

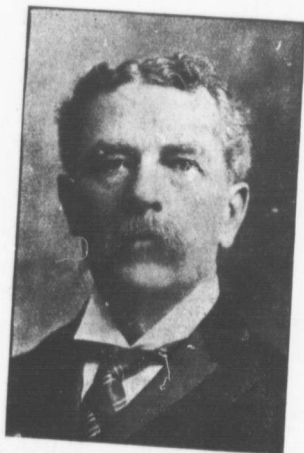
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APRIL 9, 1.

EVENTS

PUBLISHED
WEEKLY

Character of
the
G.T.P.Changes
The Discussion
in
Parliament



Hill Does
Control
Lord Curzon
and Lhasa
One-Sided
Purists

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EVENTS

Published Weekly.

12
Vol. 6, No. 15.

OTTAWA, APRIL 9, 1904.

Whole No. 264.

The New G. T. P. Ry. Proposals.

THE proposed alterations to the Grand Trunk Pacific contract have been laid before parliament and the printed copy has been distributed. It is found that the supplemental contract as published in this paper some weeks ago is identical with the official copy.

The return commences with a letter to Sir Wilfrid Laurier from Sir Charles Rivers Wilson, dated in London, England, Dec. 15th last. This is a little more than one year from the publication of the first proposals for a new transcontinental railway to end in the east at North Bay. At that time we objected to the proposals on two or three principal grounds. One was that the old Grand Trunk Railway were not committed to or investing in the scheme; that they were simply promoters. Also, that the Eastern outlet of the proposed road would be in the United States and, further, that an attempt was being made by the promoters to deprive Canada of the Canadian Northern system and to crowd out of the way two well-known Canadians who had by perseverance and hard work,

and with public assistance, constructed, acquired and consolidated a system of railways already over 1,600 miles in extent, covering important territory in the West and already engaged in constructing railways in the Eastern parts of Canada, with the object of connecting the two ends of the system into one great transcontinental line. We believed that this attempt to crowd out a Canadian system of this character was not in the public interest.

Then came the actual measure as brought down by the government on July 30 last. Sir Wilfrid Laurier, who introduced the measure, stated that the objectionable features to which we have alluded had been eliminated from the prepared measure. The road instead of stopping at North Bay was to be extended to Quebec and Moncton and Canadian territory and Canadian ports were to be essential features of the government policy. The Premier laid more stress upon one point than upon any other, and that was that the old Grand Trunk Railway Co. were to be behind the scheme substantially and were to show

their bona fides by acquiring the whole of the common stock to the amount of \$30,000,000. This removed another of the objections taken in these columns. The Premier also assured the House and country that every guarantee had been taken to make the Western section dependent on the Eastern section and so as to compel the Grand Trunk Pacific to equip and operate the Eastern section along with the Western. That announcement was heartily cheered by the government supporters.

The proposed alterations in the contract were made public Feb. 29 last as incorporated in the new agreement dated Feb. 18. The original contract made the return of the deposit by the company of \$5,000,000 in cash with the government dependent on the equipment of the whole line of railway. By the new agreement the application of this deposit to the construction and equipment of the Eastern section is withdrawn, and it is made wholly applicable to the Western division so far as forfeiture is concerned. The change transfers the equipment of the Eastern division to the Western division until such time as the government of Canada builds the Eastern section. The original agreement provided for an issue of bonds with government guarantee dependent upon the Eastern division being at the time furnished with rolling stock and the \$5,000,000 deposit still unforfeited in the hands of the government. The proposed alterations dispense with the tying up of this issue of bonds with the Eastern division and the deposit. The new agreement provides for the completion of the Western division ahead of the Eastern division by declaring that the company shall be entitled to operate the Western division by itself. In the contract the Western division is defined as comprising that portion between Winnipeg and the Pacific ocean. The new agreement also lets the Grand Trunk out of the condition under which they must hold the whole of the common stock by allowing them to dispose of nearly one-half of it.

We have given above, first, a few of the objections to the original proposals, second the Bill itself from which these objectionable features were eliminated, and some of

the proposed amendments. On the removal of some of the principal objections to the original proposals which were made in these columns we described the measure as "much better and much more in the public interest than the proposals first made to the government by certain gentlemen," and it was added that the fact that the old Grand Trunk Railway Co. was pledged so strongly made the scheme more satisfactory.

