottetown teams competed. The first team made a total of 317 points, and the second team 211. In the first team the highest score was 94 by Capt. Cooper, and the highest in the second team was 88, by Pte. E. Crockett.

THE FUNERAL OF THE LATE D. W. FINLAYSON.

The funeral of the late D. W. Finlayson on Saturday last was a very large one. The Oddfellows, under whose auspices the funeral was held, turned out in very large numbers, the Calcedonia club, and the fire department of Scotland.

THE POLICE COURT RECORD FOR MAY.

The police court record for May was: Convictions for drunkenness, seven; for assault, one; violation of the act, four; larceny, one, and fourteen for committing nuisances by riding bicycles on the sidewalks and obstructing the sidewalks with teams. Receipts for month, \$137.87.

THE BARKENTINE MADRID.

The barkentine Madrid, cleared from Summerside on Tuesday with 24,000 bushels of oats for Great Britain, shipped by Messrs Lefurgey, and valued at \$1,100.

THE MARRIAGE OF FRED S. SMITH.

The marriage of Fred S. Smith and Miss Evelyn Mary (Luty) Moore, daughter of Theophilus Moore of the customs department, took place on the 1st inst. The bride was supported by Miss Lucy A. Hodgson and Lillian Moore, and the groom by W. Moore, Kirby was the clergyman. The bride was handsomely attired in a heliotrope dress trimmed with white satin, and the bridesmaids were dressed in white trimmed with lace.

ON WEDNESDAY LAST.

On Wednesday last, the 1st inst., ordination and setting apart for missionary work in Corea of the Rev. Dr. Grierson took place in Zion Presbyterian church. Dr. Grierson is one of three candidates chosen by the Presbyterian church of Canada to labor in the Korean mission field. The sermon was preached by the Rev. A. W. K. Henderson of Georgetown, and the Rev. D. Sutherland conducted the ordination ceremony by prayer and laying on of hands. Archibald Kennedy presented the candidates with a Bible on behalf of the Foreign Mission board. The Rev. A. Sterling addressed the candidate and the Rev. D. B. McLeod addressed the people.

CONSUMPTION CURED.

An old physician, retired from practice, having had placed in his hands by the India missionary the formula of a simple vegetable remedy for the speedy and permanent cure of Consumption, Bronchitis, Catarrh, Asthma, and all throat and lung affections, also a positive and radical cure for Nervous Debility and all Nervous Complaints, after having tested its wonderful curative powers in thousands of cases, has felt it his duty to make it known to all suffering fellows. Actuated by this motive and a desire to relieve human suffering, I will send free of charge, to all who desire it, this recipe, in German, French or English, with full directions for preparing and using. Sent by mail by addressing with stamp, naming this paper, W. A. NOTES, 229 Powers' Block, Rochester, N. Y.

THE SURGEON FOILED.

She—Don't Mr. Banks reflect a great deal? He—Yes; you see he's a very polished fellow.—Vale Record.

WANTED TO PERFORM AN OPERATION.

DR. CHASE'S KIDNEY-LIVER PILLS RENDERED IT UNNECESSARY.

Too many doctors are too ready to use the knife. Many a one is sacrificed on the altar of the "Disease." I have known cases which could be saved by the use of Dr. Chase's K-L Pills. The case of MRS. W. B. AIKEN, of Zephyr, Ont., is one in point. Her husband says that she had been doctoring with several doctors for inflammation of the bladder for over a year.

THE PORK PACKING FACTORY.

The establishment of a pork packing factory now seems to be an assured fact. T. L. Hay, James Pender, Capt. Keast, E. H. Turnbull, Dr. Gilchrist and W. L. Hamlin, the committee in charge of the matter, met at the board of trade rooms on 7th inst. Dr. Gilchrist was in the chair.

CHILDREN CRY FOR CASTORIA.

PROVINCIALISTS WEDDED. (Boston Provincialist.) Miss Jennie Wiggins, formerly of St. John, N. B., and D. J. Morrison, formerly of Loch Lomond, C. B., were married on May 17, at Mr. Morrison's residence, 112 Berkeley street, this city, in the presence of a large number of friends.

BOARD OF TRADE

Protest Against Increased Freight Rates to West Indies.

Full Statement of Winter Port Business, Giving Quantities and Values.

Attention of Shipping Firms Directed to St. John—Montreal Harbor and Federal Aid—Other Business Considered.

The board of trade met on the 7th instant. The president, D. J. McLaughlin, was in the chair, and there were also present W. F. Hatheway, A. L. Spencer, T. H. Hall, Thos. L. Hay, J. A. Likely, F. S. Sharpe, H. C. Tilley, C. F. Kinnear, E. H. Turnbull, W. M. Jarvis, J. W. Keast.

