SENATE AND THE I. C. R.

Members of the Upper House Want Government Road Handed Over to Grand Trunk Pacific.

Domville Objects, Ellis and Bowell Advocate St. John Valley Route for Transcontinental.

Ottawa, July 18.—In the senate yesterday Hon. Mr. Power reminded the house that the original scheme for the transcontinental railway did not provide for any line from Quebec bridge to Moncton, but this line was provided for in the other house. It was alleged that a line could be built between these points which would be very much shorter than the Intercolonial. One esrimate was that the line would 150 miles shorter but the more probable reduction was 90 miles. The legislation was passed with the expectation that a great saving would be made.

Within the last few weeks there had been published an interim report which in his judgment, showed that the expectations woulh not be realized. He quoted Mr. Butler as confirming his contention. He noticed that the engineer estimated the cost at $33,000 per mile, or about $16,000,000 in all. He thought that it would amount to $20,000,000, and this would not be expended in practically paralleling the I. C. R. The consequence would be that the new road being leased to the company, would take the cream of the traffic, and the I. C. R. deficit would be increased.

URGED GOVERNMENT TO PAUSE

Under the circumstances he thought that the government should pause and consider before going any further. He contended that the present standard gradients would be obtained on the present I. C. R. and if the gradients can be obtained at a reasonable cost they should be made, and the I. C. R. leased to the company. By this means the government would save the cost of construction and the yearly deficit on the I. C. R.

He moved for a return showing copies of the map or maps and the further reports from engineers, referred to in the interim report, made on the 26th April lost, by the commissioners of the Transcontinental Railway.

Hon. Mr. Ellis said that he understood that the information was was not yet complete. There was always the alternate route by the river St. John, which they would like to see adopted.

THINKS LEASING I. C. R. WOULD BE UNPOPULAR.

Hon. Mr. Wood held that the report confirmed to a very large extent the predictions he made in regard to the transcontinental railway but they could not determine until the reports were brought down. He scarcely thought the policy of leasing the I. C. R. to the company would be popular in the maritime provinces. He had at various times suggested opening the I. C. R. to the C. P. R., the G. T. P., and the Great Northern Railway for running rights.

Hon. Mr. Owens was sure the dominion at large would approve of the leasing of the I. C. R. and that there would be no hardship to the maritime provinces.

Hon. Mr. McMullen hoped the government would give the matter very careful consideration.

Hon. Mr. Church doubted if this was the time to debate the merits of the line. He thought they should have the report first. When they had that they would discuss the question on its merits.

IMPROVE THE I. C. R. AND IT WILL DO.

Hon. Mr. Mackeen thought the motion was very opportune, especially as it had been stated in the house that construction was to be proceeded with immediately. He thought it most important that attention should be drawn to Mr. Power's remarks and the construction not proceeded with until it had been ascertained what the road would cost, compared with what it would cost to put the I. C. R. into satisfactory order. He was informed that at a comparatively small cost the I. C. R. could be fitted to carry all the traffic for the the next fifty years.

Hon. Mr. Black thought Mr. MacKeen was correct in his explanation. He (Black) held that 25 per cent of the cost of the new road expended on the I. C. R. would make that road just as valuable for transportation as the other road.

DOMVILLE OBJECTS.

Hon. Mr. Domville asked why, if the I. C. R. was to be given away, it should not be given to our own road. The I. C. R. was a bond of confederation in which the people had a vested right. Why should it be handed over to any road? Because it went in debt all the time? The I. C. R. did not pay under either political party, but by implication it was agreed that if that road passed into the hands of one of the great corporations it would be made to pay. He would favor giving running powers over the lines to other companies.

The I. C. R. could be run by a commission and all lines accommodated.

Hon. Mr. Ross of Halifax, said they had watched this matter, as had other representatives of Nova Scotia and New Brunswick, when it was before the railway committee. They had received the assuraoce that the road would be built and he believed it would. He believed the west would so develop that in 20 years the new line would have to be double tracked.

The I. C. R. had always been a political hack. He had the authority of Sir Sandford Fleming for stating that had he been given the free right of locating the I. C. R. it would not have been in its present location. The grades and curves should be lowered. Public opinion in Nova Scotia was in favor of the new line.

Sir Mackenzie Bowell would like to hear what the intentions of the government are. During the debate, Sir Wilfrid Laurier said it would be from 80 to 185 miles shorter. He maintained at the time that it was better for the government to improve the I. C. R. rather than construct the new road. If the shortening of the I. C. R. can be accomplished for $1,000,000 or $2,000,000 at the saving of $16,000,000, that is the policy which should be adopted.

Long experience had taught them that St. John was the only available winter port and instead of going to Moncton, the road should run down the valley of St. John to that port. Parliament had approved the construction of a second line and the people had approved it by returning the government. He believed ere long the west would exceed Ontario in population and production and they should have the best possible outlet.

Hon. Mr. Scott said they had not the information before them to come to a decision, but he would call his colleagues attention to the debate.

MR. FOSTER HAS FORGOTTEN MUCH.

Attacks Government Expenditure on Maritime Fishery Items, and is Answered from 1891.

Ottawa, July 17.—The end of estimate-passing is in sight. The House almost cleared up the remnant of the eighty odd million total of votes for the public service. The total amount passed during the day was over four millions. Of this two and a half millions went to the public works department. The end of the estimates means the end of the session. Prorogation is now expected Wednesday.

The most interesting episode of the day was a protest by Hon. George E. Foster against the large number of small votes for wharves and breakwaters in Nova Scotia. He did not ject to the Dominion spending money on national undertakings, but fishing shelters could be hardly so classified. A vote of two thousand dollars for a breakwater on Devil's Island particularly aroused Mr. Foster's wrath. He wanted to know the size of the place, the number of people who lived there and what the policy of the government was.