These proposed alterations bring us back very largely to where we were at first and permit the Grand Trunk to build the Western section alone and to operate it alone, and then carry out our Canadian products to the sea by way of United States territory and to a United States port. That is the inevitable consequence of the adoption of these proposed amendments and there are other consequences equally serious and perhaps more to be deplored. The government would not dream of asking the parliament of Canada or the people it represents to sanction, under the guise of a large and pressing scheme, a western railway project. In fact a proposal to aid a new line of railway through Manitoba and the Northwest Territories could hardly be justified in view of the network of railways at present in Manitoba and the activity in the Territories of two large systems with trunk lines and numerous branches. The sole ground upon which the Grand Trunk Pacific contract was defensible in the eyes of the government was as a through road reaching maritime ports in the Dominion. But this amended contract, stripped of all illusion, permits the Grand Trunk Pacific Railway to jump off at North Bay and turn down to Portland. The policy of the government of throwing a line of railway across the continent on Canadian territory has been found to be impracticable so far as the Grand Trunk is concerned. We believe that the government could easily and with great speed and with immediate benefit to the country afford the people the boon of such a line. But apparently the government went to the wrong shop. The Grand Trunk have confessed their inability to do it and they have asked the government now to sanc-

tion what is practically their first proposal which was to allow the old Grand Trunk to tap the prairie section of the country. For this purpose they do not require to go further than North Bay. Indeed they do not want to come east of Winnipeg. The government can hardly hope to justify such a proposal when, in fact, they resisted it a year ago and practically told the Grand Trunk people that they could not ask parliament to stop short of Quebec. The Moncton end was then tacked on to placate the maritime provinces and so the Grand Trunk finally found a scheme on their hands for which they did not ask, which they did not want, and which they never contemplated putting through.

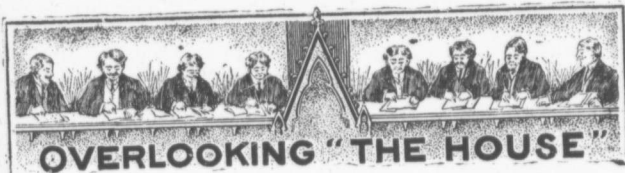
Sir Charles Rivers Wilson told his shareholders that it was desirable, to use his own words, for the Grand Trunk to tap the prairie section. In his letter to Sir Wilfrid Laurier dated Dec. 15, he describes the securing by the Grand Trunk Railway of its share in the growing prosperity of the Northwest as a "necessity" and—wonderful reasoning—proceeds to connect the necessity which the Grand Trunk directors feel, with the argument that the burden of financial liability "should be shared between the government of Canada and the Grand Trunk Railway Co., in as equitable proportions as possible." The Grand Trunk Railway Co. being bound as a commercial enterprise to secure an entrance to the prairie section it follows, according to the reasoning of Sir Charles Rivers Wilson

that the public should share half the cost. That is just what the government of Canada refuse to do, to sanction the extension of the present Grand Trunk system into the Northwest but if the proposed alterations are sanctioned they will accomplish just that and nothing more. For the government to ask parliament to sanction them is to stultify itself. It will require more than the adroit and subtle powers of the Premier's eloquence to convince the public mind that under the proposed amended contract the Grand Trunk have not thrown over every part of the scheme which lies east of the point where the trunk line can connect with North Bay.

We have not space here to go into the financial aspect of the question as affected by the proposed alterations, but we might reproduce the first paragraph of an article in the Toronto News of one day last week, as follows:—

The people of Canada should understand what the financial side of the Grand Trunk Pacific bargain means.

1. It is a surrender by the Government of the power of fixing the amount of its liabilities. The Government of Canada resigns to private capitalists the right to say how large are to be the obligations for which the people of Canada are to assume the responsibility. Two important questions, (1) the amount of the bonds to be assumed by the Government, (2) all control over the fixed charges on a road which the people are helping liberally, is relinquished, and turned over to the control of a Board of Directors.



THE debate on the amended Grand Trunk Pacific Ry. contract, which was begun in the House of Commons on April 5, took the form of a resolution introduced by Sir Wilfrid Laurier, the leader of the government. We have already outlined without comment the nature of the changes which this resolution makes. In the preceding article this week we have felt called upon to criticize them. It is proposed here to give some idea of the line taken on both sides of the House in the discussion of those changes.

Sir Wilfrid Laurier spoke for one hour. He did not display much enthusiasm over the task of telling the House how short-sighted the government had been last session. The House was about half filled and the galleries betokened even less interest among the public. The Premier described the task before the government as a complex one with regard to the whole transportation question. There was the task of connecting the Great Lakes with the Atlantic seaboard. There was the task of connecting the Pacific Ocean with Yukon Territory, and there was the task of building a railway from tidal water to tidal water. They had commenced with the last chiefly because the development of the West was so rapid and the single line of the C. P. R. inadequate. There were political and commercial reasons. There was one very significant sentence which followed his description of the need of early accommodation for getting the wheat out of the West in the winter. "There is not," he said, "unfortunately, the same unanimity in regard to the section of road extending eastward." In other words it has been brought home to the Premier that in the opinion of the Grand Trunk the section of road from Winnipeg to Quebec is of no pressing im-

portance. That is where the Grand Trunk is wrong, but they appear to be in control.

The character of the country between Winnipeg and Quebec, about which so much has been said, was again described by the Premier from evidence furnished by a Jesuit missionary in a book written in the year 1671. We have no doubt that if the archives of the ark were searched it might be found that Noah had written something concerning that stretch of country. We prefer to take the Grand Trunk's opinion that it is not a good place in which to build a railway at present.