ST. JOHN BOARD OF TRADE.

Winter Exports St. John, N. B., 1898.

Table with 3 columns: Grain, Bags Bushels, Value. Includes Wheat, Oats, Corn, Rye, Peas, Beans, Buckwheat, Barley.

Grand total \$4,838,768

The total dollar shipments to Europe in 1897 were \$4,439,459 sup. ft., in 1898 vessels; and to the United States and other foreign countries \$6,750,000 sup. ft.—a grand total of lumber shipments for the year of \$40,821,459 ft., valued at \$3,938,401.

J. H. MORRISON, M. D.

PRACTICE LIMITED TO Eye, Ear, Nose and Throat.

183 GERMANS STREET, ST. JOHN. HOURS—10 to 12, 1 to 5 Daily. Evenings—Mon., Wed. and Fri. 7 to 9 P.M.

DR. J. COLLIS BROWNE'S CHLOROXYNE

THE ILLUSTRATED LONDON NEWS, 28th Sept. 1898, writes: "It is very seldom that a medicine is so highly recommended by the medical profession as Dr. J. Collis Browne's Chloroxyne."

DR. J. COLLIS BROWNE'S CHLOROXYNE

DR. J. COLLIS BROWNE'S CHLOROXYNE. EVERY BOTTLE OF THIS WELL-KNOWN REMEDY FOR COUGHS, COLDS, ASTHMA, BRONCHITIS, DIARRHOEA, etc., bears on the Government Stamp the name of the inventor—

DR. J. COLLIS BROWNE.

Sold by all Chemists at 1s. 3/4d., 2s. 6d. and 4s. 6d. SOLE MANUFACTURER J. T. DAVENPORT 33 Great Russell St., London, W. C.

PILES ITCHING PILES SWAYNE'S OINTMENT

ABSOLUTELY PAINLESS. Itching Piles, Swayne's Ointment. Itching Piles, Swayne's Ointment. Itching Piles, Swayne's Ointment.

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SUN-PRINTING COMPANY. ALFRED MARKHAM, Manager.

THE WEEKLY SUN.

ST. JOHN, N. B., JUNE 11, 1898.

NAVIES OF THE WORLD.

A return brought down in the imperial commons a few days ago gives the naval strength of Great Britain...

Table with 2 columns: Category (Battleships, Cruisers, etc.) and Value.

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Table with 2 columns: Category (Battleships, Cruisers, etc.) and Value for United States.

THE P. E. ISLAND LAW.

The Sun a few days ago directed attention to the new law in P. E. Island, under the provision of which any outside creditor...

"If the people of Charlottetown, or the island of which it is the capital, choose, like the people of Fredericton...

Writing from Ottawa on June 6th, the correspondent of the Telegraph says: "Today was the seventh anniversary of the death of Sir John Macdonald..."

The purpose to be served by such a paragraph as the above is not very clear. On the day on which it was written the Sir John A. Macdonald monument of Toronto was decorated with flowers...

The late Alexander Mackenzie, when premier, once made a declaration of policy regarding the guardianship of the treasury, and told of the difficulty encountered in resisting the assaults made upon it...

The last issue of the North American Review contains an article on Rehabilitated Upper Chambers from the pen of Mr. Edward Parritt...

After nearly twenty years of uselessness the senate has asserted itself, and in regard to at least one of its actions in the session of 1877...

The senate, as the liberals who present its actions on the railway bill assert, may have sanctioned many doubtful bargains without question, when the bargain originated with a conservative government...

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Non-concurrence to Some of the Senate Franchise Amendments.

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for repairs to ballast the wharf at Campbellton, pointed out that better shipping facilities ought to be provided there. The sum of \$5,000 would acquire and put on the condition of the wharf, which was the one needed in the public interest.

CITY NEWS.

Recent Events in and Around St. John, Together With Country Items from Correspondents and Exchanges. When ordering the address of your WEEKLY SUN to be changed, send the NAME of the POST OFFICE to which the paper is going as well as that of the office to which you wish it sent.

SUNDAY SCHOOL. THE INTERNATIONAL LESSON. LESSON XII.—June 19.

GOLDEN TEXT.—I am he that liveth, and was dead; and behold I am alive forevermore.—Rev. 1: 8. HISTORICAL SETTING. Time.—Jesus rose from the dead Sunday morning, April 9, A. D. 30, and ascended 40 days later, May 18.

NOTICE. To Subscribers of the St. John Sun.

The following Collectors are in the Counties named. Subscribers in arrears will please be prepared to pay when called on. H. D. Pickett, Digby and Annapolis Counties, N. S.

