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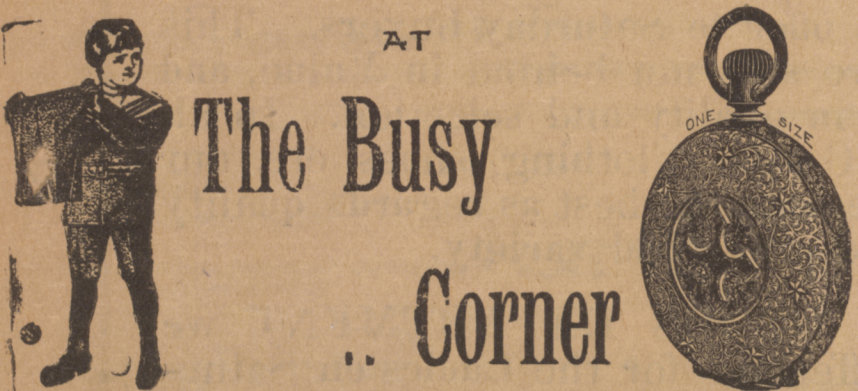


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BOUND TO BUILD.

Mr. Emmerson Declares G. T. P. Under Their Charter is Compelled to Construct Chipman-St. John Line.

Ottawa, June 23.—During the hour devoted to the consideration of private bills last evening the Grand Trunk Pacific Branch Lines Company bill was considered.

F. B. Carvell, Carleton (N. B.), made a vigorous effort to have a branch from Chipman (N. B.) to St. John (N. B.) provided for in the original G. T. P. bill, included in the bill. He argued that with the proposed line left out that district of New Brunswick would be allowed to remain in its present condition so far as development was concerned.

Hon. Mr. Emmerson pointed out that the G. T. P. Company was bound under the original charter, as a part of the main line from Winnipeg to Moncton, to build a branch from Chipman to St. John. He did not propose to weaken their hold upon the G. T. P. by giving another company a charter over the same route. It was to the interest of the province of New Brunswick and of the city of St. John that the G. T. P. Company should be held to its original agreement.

The building of a line from Halifax to Moncton was a different thing. It would demoralize the Intercolonial.

Mr. Emmerson said the government owns a system of railway practically controlling the area in the province of Nova Scotia and in Cape Breton

section of that province. This country has a large amount of money invested there, and it would seem that this government and this parliament should not, at this stage at least, do anything that would in any way lessen the value of that asset to the Dominion. The G. T. P. are bound to build a line to the city of St. John. They are under a moral obligation to do so; more than they are under a pledge.

There is a clause in the agreement whereby in order to protect themselves the G. T. P. Company, recognizing their obligation to build those branch lines and recognizing that there was a possibility of the government taking from them, at the expiration of the lease of fifty years, had a clause inserted whereby they could compel the government to take any one of these branch lines which they wished taken off their hands, and therefore he held that it was in the interest of the city of St. John and the province of New Brunswick that the G. T. P. Company should build this line and not another company. His action was well considered, and he certainly could not accept the proposition at this stage to grant this branch line company the right to build this branch line.

The bill stood over for further consideration.

thrown into the river. Mrs. Bond succeeded in regaining the wagon box and bravely recovered Mrs. Lamarche but she was dead. The child was also drowned. Her husband and eight motherless children survive.

On Wednesday last Mrs. Eliza Stairs, who is slightly demented, left the residence of her sister, Mrs. Tappin, in Woodstock, and notwithstanding a diligent search by her afflicted husband in town and country, she cannot be found. She is about fifty years of age, very thin, medium height and dark complexion. She was attired in a black skirt, white waist and black straw walking hat.

COOKING A GOOSE.

The cooks in the best Hebrew and Roumanian restaurants on New York's east side are practically unsurpassed in the art of cooking a goose. When roasting the bird, instead of filling it with dried crumbs and herbs they stuff it with dried apricots or prunes that have been thoroughly freshened by standing in water. No spices, or other condiments are added, and while it is probable that more geese are cooked in that way in New York than in any other fashion, epicures are just beginning to talk about the fact as if it was a new discovery. There is a war for those who desire to improve the domestic cuisine—New York Globe.

THE LAST RED COATS.

The last troops of the British army have left Halifax for home. The event is a step in the evolution of the relations of motherland and colony that will create some feelings of regret. The presence of British regiments long ago ceased to be necessary in Canada. It is true, either from an imperial or a colonial point of view. The departed corps will doubtless fill a more important place in the scheme of general defense in their new stations, and Canada should be able to care for her own strategic positions. Yet the departure, breaking a chain of service that has lasted nearly a century and a half, will to many seem like breaking a link in another chain—Montreal Gazette.

A Very Evident Truth.
Old adages are often right.
For instance, you will find
The dude who dresses "out of sight"
Is also "out of mind."

Religious Measure in Montreal.
Dr. J. Everest Cathell, a clergyman of Des Moines, Ia., was spending a few days in Montreal while off on a holiday. He visited the different churches and in one of them noticed an odd arrangement of the prayer desks. Wishing to understand the reason, he looked around for the sexton. No one was about except a workman in the rear of the church. Approaching him, Dr. Cathell said: "My man, I am an American clergyman and have found much of interest in these Canadian churches. But there is something here that I do not understand. Can you tell me if this is a 'high church' or not?" The workman considered the question seriously for a moment and then replied: "I never heard that question asked before, sir, but I believe it is thirty-five feet to the ridgepole."—Lippincott's.

The Indians of Canada.
The Indian population in Canada last year, according to figures from the Indian Department report, numbered 107,978, a net decrease of 254 as compared with the year 1903. The report points out that it is a fallacy to suppose that the Indians are a dying race, doomed to extinction before the advance of civilization. Facts and statistics fail to support this view. In every province except British Columbia the birth rate exceeds the death rate.

A Dangerous Town.

Barney Oldfield, the automobilist, was talking about a trip that he had once made through Manitoba. "The most dangerous town in Manitoba," he said, "is Brandon. Hargrave is near Brandon, and on the outskirts of Hargrave, in front of a little inn, I dismounted. "I found in the inn the landlord and another man. They sat side by side on a bench. They were both very old. "Excuse me, landlord," I said, "but can you tell me how far it is to Brandon?" "The old man jumped up and hobbled behind the bar. "Brandy," he said, in a thin quaver. "Yes, indeed, sir, and very fine brandy it is. "He put a bottle and glass before me. "I asked you," I said more loudly, "how far it is to Brandon?" "The best brandy, of course, sir," he answered. "I don't keep nothing but the best!" "In despair I turned from this deaf veteran to the other old man on the bench. "Look here," I said, "can you tell me how far it is to Brandon?" "The other old man, with a grateful look, rose and limped hastily up to the bar. "Thanks," he said, "I don't care if I do."—New Orleans States.

Intercolonial Railway

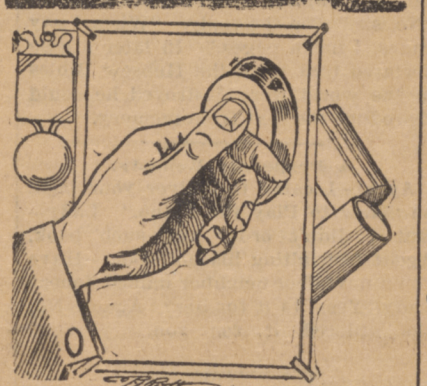
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