We thought, said the Premier, that it would be a good thing after we had decided to build a transcontinental railway to interest the Grand Trunk. The Grand Trunk thought it would be a good thing to harness the government, would be a much more accurate description of the situation and that description is not to be found in a book 290 years old, but in sessional paper No. 37 entitled "Supplemental Agreement between the King and the Grand Trunk Pacific Railway Co." According to the Premier this agreement is brought down because the Grand Trunk found the conditions of the contract "too onerous." The first change extended the time for the completion of the railway across the prairies until Dec. 1, 1911.

The deposit of \$5,000,000 as a guarantee for the carrying out of the contract for the construction of the line and its operation, and the condition of supplying \$20,000,000 of rolling stock, as described in the contract, were represented to the government. The Premier told us, as terms too exacting; that it might happen that the government section of the line would not be completed and in a position to take the rolling

stock, and therefore the deposit might be tied up indefinitely. The government were, therefore, agreeing to the return of the deposit when the western section is completed and equipped. This verifies what we state elsewhere, that the Grand Trunk contemplates a steady and permanent divorce between the eastern and western sections of this line. The government may, in the weary course of years, build and extend the Intercolonial Ry. from Quebec to Winnipeg, but by that time the Grand Trunk Pacific will have established all its channels of traffic and the government of the day will be powerless to carry out the original scheme. It is true that the Premier expressed the "hope" that the eastern section will proceed pari passu with the western section. This world is full of unrealized hopes, and we are afraid that the skepticism displayed plainly by the Grand Trunk in this Supplemental Agreement will have a rather blighting effect.

The reason put forward by the Premier for increasing the amount of aid given to the company for building the western section was the unusually dear price of money in the money markets of the world which condition did not exist when the contract was made last October. There is no sort of doubt that in this the Premier is misinformed. By actual test it was found last fall impossible to sell a bond guaranteed by the government of Canada except at considerable loss, and as Mr. Sifton pointed out the following day such a bond was actually sold at 90. Then, too, we have Mr. Fielding's testimony on record that the money market was far worse at the time this contract was made than it is at the present time. The government had better get together on this question, or would it not be better to at once confess that the increased aid is put in to make the bargain better?

The Premier passed lightly over the change of front in the common stock amendment which he described as giving "elasticity" to the company. Perhaps he meant that it will enable them to "rubber" a little more.

The leader of the Opposition had a splendid time in following the Premier. He had, for the first time probably, the government keenly on the defensive. Mr. Borden took full advantage of this position. He was able to use the words of ministers uttered last session and apply them in condemnation of amendments. Perhaps the most effective application of this mode of criticism was with reference to the language employed last session by Mr. Fielding who dwelt on the dangerous possibilities of stock speculation being averted by the provision requiring the Grand Trunk to hold the whole of the \$25,000,000 of common stock. Now half of it is to be thrown on the market and the public exposed to all the dangers described by Mr. Fielding but which Mr. Sifton told us on Wednesday could not exist.

The financial aspect was viewed by Mr. Borden as follows: The company would be investing only \$15,000,000 receive the western section. Not a dollar of that \$15,000,000 would be in cash. They also received the eastern section constructed by the government for nothing for 10 years and for 40 years at a very low rental. In addition they were given \$25,000,000 in stock. The government receives nothing.

Mr. Borden's amendment is as long as the proposed railway, with numerous spurs. It aims at an extension of government owned railways, a principle which Hon. John Haggart, and Sir Charles Tupper have repeatedly condemned as vicious. And Borden has got hold of the wrong end of the Canada Atlantic Ry.

In the debate on Tuesday Mr. R. L. Borden read an extract from a report made by the Minister of Railways, Mr. Blair, to the privy council. It was evidently extracted from a report of this kind because there occurred in it the phrase "the undersigned" and purported to be in favor of government ownership of railways. It is of some importance and certainly of great interest to know where the leader of the Opposition obtained a copy of a report to the privy council. We fancy that more will be heard of it.

EVENTS

Published Weekly.

ARNOTT J. MAGURN, Editor.

VOL. 5. APRIL 9, 1904. No. 15.

NOW that the newer and better part of Rideau Hall has been damaged by fire this would be a good time for parliament to appropriate sufficient money to erect a modern residence for the Governor-General. Now that the government is engaged in making Ottawa a Washington of the North it would be in harmony with Sir Wilfrid Laurier's plan to erect a White House. Officially the Governor-General is a sort of white elephant and he really ought to live in a white house.