SEE THAT THE FAC-SIMILE SIGNATURE OF CHARLES H. HITCHCOCK IS ON THE WRAPPER OF EVERY BOTTLE OF CASTORIA. 900 DROPS. Vegetable Preparation for Assimilating the Food and Regulating the Stomachs and Bowels of INFANTS CHILDREN.

WANTED.

WANTED—Smart agent to sell an article easily sold in every farm house. Large commissions paid. A splendid chance to make money. Apply to J. H. GREEN, 2 King street, St. John, N. B.

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JUNE WEDDINGS.

A large number of friends of the Centenary church Wednesday afternoon at four o'clock, to witness the marriage of Miss Maud Wilson, second daughter of Walter Wilson, Union street, to A. H. McCready, publisher of the Backville Post, and a well known former member of the Daily Sun staff.

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SUNDAY SCHOOL COLUMN.

St. John County S. S. convention will be held in St. David's church on the 21st inst. It is hoped there will be a good attendance of workers, delegates and others from the outlying parishes. Let the superintendents everywhere in our county keep the matter before their schools and in every way seek to deepen the interest.

A SUGGESTION.

There are two subjects that should hold an important place in Sunday school teaching and training, namely, "Missions" and "Systematic Giving." The interest of scholars should from the first be aroused in the carrying out of our Lord's great commission, to "preach the Gospel to every creature," and they should be taught that an important step in this great end is the consecration of our minds to the service of the Lord. There are evidences that amongst earnest Christians the principle of systematic giving is being more and more widely adopted, but the great majority of Christian people are still indifferent or careless in the matter. If the church were fully alive to its duty and responsibility along this line, we would be called upon to read pathetic appeals from the home and foreign fields. The hearts of workers everywhere would be strengthened, our sympathy would be substantially proved and our prayers would not be hindered.

We would commend this most important matter, the principle of systematic giving, to the thoughtful consideration of the readers of the column.

Have you ever thought of your service to the Lord, either in the work you do or the money you give as an investment?

What does Malachi 3, 10, or Prov. 3, 9-10, teach?

We are too prone to be taken up with the investments of this world. "All the labor of man is for his mouth, and yet he is not satisfied, and he will not be filled."

"Lay not up for yourselves treasures upon earth, where moth and rust doth corrupt, and where thieves break through and steal; but lay up for yourselves treasures in heaven, where neither moth nor rust doth corrupt, and where thieves do not break through and steal: for where your treasure is, there will your heart be also."

Let us take a purely business view of the matter, and just as we provide for the investments of business provide also for our income for investment in our Lord's service. If we do so we shall have a share in the building and extension of His everlasting kingdom. Time will pass away; eternity will stretch before us. Then will our relation to Christ and His work be everything; then will we realize the value of investments in those things that are true and eternal.

Teach the children the immense value of having an interest in eternal things and the importance of early adopting the principle of systematic giving.

PROVINCIALISTS IN WORCESTER.

C. C. Moulton, late of Fredericton, is doing a good business as agent in Worcester, Mass., of the Incandescent Gas Lighting Co. of Boston.

Miss Georgie McInnis, a graduate of Prince of Wales college, Charlottetown, is the most successful evening school teacher in Worcester.

James Phillips, formerly of Charlottetown, controls extensive marble works in Worcester. His son Frank has gone to the Klondyke.

Harry Perkins, formerly of P. E. Island, is the owner of considerable real estate in the suburbs of Worcester.

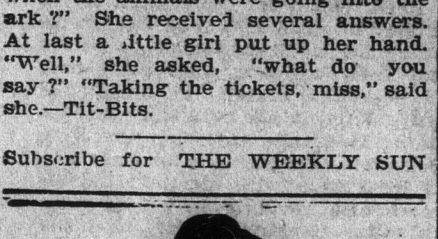
W. J. Griffin, also an Islander, is a leading Worcester tailor.

E. G. Lander of Halifax, N. S., is still filling the position of bookkeeper for the Worcester Belling company. Among the most successful Nova Scotians in Worcester is T. D. Fletcher.

Joseph Fortune, formerly of Margaree, C. B., who has been for some time foreman in the building and repairing department of the city, has been promoted to the position of assistant superintendent—Provincialist.

While teaching a class in Sunday school recently the teacher asked: "What was Noah supposed to be doing when the animals were going into the ark?" She received several answers. At last a little girl put up her hand. "Well," she asked, "what do you say?" "Taking the tickets, miss," said she.—Tit-Bits.

Subscribe for THE WEEKLY SUN



CARTER'S LITTLE LIVER PILLS
SICK HEADACHE
Positively cured by these Little Pills.