Mr. Hyman said that the government could not have exactly the same policy in all provinces. The majority of the votes for Nova Scotia were all small. The total was only $250,000. The people lived in fishing villages and small towns in Nova Scotia, and the Dominion government wanted to give a little protection to these. This would not be required in Quebec.

Mr. Foster.—Provincial governments don't get a chance to spend money now. The Dominion spends the money for political support."

"We have just passed," said Mr. Archie Campbell, "$350,000 for the city of Toronto alone, but the moment that the people down by the ocean, who make their living on the sea, want a small sum, the Toronto members protest. It is wholly unfair."

Mr. Foster retorted that he did not object to sums for national undertakings, but this was altogether different. There was no policy or precedent for such expenditures.

PLENTY OF PRECEDENT IN MR. FOSTER'S DAY.

In reply to Mr. Foster, Mr. Fielding had something to say about the policy of the late government, which was a good enough precedent for the present items. The Finance Minister read from the estimates of 1891, when Mr. Foster was in charge of the department, showing that the same places to which he objected today were given public assistance in these days. Now Mr. Foster wanted only expenditures on great national undertakings and nothing for these small, miserable places. The total sum was only $250,000 and that amount would not be objected to by the Toronto members. The very item of Devil's Bay appeared in 1891. "It was not our devil then," said Mr. Fielding. "It was theirs." (Applause.)

"The sum we ask is to repair what the late government started. A great majority of the items are for repairs."

Irish Cove, Cow's Bay, Georgeville and many others were read by Mr. Fielding from the 1891 estimates. "These were not national harbors then, nor are they now. For years we have been making these expenditures which Mr. Foster now opposes."

After some further talk the Nova Scotia items were all passed.

RETURNING THE SILVER.

Interview with Mr. John Knight at Montreal.

Montreal, July 17.—Mr. John T. P. Knight, Secretary-Treasurer of the Canadian Bankers' Association, who was one of the delegates who conferred with the Minister of Finance at Ottawa on the question of riding Canada of foreign silver, says that for public bodies to follow the example of the Toronto Board of Trade in calling upon the Government to act in this matter would be futile, because it was the Minister of Finance who took the initiative and he now had the matter in hand.

"It seems more likely," said Mr. Knight, when interviewed today, "that although the arrangements for the collection and snipment of American silver have not yet been perfected, it will be done at an early date. It is quite probable that American silver collected by the banks will be forwarded to the credit of the Receiver-General to the Bank of Montreal in New York. When the Department of Finance is advised of the receipt of such silver from any one of the banks, instructions will be issued for payment to the bank shipping said coin of an equivalent amount in new Canadian silver from the office of the nearest Assistant Receiver-General Express charges are to be paid by the Department of Finance."

"What about the conditions?"

"The American Treasury imposes conditions as to makeup and contents of packages of silver sent to them for redemption, and all the Canadian banks will be duly notified by our association of the American regulations regarding silver. Although the general managers of leading banks differ as to the amount of American silver in circulation, our association is in possession of information which warrants the belief that if the plan of shipment proposed be successfully carried out the seigniorage, that ancient prerogative of the Crown, by which it claims a percentage for coining bullion, will add a very considerable sum to the Government coffers. In a word, it will make a profit out of Canadian silver which will replace American silver thus shipped out of Canada."

Mr. Knight added that the commission allowed by the Government to the banks for collecting and transferring this money will not pay for the labor connected therewith, but the banks were eager to see the work carried out. He estimated that at best three-quarters of the American silver in Canada circulated in the northwest, and he predicted that within a year, with ordinary diligence, $250,000 of American silver will be returned to its own country.

GRAFTER NOT BEAUTIFIER.

New York Doctor Has Trouble With a Plain Patient

New York, July 17.—Dr. Andrew L. Neldon,s pecialist in minor and plastic surgery, whose sanitarium is No. 13, East Twenty-Nineth Street, who was arrested Wednesday night charged with obtaining money under false pretences, was held in $1,000 bail yesterday in Tombe Court for examination on Monday. The complainant is Mrs. Josephine Ware, a dressmaker of Denver. Mrs. Ware said that she paid Dr. Neldon $1,000 and was deceived in regard to the treatment, which consisted of a blistering process for the removal of wrinkles.

Dr. Neldon was graduated by the New York Homeopathic Hospital seventeen years ago. He came into prominence first in November, 1903, when he advertised for a man who was willing to sacrifice an ear for $5,000. The medical profession was interested in the proposed ear grafting; not more so, however, than three hundred people who replied to the advertisement.

An offer was finally accepted, the successful applicant being a German, who was said to need the $5,000 more than he did the ear. The operation was conducted secretly on December 5 in the sanitarium on East 29th Street. Dr. Neldon explained yesterday that the operation was not entirely successful.

On February 16, last, in the presence of several reporters, Dr. Neldon grafted a finger from a woman of 40, who came there to earn $500, to a woman of 35, who was said to be an actress. The latter was described as being attractive, a pretty face surmounted by chemically bleached hair. The details of the grafting was published widely. Photographs of the two women, who were drawn together by tightly drawn banages, were printed by several newspapers. There was no doubt about the operation being performed, but the practice was generally condemned by surgeons as not being within the ethics of the profession.

The announcement that the operation was successful was the only detail learned of the great ear case after the women's fingers had been joined. It was said to have been successful. Dr. Joseph S. Bissell, visiting surgeon to Bellevu and St. Vincent's Hospitals, made a statement that the operation was impract cable, and that it should not have been performed.

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