SOME persons in Ontario are getting excited over a little incident connected with the payment of taxes in a place called Sturgeon Falls. It happens that the dispute lies between the Public School Board and the Separate School Board and, consequently, the public in general are supposed to take a great interest in the question owing to its religious character. The question is clothed with this religious character, as we understand it, because a paper company was to commute some concessions received from the town by the payment of a lump sum for purposes of education. Naturally, as the privileges emanated from the whole community the payment of money by the paper company was to the whole community and the Separate School Board asked that the money should be allotted one-half to the Public School Board and the other half to the Separate School Board. This seemed to be fair enough as considerably more than one-half of the population are Roman Catholics. It seems, however, that the Public School Board became reluctant to keep its agreement and relied on its invalidity for want of the company's consent. A Bill was put through the Legislature at Toronto remedying this technical defect in

the agreement between the two Boards. It seemed a proper thing to do, to compel the Public School Board to keep faith. But some people will insist on clothing the question with a religious character. It seems to us that it is a question of men keeping faith with their fellowmen

MR. HOLMES, M.P., writes commenting on the use of slang by Sir Wilfrid Laurier and says it is not often Sir Wilfrid makes use of slang. The example given is the phrase used by the Premier that we will "paddle our own canoe." There is nothing in the nature of slang about this. It is more in the nature of metaphor.

A LITTLE while ago all the papers had it that there was a good prospect of union between Canada and Newfoundland, but an announcement in the Newfoundland legislature has knocked all this on the head. Premier Bond stated that the Newfoundland government had made a reply to a suggestion of this sort, emanating from the Congress of Chambers of Commerce of the British Empire, by stating that there was no desire on the part of the people of Newfoundland for the inclusion of the colony in the Dominion.

THE annual report of the Department of the Interior brought down to parliament the other day conveys information regarding the crown lands of Western Canada, immigration to Canada, and the year's operations in mining, forestry and surveys. The volume concludes with a series of handsome halftone illustrations showing something of our National Park in the Rocky Mountains, and also illustrating the mountain slide which wiped out the town of Frank. The reproduction of the photographs give a vivid idea of the occurrence, and it is thus placed on record permanently so that the scientist or historian will have an accurate description of it.

READING some of the English papers one concludes that the question of Chinese slave labor in South Africa is the most prominent political topic in the

United Kingdom. The Liberals are congratulating themselves that the government majority on the vote of censure fell to 57, and claim that the debate gave all the honors to the Opposition. "The statement was made in the House that there were plenty of non-paying mines in Cornwall which could do a good business if the government allowed the owners to employ Chinese labor on the terms granted to the alien mine owners of the Rand. In the House of Lords the edifying spectacle was presented of the bishops, or some of them, giving support to the importation of Chinese as chattels and their employment practically as slaves. In England the old arguments against slavery made by Benjamin Franklin, Sir James Mackintosh, Dr. Johnson, and others are being reproduced as applicable to the present situation. Lord Farrer in a letter to the press lays it down as a proposition, "that individual liberty of body and mind is necessary for every citizen of a free commonwealth, and that a contract which permanently impairs such freedom leads step by step to the greatest moral abuses.

There are signs that a portion of the Conservative press is dissatisfied with its political leaders both at Ottawa and Toronto. Last week we gave some evidence of this and each week brings in further testimony. The military editors seem to be particularly ferocious. They are all the time "seeing red" and if the political leaders do not see red also they are no good. For example, the Ottawa Citizen, which is part of the Southam Syndicate, had on Monday the following headlines over a despatch from Toronto: "Conservatives Who Are Too Obliging," "Nice Chaps Who Are Far More Considerate of Keeping Ross in Power Than of Hastening the Day of Good Government," "Doing All Possible to Help Liberals Out of a Hole." When Conservative papers openly refer to Mr. Whitney and his colleagues as nice chaps who are more anxious to keep Ross in power than to turn him out it seems to imply a rebuke. There is the same feeling with regard to Mr. Borden, the leader at Ottawa, that he does not fight

enough, that he is not bold enough, and does not harass the government enough. In politics the people like a man who will fight. Mr. Joseph Martin is a politician with very few merits and without a record of having done anything for the public good. On the contrary he has done a great deal of harm. But he is known to be a fighter and, notwithstanding personal unpopularity, gained a certain public popularity on account of this characteristic.

There has been published an elaborate argument fenced in with statistical tables, periods, and percentages, in order to show that the net gain of eleven seats, won in Great Britain by the Liberals from the Unionist or Conservative party, was attributable not so much to the fiscal question as to the war commission and the Education Act. There are some people very anxious to shoulder the government losses on any old thing rather than attribute them to the fiscal question.

It looks as though the Grand Trunk will sustain a head-on collision on Parliament Hill.

Toronto evidently needs the attention of the general inspector of morality. Instead of turning his tongue on decent public men and denouncing them all as vicious and corrupt he might say a thing or two about cock fights, and prize fights, and ballot stuffing, and assessment padding and all those wicked things which are going on in Toronto and Western Ontario. These things are known because they appear in the public press. Take three different items from a Toronto paper of last Saturday. One describes a prize fight which took place in the Mutual St. Rink under the guise of a boxing match, a second describes frauds at polling booths in Toronto and a third is a despatch from Woodstock showing that some of the people of that town, aided by persons from different parts of the United States, were actually engaged in holding a cocking main. It is true that the Woodstock people went out to "a lonely log cabin in the centre of a thick wood" away from all contact with the public but the police tracked them

down and their names were taken. To show that the Toronto "boxing bouts" were really prize fights the report, which appeared in the paper published with the particular purpose of elevating the morals of the community, contains the following phrases:—"Both men worked for a knock-out"; "Fynn tried hard to put his man out." "Has never showed much form in any of his previous fights." "McIntosh had all the best of the close fighting." "It looked as if there might be a knockout as both did some terrific hitting." This makes it clear that these terrific fights taking place in the heart of Toronto differed in little from the ordinary prize fights. Is it possible that Toronto is no better than it should be?