They also relieve Distress from Dyspepsia, Indigestion and Too Hearty Eating. A perfect remedy for Dizziness, Nausea, Drowsiness, Bad Taste in the Mouth, Coated Tongue, Pain in the Side, TORPID LIVER. They Regulate the Bowels. Purely Vegetable.

Small Pill. Small Dose. Small Price.
Substitution
the fraud of the day.
See you get Carter's,
Ask for Carter's,
Insist and demand
Carter's Little Liver Pills.

DRUMMOND DEAL.

Story of Efforts to Sell the Road.

A Very Low Offer—Could Have Been Had for \$500,000.

Haggart Would Not Take It, but Blair Agreed to Give Equivalent to Over Two Millions for the Line.

OTTAWA, May 31.—The committee appointed by the house of commons for the investigation of the Drummond county railway deal met this morning for the adoption of its report. Two reports were presented, a majority report, signed by Messrs. Lister (chairman), Carroll, Morrison, and McIsaac; a minority report, signed by Messrs. Haggart, Borden and Powell.

The minority report is as follows: The Drummond County railway may be considered as consisting of two portions, the first (hereafter referred to as the old portion), being ninety and one-half miles in length, and comprising the main line from St. Rosalie to Moose Park, and the branch from Drummondville to Nicolet; the other portion (hereafter referred to as the new part) being forty-three and one-quarter miles in length, and extending from Moose Park to the junction with the Grand Trunk railway at Chaudiere.

The following subsidies have been received by the Drummond County Railway company in aid of the construction of the old portion up to the 30th day of June, 1897:

(a) From the dominion of Canada.....	\$287,936 00
(b) From the province of Quebec.....	347,420 00
(c) From municipalities.....	15,000 00
Total.....	\$650,356 00

In aid of the construction of the new portion, a subsidy of \$3,200 per mile for forty-two and one-half miles has been granted by the parliament of Canada, but has not yet been received by the company.

FIRST EFFORT TO SELL. In 1893 the Drummond County Railway company had unsuccessfully endeavored to dispose of their railway to the Grand Trunk Railway company. On July 1st, 1894, the indebtedness of the former company amounted to \$178,213.65, the greater portion of which was owing to the Eastern Townships bank, of which William Farwell was manager. The larger part of this indebtedness bore interest at 7 per cent, and a portion at 8 per cent. At that time \$2.81 miles of the old portion had been completed, the remaining 7.72 miles of the old portion were then under construction, and were completed before the 1st of July, 1895.

The shareholders of the company, on the 16th of July, 1894, gave to Mr. Farwell the following option: "For and in consideration of the sum of one dollar to each of us in hand paid by William Farwell of Sherbrooke, P. Q.:

"We, and each of us, hereby give to said William Farwell, a thirty days option in which he may pay to us the round sum of \$500,000, for which sum, if paid within thirty days, we agree to sell, transfer and deliver to him, or his assigns, the Drummond County railway both main line, branches, sidings, rights of way, stations, other buildings, rolling stock, tools, franchises, charters, bonuses, subsidies, and appurtenances whatsoever exacting as the whole property stands and is."

Further clauses made this offer cover the whole capital stock and bonds issued and to be issued, mortgages, liens, mortgages with right of way paid for. This was signed by the holders of 4,000 shares, all then issued. The option was later transferred by Mr. Farwell to Hugh Ryan of Toronto. The report, after stating this, goes on:

"This option was either extended from time to time, or there was an understanding that it might be acted upon at any time until the end of the year 1894, but as it did not result in the sale of the road a second option in similar terms was subsequently given by the shareholders to Mr. Farwell at the price of \$400,000.

Options were also given to other persons by the company, but without any result.

MR. RYAN'S PLAN. The object of granting the first mentioned option was to induce Hugh Ryan, a contractor, to undertake the task of completing the road and afterwards selling it on the best terms possible. From the amount which he would receive there was to be deducted, in the first place, the amount of the option, \$500,000, then the cost incurred by Mr. Ryan in completing the road, and the balance, if any, was to be divided, according to Mr. Farwell, between him and his associates, who were to receive one-third thereof, and Mr. Ryan, who was to receive two-thirds thereof. Mr. Ryan, however, does not remember this feature, but says that he was offered the road for \$500,000.

HAGGART WOULD NOT BUY. In consequence of the unsatisfactory service afforded by the Grand Trunk railway between Levis and Montreal, Mr. Haggart, at that time minister of railways and canals, turned his attention in 1894 to the question of extending the Intercolonial railway to the latter city. He caused an estimate to be made of the cost of constructing such a railway as the Drummond railway would be when completed according to the requirements for subsidy, and made enquiry as to the cost of running rights over the Grand Trunk railway from Ste. Rosalie to Montreal and of terminal facilities at that city. At a later stage Mr. Ryan opened negotiations with Mr. Haggart for the sale of the Drummond County railway, but the latter, after making some investigation of

the matter, declined to recommend the purchase of the road, and no further negotiations appear to have taken place between the company and any member of the government until the year 1897.

THE GREENSHIELDS' DEAL. In 1897 the present minister of railways and canals entered into negotiations with N. Greenshields, the resident of the Drummond County Railway company, for the acquisition of the road by the government of Canada. These negotiations were principally carried on between Mr. Greenshields and Hon. Mr. Blair, but Mr. Greenshields and his associate, Mr. Mitchell, had interviews also upon the subject with the Hon. Mr. Tarte, minister of public works.

Mr. Greenshields has been for many years a very active liberal worker and organizer, and was one of the legal advisers of the liberal party in Montreal. He was also the legal adviser of the Hon. Mr. Tarte, during the progress of the negotiations which resulted in the agreement of May, 1897, between the Drummond county railway company and the government.

Hon. Mr. Tarte, purchased for his sons (his sons are Greenhields, the stock of which except a very few shares is owned by his sons) La Patrie newspaper, published in Montreal. Mr. Greenshields acted as solicitor for the Hon. Mr. Tarte and his sons, or for the liberal party, in connection with the purchase and sale of the road.

On July 1st, 1897, Mr. Tarte or his sons, by cheque for \$50,000, which cheque was covered to the extent of \$5,000 on the same day by a cash payment from Hon. Mr. Tarte to Mr. Greenshields, and on the following day by a further payment by Mr. Tarte or his sons to Mr. Greenshields of \$45,000 in cash and \$10,000 in a cheque or cheques. The price to be paid for the newspaper was \$30,000. The balance of \$10,000 was not then paid, but was secured to the vendor by promissory notes made by Mr. Tarte's sons and endorsed by Mr. Tarte and Mr. Greenshields. These notes were subsequently paid by Mr. Tarte or his sons.

The moneys which were paid for the purchase of the newspaper, were, according to the evidence of Mr. Tarte, contributed by his political friends, whose names he declined to give; but he says that no person connected with the Drummond county railway paid any portion of it.

DETAILED EXAMINATION. The result of the negotiations between Mr. Greenshields and the government is embodied in the agreement submitted to parliament in the session of 1897. These negotiations were carried on and the agreement entered into before any actual examination of the road with a view to purchase, was made on behalf of the government.

Mr. Schrieber's previous report was as to the cost of constructing such a road which was completed in the session of 1897. He never saw the road, and his report had no reference to the road as it then was.

The terms of purchase contained in the agreement of 1897 were briefly as follows:

"The company undertook to extend its line from Moose Park to the western side of the Chaudiere river, and to construct such extension to the satisfaction of the government engineer, with a maximum grade of 52.80 feet to the mile, and also to reduce the grade on the old portion of the road, namely, between Carmel Hill and St. Francis, to a maximum grade of 52.80 feet to the mile. The company also covenanted to pay off all existing encumbrances. Her Majesty agreed to pay to the company the yearly sum of \$70,000, in half-yearly instalments of \$35,000, for a period of 99 years, and at the expiration of that period the road was to become the property of the government. Of this yearly sum of \$70,000, \$6,000 represented the yearly rental paid by the Drummond county railway company to the Grand Trunk railway company for the use of the latter company's road from Chaudiere to Levis, and the balance of \$64,000 per year for 99 years, represented the purchase price of the Drummond county railway.

The rolling stock, worth from \$60,000 to \$70,000, and the railway supplies and equipment were not covered by this payment, but were to be paid for by the government, at a valuation to be agreed upon between the company and the minister.

BIG PROFITS IN VIEW. An annual rental of \$64,000 for a period of 99 years on the basis of semi-annual payments, is equivalent to a present value of \$2,094,192, if capitalized at the rate of 2 1/2 per cent, the rate of interest which the dominion pays for the money raised by its latest loan. Mr. Schrieber's estimate of the cost of the road if built fully up to the places and specifications of the subsidy agreement is the sum of \$1,535,000. The amount expended by the company under the agreement of 1897 would have given to the company on this basis a profit of \$1,209,508.

A MODIFICATION MADE. The above agreement was subject to confirmation by act of parliament. Such confirmation was refused, and on the 23rd day of February, 1898, a further agreement was entered into between the government and the company, which contained the following important modification of the agreement of 1897:

(a) That it should be optional with her Majesty to purchase the entire line (not including rolling stock absolutely and free from all encumbrances) for the sum of \$1,600,000, from which sum was to be deducted all amounts paid, or entitled to be paid, under the Subsidy Act, 60-61 Victoria, chapter 4, and all amounts remaining unexpended or unpaid by the company in improving the railway as in the agreement provided.