A CONTEMPORARY says that it surprises people who smoke to understand how the ladies of the W. C. T. U. know so much about the evils of smoking. If the truth were told the handful of ladies who are fostering legislation in regard to smoking are only anxious to stop boys from smoking cigarettes. The funny part about it is that every man in the Dominion and every member of parliament is ready and willing to pass a bushel of legislation for this purpose, but the ladies persist in submitting legislation to absolutely forbid the manufacture, importation, or sale of cigarettes to grown men, with the result that the ladies find that the grown men

themselves know what they want a little better than any organization of ladies, however meritorious are its objects.

THE Bruce Herald, one of the stiffest Conservative papers in Ontario, is holding up Mr. S. H. Blake and Mr. J. S. Willison as two model gentlemen who are laboring for the ideal in Canadian politics. What has Mr. Willison done that his name should be coupled with Mr. Blake's? The latter is a lawyer who has been screwing the utmost penny out of unfortunate clients all his lifetime and is much better qualified to lecture on Gameyism than on the ideal in politics.

THE Ottawa Evening Journal says that unless the Ontario legislature declares that two or three members out of its hundred are never under the influence of liquor a fair deduction to make will be that this would be an explanation of why the Ross government holds on to office by hook or by crook. Does it really matter whether a government holds on by hook or hangs on by crook? Why should it so shock the sensitive feelings of the Journal? With the Citizen denouncing Whitney for supineness and the Journal, another Conservative paper, denouncing the whole legislature for drunkenness is it any wonder that the Conservatives remain in opposition?

after the fight at Chesham on the afternoon of Feb. 9.



The burning of the 'Varyag' after the fight at Chemulpo on the afternoon of Feb. 9.

Lord Curzon as Earl of Lhasa

IN a copy of the Tribune, published in Lahore, India, we find the following article credited to a publication called "Capital":—

In the opening chapter on "The Far East," after describing in very eloquent and illuminating sentences what the world owes to Asia, he says:—"In the heart of Asia lies to this day the one mystery which the nineteenth century has still left for the twentieth, namely, the Tibetan oracle of Lhasa. These words were written four years before he became Viceroy of India, and now we see he has set before himself the task of penetrating into and revealing this age-long mystery to the world and especially to Britain. The virtual diplomatic defeat which Japan (with Britain and America at her back) has just inflicted on Russia, will now smooth our plans for converting Tibet into at least a British sphere of influence. We will be able to persuade Tibet that the British Codlin and not the Russian Short is her friend. We will take a leaf out of Russian tactics elsewhere in Asia. After we have got into Tibet by all the diplomatic wiles of peaceful intent we will quietly say: "Here we are and here we mean to stay." Yes, Lord Curzon is on the fair way of being Earl of Lhasa.

Lord Curzon believes that India is the central sun round which all other Asiatic States simply revolve as planets. He furthermore believes that the man who for the moment in India stands in the heliocentric position is Lord Curzon. He is firmly convinced that just as Moses and Gideon and San-son and Cromwell and others whose names will readily occur in this connection, were raised up and specially commissioned to be leaders and guides in time of

great national crisis of an epoch-making order, so he has been selected by Divine Providence to come to the throne for such a time as this. The one man in whom our Viceroy has implicit trust more than any other is Lord Curzon. Listen to this. Speaking of the place of India in Asiatic politics he says: "Her central and commanding position is nowhere better seen than in the political influence which she exercises over the destinies of her neighbors near and far, and the extent to which their fortunes revolve upon an Indian axis. The independence of Afghanistan, the continued national existence of Persia, the maintenance of Turkish rule at Baghdad, are one and all dependent upon Calcutta," which being interpreted and brought up-to-date means, "dependent upon me, Lord Curzon." Any one reading "Problems of the Far East—Japan, China, Korea," will not only enjoy the book for the perspicuity of its literary style, the wealth of its information, the light it sheds upon the formative influences at work moulding the future destinies of the peoples of the further east, but he will get a hold of the key to unlock the character of Lord Curzon. The Viceroy is a man of vision in this particular realm of politics. Mapped clearly out before his mental eye he reads what he believes will be the inevitable future in Asiatic politics, and he has become increasingly convinced during the past few years that, for the providential shaping of already rough-hewn ends, he is the divinely appointed agent. Looked at in this light Persian Gulf Expeditions and Peaceful Missions to Tibet become part and parcel of a plan already working itself out towards fruition. In Asia there is but one British Policy and Lord Curzon is its Prophet. —

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Hill Does Control.