(b) That the company should immediately expend not less than \$100,000 upon such portions of the railway, and in such manner as should be indicated by the minister, and in default thereof

that the minister might so expend that sum, or any portion thereof, and deduct the amount from the purchase price.

Of this sum of \$100,000 it appears from the evidence of William McLeod, the government engineer in charge, that the sum of \$65,795 at least, in addition to any expenditure required to be made by the company under the agreement of 1897.

These modifications, which have been effected in consequence of the refusal of parliament to confirm the agreement of 1897, partially illustrate the imprudence of that agreement.

As above explained, the present value of the annuity or rental for 99 years provided for by the agreement of 1897 is the sum of \$2,094,192. Under the agreement of 1898 the government has the right to purchase for the sum of \$1,600,000. From the latter sum is to be deducted, as above mentioned, an additional expenditure on the Drummond County railway provided for by the agreement of 1898, and which is estimated by Wm. McLeod at the sum of..... 65,795 \$1,534,205

Leaving a difference of..... \$559,987

Upon the basis of Mr. Schrieber's estimate already referred to the company, having expended of their own moneys only the sum of \$384,644, and receiving under this modified agreement the net price of \$1,500,000 in addition to the price of the rolling stock, etc., would have made a net profit of between \$650,000 and \$700,000.

A CONTRAST. The sum of \$2,094,192, the present cash equivalent of the annuity to be paid for the completed road, is starting when compared with the valuation of the road on the basis of the option to Mr. Farwell in July, 1894. At that time, as has already been pointed out, all of the 90.53 miles of the old portion were completed, with the exception of 7.82 miles, which were then under construction. This option was for the sum of \$500,000, and included not only the road but also the rolling stock and equipment, worth upwards of \$80,000. According to the sworn statements of the government of Mr. Newton and Mr. McLeod, the expenditures made after the expiration of this option, and those still to be made to meet the requirements of the contract of May, 1897, are less than \$685,000. The value of the road when completed in accordance with that contract would have been, on the basis of this option to Mr. Farwell, less than \$1,115,000.

On the basis of the second option to Mr. Farwell the value would be \$100,000 less, or the sum of \$1,015,000, which is less than one-half of the cash purchase under the agreement of 1897.

GREENSHIELDS' STOCK. Still more startling is the comparison of the price under the agreement of 1897 with the value placed upon the stock of the company, as immediately before the negotiations of 1897. A large proportion of the capital stock of the company was then purchased by Mr. Greenshields at par subject to the indebtedness of the company then existing. The total stock of the company was \$400,000, all of which was paid for by Mr. Greenshields, interest, subsequent cost of construction, etc., the valuation of the completed road would on the basis of this sale be under \$1,090,000.

Mr. Greenshields' actual purchase of \$400,000 of the stock at par was not made until after the completion of 1897 had been entered into. Previously to this he had secured options upon this stock, but these were not exercised until after the government had agreed to purchase.

At a previous date, or before the purchase of the stock, Mr. Greenshields had come into power, and the result of the negotiations of Mr. Greenshields had acquired \$30,000 worth of stock for the sum of \$24,000, and \$50,000 worth of stock for which he gave no consideration beyond his professional assistance and his advice and influence as a financier, in furthering the interests of the company. Thus for \$24,000 of stock, or nearly one-third of the company's stock, Mr. Greenshields gave no money consideration beyond the sum of \$24,000. Upon the basis of the agreement of 1897, Mr. Greenshields would have received from this investment of \$24,000 a net profit of more than \$400,000. Even upon the basis of this agreement of 1898 his net profit on this investment of \$24,000 would be \$240,000.

Assuming that the persons who now hold the stock of the company either paid for it in full in the first instance, or acquired it at par, the cash equivalent of the annuity under the agreement of 1897 would afford a profit of not less than \$1,000,000.

ROAD'S EARNING POWER. The best test of the value of the road is its earning power. Its average net earnings for the three years ending the 30th of June, 1897, which are the largest annual earnings of the road, were \$33,124. This would represent at 6 per cent a valuation of \$552,071. The amount expended in the maintenance of the line and buildings, and in the general operating expenses of the railway, have been abnormally small. Were they up to the average per mile of any of the many well maintained railroads of the dominion, there would have been a large annual deficit in the working of the line, even if the "working and repairs of cars," which vary according to traffic, were maintained at the present small amount. The chief source of revenue for the railroad has been the lumber trade, which has been increasing, and until the forests

are cut away will afford a good source of income. Outside of this the freight traffic and the passenger traffic as well have for the last six years been substantially stationary, according to the evidence of Mr. Newton and the sworn returns made to the department of railways.

SLIGHT PASSENGER SERVICE. A fairly good idea of the insignificance of the passenger traffic may be got from the fact that for the ninety and a half miles of railway which have been in operation during the last three or four years, one first-class car and one second-class car have been found ample. This small earning and discouraging prospects for the future perhaps account for the fact that Mr. Greenshields got one-fifth of the total stock of the company for \$24,000, and one-eighth of the total stock of the company for his professional assistance and his advice and influence as a financier.

COST OF CONSTRUCTION. Considerable evidence has been given respecting the amount required to construct the road. This evidence was chiefly in form of estimates made by Mr. Schrieber and others, and summarized by the government engineer of the company, Mr. Schrieber's estimate, as has been stated, is not of the road as constructed, but as it should be constructed, and is \$558,492 less than the present cash value of the payments to be made for it under the agreement of 1897, but even this estimate, which was made without any personal inspection of the road, your committee regard as excessive. The other estimates were mere conjectures, and so widely divergent and so contradictory in results that they are of little value. No details of the construction account previous to 1890 were submitted to the department of the company, in their return made under oath to the department of railways, state that they cannot give details of construction. Up to 1890 the construction was carried on without any contract with the company, by Messrs. Church, Mitchell & Fee, the real owners of the road. The returns made by the company to the department of railways, in connection with the evidence of Mr. Newton and others, show conclusively that these summaries, whatever purpose they are intended to serve, are no reliable guide, save the least, in solving the question of cost. While your committee are not enabled to state exactly the cost of the road, they feel satisfied that the estimates as to such cost submitted to the committee are excessive.

THE GRAND TRUNK AGREEMENT. Evidence was also given before the committee respecting the agreement between the government and the Grand Trunk railway company for running powers over 35 miles of the company's road, between St. Rosalie and Montreal, and over the Victoria bridge, and for terminal facilities at Montreal. The original agreement bears the date the 15th of May, 1897, and was made subject to confirmation thereof by parliament and by the shareholders of the company. Parliament failed to confirm the agreement, and new agreements were entered into on the first day of February, 1898, between the company and her Majesty.

By the thirty-fifth clause of the original agreement the government agreed to pay five per cent upon one-half of the construction of double tracks between Ste. Rosalie and St. Lawrence, for the making of more extensive yard improvements at Point St. Charles, or intermediate points between that point and Bona Ventura station, and for the laying of additional tracks between such points, in case the government should determine to use any of such works or improvements. By the thirty-fifth clause of the agreement of 1898 the government pay interest at the rate of four per cent, only; and not upon one-half of the cost of such improvements, but only upon the proportion which the combined engine and car mileage of the Intercolonial railway for the preceding year over such portion of the company's lines upon which such improvements have been made, bears to the total combined engine and car mileage upon such portion. In addition to this her Majesty has the option of paying in cash the shares or proportion of the cost so ascertained.

It is a question of the probability of such improvements, and to the probable necessity of use thereof by the Intercolonial railway, and to the present low rate of interest, the importance of this modification will be readily recognized, as the combined engine and car mileage of the Intercolonial railway would be only a very small proportion of that of the Grand Trunk railway.

ANOTHER IMPROVEMENT. Another very important modification effected by the agreement of 1898 is that with respect to all traffic originating throughout the company's system of connections west of Montreal, and offered for shipment to any point on the Intercolonial railway or reached by its connections, Montreal shall be the junction point, and the company undertakes to route all traffic destined to points on the Intercolonial railway. In other words, by the terms of the agreement of 1898 the government has the right to have all such traffic from the west handed to the Intercolonial railway by the Grand Trunk railway at Montreal, instead of being conveyed by the Grand Trunk railway to Levis.

Under both agreements with the Grand Trunk railway company the government agreed to pay to the company an annual rental of \$44,000 for the rights granted to the government of the agreements, of which sum \$28,500 represents the annual rental for the use of the terminal facilities at Montreal, \$46,000 represents the annual rental for the use of the Victoria bridge, and \$37,500 represents the annual rental for an undivided half interest in the line from Ste. Rosalie to the Victoria bridge.