THE statement made in New York that control of the Crow's Nest Coal Co. had passed to the Northern Securities Co. is denied by some of the minor officers of the company in Toronto. Mr. Geo. A. Cox, Mr. Elias Rogers, and Mr. Robert Jaffray used to speak for the company, but a couple of directors and the paid solicitor of the company are relied on for the contradiction.

The Northern Securities Co. consists chiefly of the Great Northern Railway and the Northern Pacific Railway. Mr. J. J. Hill, the President of the Northern Pacific Railway, is of course the chief figure in the Northern Securities Co. It is admitted that Mr. Hill holds about one-third of the stock of the Crow's Nest Coal Co. This is relied upon to prove that Mr. Hill has not control. It proves nothing of the sort. The circumstances prove that he does control. Mr. Hill furnishes transportation and a market without which the Crow's Nest Coal Co. would be a very

small thing indeed. The man without whose aid the enterprise could not be carried on certainly controls it, no matter how much or how little stock he holds, and it must be remembered that one man holding one-third of the stock is practically in control of any organization as against a number of men holding the other two-thirds. A singular thing occurred about a year ago. Mr. Elias Rogers was one of two or three at the head of the company but Mr. Rogers suddenly and mysteriously disappeared, not only from control but from having anything to do with the company. Has he retained his stock, and if not what has become of it? The justification for discussing the Crow's Nest Coal Co. is that it is operating under an agreement with the government of the Dominion and so far as Canada is concerned has a monopoly of the coke supply of the smelters of British Columbia.



THE SECOND SETTING.
Cock Hays—"O Say! give us a bird this time."—Saturday Night.

One-Sided Purists.

THE Toronto News reads a lecture on the abuse of party patronage, apropos of the employment of a member of the House of Commons at Ottawa to conduct the assizes at Ottawa. It typifies, according to our contemporary, an invidious abuse of crown patronage "which has become far too common under Liberal auspices." It is a curious thing that the purists never discovered these abuses under any other auspices than Liberal. We remember similar cases before. The News also condemns what it terms a "spectacle" in the legislature of Ontario where some Liberal members defended subsidies to a railway in which they were interested. We remember under Conservative rule at Ottawa scores of cases where Bills granting a public franchise to railway companies were introduced by members whose names were printed in the Bill itself as provisional directors and who afterwards would not let a subsidy go by for want of asking for it. The law firm of Borden, Tupper, Wallace and Co. in Halifax received a great amount of crown patronage when Mr. Herbert Tupper was a member of that firm, and Sir Louis Davies could testify, as Minister of Marine, as to the exorbitant nature of some of the bills of cost which he found in the department in 1896. There are members of parliament who have been

nothing but the paid solicitors of railway corporations whose interests they look after at all times. Can our contemporary not recall any patronage given to members of the Ontario legislature from Ottawa prior to 1896? because there were cases.

Our point is that if it is a common practice in vogue since confederation which our contemporary desires to condemn then it should not try to make the public believe that this practice is confined to the Liberal party, and if it wants some very rich illustrations it can look to other provinces besides Ontario. Mr. Cowan is such a respected public man that we do not wish to see him held up as if he were breaking the ten commandments for the first time when as a matter of fact they were broken before by others, and particularly as in this case the News has been unable to produce any stone of the decalogue except one of home manufacture. Of course it is very handy at times to be able to make your own law and then impale some unfortunate individual for breaking it.

There is every reason for saying that men who give such a large portion of their time and means to the public service should receive as much compensation as is consistent with the public interest.

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Uncle Parker's Pockets.

A Short Story by Tom Gallon.

NOW, my dear girl, let us face the situation. It is a crisis, I admit; but everything in this world may be got over, if we only face it in the proper manner. First of all what have we to consider?

Mr. Harry Rakeley was supporting his young wife tenderly, and that young wife was weeping bitterly and hopelessly on his shoulder. Even the tone of determination in which he spoke failed to put any courage into her; she only shook her head and wept the more. They had been married but two months; and it is scarcely too much to say that they had been ideally happy during that time. And now to-night their castle had tumbled about their ears like a house of cards.

"The first thing to consider, my love, is that Uncle Parker and Aunt Lucilla will be here in something less than half an hour, and will expect something to eat; the second thing to consider is that there is nothing in the house, and no prospect of getting anything."

"O—that brutal man at the Stores!" wailed Bella Rakeley. "I tried to argue with him—I tried to reason with him, he was like marble."

"My dearest girl," said Harry, with a smile, "a Stores is not generally possessed of a heart; it isn't to be expected. More than that, we have to remember that, this man has been worrying us for payment for some time past, and is probably getting anxious; he has seized this opportunity to endeavor to squeeze money out of us."

"But you know, Harry, we have no money," said Bella.

"Practically, we have none, my darling; theoretically, we have plenty. To-night, as you know, I shall receive the sum of over fifty pounds; I have particularly asked Robinson to send it in notes so that I

may pay some things at once. Did you tell the man at the Stores that I should receive a large sum to-night?"

"Of course I did, Harry dear; and he laughed and said something about someone named Walker. Then, of course, I said I was not accustomed to having my word doubted, and I walked out of the shop."

"Quite right, my darling," said Harry, "The only thing is—what are we to do?"

Let it be explained that Mr. and Mrs. Harry Rakeley had—partly from motives of economy and partly in order that a rising young writer should receive that inspiration he could not get in London—taken up their residence, immediately after a very short honeymoon in the picturesque town of Longdip Cross. There, in a very light-hearted fashion, they had patronized the one large shop in the place—dignified by the name of "Stores"—and had ordered everything they required. In a most unaccountable fashion, money had failed to come in so readily as they had anticipated: the proprietor of the Stores had hinted that payment would be esteemed a favour, and had been put off with promises. Now, at the very psychological moment of their lives, the man had taken what they regarded as a mean advantage of them, and had them at his mercy.

Uncle Parker was a very important element in their lives. He was very rich, and a little difficult to get on with; and he had viewed their excursion into matrimony with some contempt, and many ominous shakings of the head. And, three days before the crisis at which we have hinted, he had written to say that he and his wife, Aunt Lucilla, intended to come down and see the young couple, have a cold supper, and catch the last train back to London. At the same time, he broadly

hinted in his letter that they expected to have to put up with inconveniences.

That, of course, put Bella Rakeley on her mettle; she instantly determined that Uncle Parker and Aunt Lucilla should have the best and the daintiest cold supper that could be provided in the town of Longdip Cross; and, it having happened that Harry had had work accepted, to the value of over fifty pounds, and payment promised, at the latest, by the very date of the visit of Uncle Parker, she quite gaily ordered various things to be cooked and daintily prepared at those same Stores, added a bottle or two of wine, and airily promised that payment should be forthcoming at the proper time. In accordance with her wishes, everything had been done; and she had actually seen the tempting dishes set out in the pastry cook's department at the Stores; but there the proprietor declared they should remain until he had "something on account."

Bella had interviewed him, and had pleaded with him, but in vain. He scouted the idea of a large sum of money coming in on that identical evening; he wanted, to use his own phrase, "to see the colour of it" at once. So that matters were at that deadlock at the very hour Uncle Parker and Aunt Lucilla were expected.

Now, it happened that Uncle Parker was of an obstinate disposition, and that anything like an attempt to coerce him into any given line of action was certain to set him off in quite the opposite direction. And it happened on this particular evening, on arriving at the railway station of Longdip Cross, Aunt Lucilla meekly suggested that they should engage the one fly at the station yard to drive them to the house.

But for this suggestion Uncle Parker would undoubtedly have taken the fly; but, under the circumstances, he immediately decided to walk.

"It's going to rain, dear," urged Aunt Lucilla.

"Let it!" retorted Uncle Parker, and strode away out of the station, followed by his spouse.

Aunt Lucilla was right; it did rain. Uncle Parker was unprovided with an

umbrella, and obstinately declined to go under that held by his wife, consequently it happened that, by the time he reached the house, Uncle Parker was remarkably wet about the shoulders, and much in need of being dried immediately.

With many fears for his safety, and many expressions of concern at the fact that he should be wet, Harry hurried him upstairs and insisted that his coat and waistcoat should be removed at once. Uncle Parker, seriously alarmed upon finding how very damp he was, removed them hurriedly and then donned a coat of Harry's.

The damp garments were taken down into the kitchen and spread before the fire; there was nothing else to spread before the fire, and, by the appearance of things, there never would be. Uncle Parker and Aunt Lucilla went into the little dining room, where the table had already been laid with a goodly display of wedding presents.

"I'm that hungry," said Uncle Parker, looking about him with a smile, "that I could eat anything I do believe. I hope you won't be long, my dears; and I hope you'll manage something tasty."

They met in the kitchen—that unhappy bride and bridegroom—and, after one long despairing look at each other, fell into each other's arms. Susan, the one servant, who understood probably more of their difficulties than anyone else, looked on sympathetically.

"My darling," cried Harry, desperately, "something must be done. Reduced to such an extremity as this, we must use desperate means. Something must be smuggled out and pawned."

"Quite out of the question," said Bella despairingly. "Uncle Parker and Aunt Lucilla knows every wedding present by heart; and Aunt Lucilla would notice a gap in a moment. There's only one thing to be done; we must go up and tell them we must confess," said the poor little bride with a sob, "we must confess that we are failures and bankrupts—and that we ought to be—"

"O, mum—look at this 'ere!" The cry had come from Susan—not a loud cry, but with a certain feverish eagerness about it. And Susan was down on her knees before

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the fire, and was eagerly examining something in the pocket of the waistcoat of Uncle Parker, then hanging on a chair back. It was the large gold watch of Uncle Parker which he had left, attached to its large gold chain in the waistcoat itself.

"Susan, get up from your knees this moment!" exclaimed Bella in a startled whisper.