A CONTRACT. Evidence was given by Mr. Schrieber as to the rental received by the government from the Dominion Atlantic Railway company for a lease of thirty-four miles of the Intercolonial

railway from Windsor to Windsor Junction, and for running powers over fourteen miles of the Intercolonial railway from Windsor Junction to Halifax, and for terminal facilities at Halifax. The Intercolonial railway bears the cost of maintenance and receives one-third of the company's gross earnings over this line. The average net rental received by the Intercolonial railway during the past eight years for the forty-six miles of road and for the use of the terminal facilities at Halifax, which are very extensive, is the sum of \$16,882.50. The Dominion Atlantic railway has a very heavy freight traffic into Halifax, of this portion of the Intercolonial railway. The Dominion Atlantic runs six passenger trains daily over the Intercolonial while the Intercolonial runs only four passenger trains daily over the Grand Trunk railway between Ste. Hyacinthe and Montreal.

Your committee endeavored to obtain such information as would enable an estimate to be made of a reasonable rental for the rights granted by the Grand Trunk railway to her Majesty under the agreement of 1897, if calculated upon an ordinary wheeled basis, but were unable to procure sufficient statistics.

Mr. Schrieber's report as to the proposed rental seems of little value, as under his instructions he estimated the rental on the basis of equal user by the Grand Trunk railway and by the Intercolonial railway of such portions of the terminal facilities as would be required by the Intercolonial railway; while the user by the Grand Trunk railway of such portion will be many times greater than the user of the Intercolonial railway.

The published time tables show a daily user of the terminal facilities by eighty-two passenger trains of the Grand Trunk railway, and by four passenger trains of the Intercolonial railway.

The total number of cars of each railway in and out of the yard at Point St. Charles during the past two months (March and April), is as follows:

G.T.R. I.C.R.	
March.....	53,940 2,171
April.....	45,167 2,210
Total.....	99,107 4,381

The total number of passenger trains of each railway crossing the Victoria bridge daily is as follows: Grand Trunk, 46; Intercolonial, 4. Freight cars of both railways passing over Victoria bridge and the railroad from Victoria bridge to Ste. Rosalie.

G.T.R. I.C.R.
March..... 17,084 2,338
April..... 10,491 2,867

Your committee are satisfied that the rental payable by the Grand Trunk Railway company under the agreement of 1897 and 1898 is exorbitant; that the rental as well as the payments for betterments and maintenance should all be fixed on the basis of user; and that the payments provided for in those agreements are enormously in excess of what they would be if calculated upon such a basis.

MINORITY REPORT. OTTAWA, May 31.—The special committee of investigation into the subsidies granted to the Drummond County railway and into the negotiations and transactions between the government or any member of it and the Drummond County railway, have adopted the report, after holding thirteen sittings, and examining sixteen witnesses and a large number of documents. The report says: "That no evidence whatever was given or offered which affected in the least degree the honor or integrity of any member of the government in connection with the present case, or the evidence Mr. Haggart and Mr. Powell, the two conservative members of the committee present at the sitting, in answer to the chairman, stated as follows: Mr. Haggart—We never made any charges of corruption. Mr. Powell—Candidly, I never heard anything in the house about corruption.

"That as far back as 1894 Mr. Haggart, late minister of railways, thought it would be in the interests of the country that the I. C. R. should be extended into the city of Montreal. From the evidence given and statements made by conservative members of the committee it is clear that there is no difference of opinion as to the wisdom of the policy of the government in extending the I. C. R. into Montreal, the only difference between parties being the price to be paid for such extension. In 1894 negotiations of an informal character were begun with the then minister of railways, with a view to the sale by the company to the government of the road, the expectation of the owners being that they would receive \$2,500,000 cash or \$100,000 a year rental, and under instruction of Mr. Haggart the valuation of the road on the basis of its extension to Chaudiere Junction was made by Mr. Schrieber, who estimated the value at \$1,535,000, but it must not be overlooked that this valuation was made on the reports of others, and not on the personal knowledge of Mr. Schrieber, who admitted that he had not yet seen the road, and the valuation was based on the assumption that the 42 1/2 miles to be completed would be of the same description as the then finished portion, whereas the fact is now of a standard equal to, if not higher than, the I. C. R. To your committee it seems almost incredible that a great railway such as the I. C. R., which has cost Canada between \$40,000 and \$50,000 per mile, and on the whole over \$55,000,000, should for so long a time have had its terminus at Levis, instead of a great commercial city such as Montreal, where it would be in a position to compete upon equal terms, or nearly so, with the other great railways, and in all probability thereby cease to be a heavy burden upon the treasury of Canada. The Drummond County railway is the most direct, cheapest and best route by which to bring the I. C. R. into Montreal. The Drummond County Railway Co. have received subsidies from Canada of \$287,936, all of which appears to have been expended on the construction of the road. The new road between Moose Park and Chaudiere is constructed up to and in some respects superior to the standard of

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