"I could pop round the corner with this ere—to a shop I know, with three knobs 'anging outside it—and get enough to pay for 'alf a dozen suppers," said Susan, fingering the watch lovingly. "An' the larst post ain't in yer, sir."

Harry looked at his wife with a white face. "We could do it," he whispered desperately. "By the last post Robinson's money must come; we can pay off everything then. Susan—off with you!"

Susan was quick; in less time than it takes to write, she had visited that curious shop "round the corner," had obtained a generous advance on the watch, and had sped away to the Stores. The proprietor, evidently surprised, handed her the dishes for the first course, and a bottle of champagne; she raced home gleefully.

Uncle Parker had not expected it; he murmured something faintly about extravagance, as the champagne cork popped, but smilingly allowed his glass to be filled. The first course was a great success; and all the time the two young people were waiting and listening anxiously for the postman's knock.

"We will have the sweets, Susan," said young Mrs. Rakeley, with dignity; and Susan disappeared.

She was gone a very long time; at last Bella jumped up, and, with a little murmured apology, ran out after her. Another long wait, and then, Harry, fearing disaster, murmured his apology, and ran out also.

Directly he reached the kitchen he understood the full nature of the disaster. The wily proprietor of the Stores, seeing that at last he had forced solid cash out of the young people, determined to make hay while the sun should shine; accordingly he refused to deliver up the remainder of the supper and the other bot-

tle of wine until he should receive further payment.

"We're in for it, my love," said Harry. "We've begun—and we can't stop now. I must see what else there is."

There was a gold cigar-case. They emptied out the cigars; and once more Susan raced out into the night to secure the remainder of the supper. Uncle Parker was just growing impatient when she came in hot and flushed and set it on the table. Harry opened the second bottle to disguise his agitation.

"I think, my dears, I ought to be getting into my coat—to say nothing of my waistcoat," said Uncle Parker.

"There's a tightness about the armholes of this coat of Harry's that doesn't go well with chicken pie."

"You'll have to wait a bit, uncle," said Harry hurriedly. "I wouldn't have you catch cold for the world, you know; and the coat—to say nothing of the waistcoat—is not nearly dry."

"I'd no idea the rain had been so heavy," said Aunt Lucilla.

It was at this moment that Harry became aware of an apparition near the door; no other than Susan who was beckoning to him, in a spectral fashion, and evidently forming words with her lips, although nothing could be heard. Once more he excused himself and went outside.

"O, if you please, sir—the postman—"

"Yes—yes, what's he brought?" asked Harry, seizing the arm of the girl in his excitement.

"Nothing, sir!" said Susan and understanding to the full all that that statement meant, began to weep hysterically.

"O! if I should be took up sir, for leavin' watches and things unbeknown—"

"We won't let you get into trouble," said Harry. Then as Bella came into the little hall, and looked into his face he added, blankly: "It's all over, my dear; the postman has brought nothing, and Uncle Parker's watch and cigar-case cannot possibly be rescued from the oblivion to which Susan has consigned them. We will go back—arm in arm—and throw ourselves upon Uncle Parker's mercy."

They went in—arm in arm—and faced

their guests." Uncle Parker at the moment of their entrance, was whispering to Aunt Lucilla, and smiling broadly; Aunt Lucilla was laughing, and nodding in reply.

"We've been talking about you, my dears," said Uncle Parker, shaking his head at them—"very seriously; and we want to know what you mean by it?"

"O! if you please, Uncle Parker stammered Belia, "we never really meant—"

"Well, I'm sure I hope you did, my dear," said Aunt Lucilla. "We've been talking about your marriage, and we have come to the conclusion that in all probability, although you don't admit it, you have had something of a struggle. Now, this supper to-night—you can't do this kind of thing for nothing, you know."

"It hasn't cost us very much," said Harry, finding it difficult, even at that moment, to hide a smile.

"Now, I tell you what your Aunt Lucilla and I are going to do about this,"

said Uncle Parker, "diving behind into his hip pocket. I'm going to give you"— Uncle Parker had got out, after much exertion, a fat pocket-book, and had spread it before him on the table—"I'm going to give you something I brought down on purpose." He pulled out certain crisp rustling pieces of paper, and spread them out with a large hand. "There's ten—and ten's twenty—and ten's thirty—and ten's forty; and that's because I'm pleased with you. Forty pound—and you can buy yourselves any little thing you happen to want. Don't thank me; I won't be thanked, And, for goodness sake, let me have my coat and waistcoat."

"Very funny thing," said Uncle Parker, as he walked back to the station that night, escorted by Harry. "When I came to put on my coat, I found my watch in the left hand pocket, instead of the right. That's your Aunt Lucilla's fault; always makes me dress in a hurry."



The Elector—Sir Wilfrid is this a white elephant?—Toronto News.

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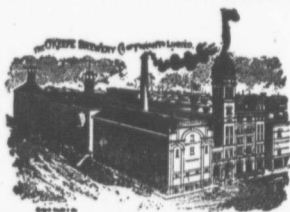
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