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The Canadian Post.

LINDSAY, FRIDAY, JULY 16, 1886.

NEWS OF THE WEEK.

HOME AND FOREIGN ITEMS OF INTEREST.

Gathered from the Telegraph and Exchanges.

—A Canadian mail bag from the wrecked Oregon has been found on the coast of Georgia.

—Smallpox has been entirely stamped out in the district of Donald, N. W. T., and of the Saskatchewan.

—The young men of the Presbyterian church, Campbellford, have presented Rev. Mr. Hay with an $80 watch.

—Two deaths from sunstroke are reported in East York, on Friday last, the victims being newly arrived immigrants.

—The post office at Minneapolis, Minn., was robbed of $30,000 in money and stamps Thursday night. No clue to the thieves.

—Krupp has contracted to supply China with a million and a half tons of rails at a price 25 per cent. below the lowest English offer.

—Canadian Pacific through trains east and west have been delayed by the burning of two trestle bridges at Women's River, 182 miles east of Port Arthur, by extensive bush fires.

—Sixteen "sports" were arrested in Montreal on Sunday in a cockpit whilst a main was being fought, and yesterday they were all fined in sums ranging from forty dollars to ten dollars each.

—Harvest prospects in Manitoba are brilliant. The yield will probably be a little under the average, but the quality will far excel anything in recent years. Rain, however, is much needed.

—The French government has ordered the immediate distribution of 10,000 repeating rifles among the troops, as an offset to the action of Germany in arming her battalions in Alsace-Lorraine with a similar weapon.

—Milton Evans, a farm-laborer from Southern Missouri, died at Kansas City in great agony from hydrophobia last Friday. A madstone was applied and apparently took effect, but its owner said the patient had come too late.

—The Mitchellstown board of guardians have petitioned the lord lieutenant to stay all evictions until November. They say there are prospects of a splendid harvest which will enable farmers to pay landlords and that ejectments now would ruin thousands.

—A man named Patrick Murphy, in the employ of Tilson & Co's sole leather tannery, Gananoque, fell headlong into a vat of scalding hot fluid last Friday evening, about six o'clock. He was immediately removed by some of the men near by, but is probably scalded that his chances of recovery are very uncertain.

—A woman respectably dressed was arrested at Cobourg as a vagrant. Upon being searched at the police office it was found that her wealth amounted to over one hundred dollars in cash. She was brought before Magistrate Dumble, who fined her $5, and instructed her to leave town or he would have her sent to gaol.

—Col. Gilder has started on his journey to the North pole Monday. At New London he will take passage on the whaler Era, which will land him at a point on Cumberland Inlet, whence he hopes by a bold dash to reach the most northern latitude that has yet been reached, and, if possible, plant the American flag at the North pole.

—Mr. Geo. Kynoch, the principal member of the large rifle firm in Birmingham, who is the tory candidate for Aston Manor, in a speech last Friday night, said: "If the loyalists of Ireland were obliged to appeal to arms he himself would be prepared to contribute, within forty-eight hours, ten thousand rifles as were ever made, together with two million cartridges." This remark was received with deafening cheers by the auditors.

—The Portland schooners City Point, C. B. Harrington, and George W. Cushing seized at Shelburne for violation of Canadian customs laws proceeded on their voyage to the banks, the total amount of fines imposed upon them having been deposited with collector Ross, of Halifax, by United States Consul General Phelan. The trouble over the payment of expenses in connection with the seizures is understood to have been settled by the owners of the vessels.

—The Omaha, Neb., Bee has published reports for thirty counties in Nebraska and Western Iowa, which show that the drought is proving damaging to both small grain and corn. The dry spell has extended all over the state, no rain having fallen in some portions for more than a month. The yield of small grain and corn will not exceed one-half to two-thirds of a crop. From early all reports received the condition of oats is poor, with prospects of not to exceed one-half a crop.

—From more than 3000 reports from special correspondents, the American Rural Home summarizes the crops of the country as follows: Unprecedented heat, accompanied with dry weather, ever since 1st of July, is telling very severely upon meadows and pastures. Spring wheat, oats and grass crops are all more or less injured by the excessive heat of the weather during the growing season. The winter wheat harvest is over, with the exception of Minnesota, which is rapidly being finished. North of the Ohio river the crop is average, especially in good condition. Stacking and threshing is progressing, and as every appearance is looked for. Very fine weather for securing the crops has prevailed. The crop is about the same as the crop of 1885, which was generally below an average. Oats are very irregular in stand. Early sown have headed out and are turning quick, but corn are intensely in demand and the stand poor. The decrease in the spring wheat crop is variously estimated at the very least 25 to 40 per cent., according to locality. Corn is looking far over well, but great hero rain within the next two days to insure a full crop.

MR. BLAKE AT BEAVERTON.

PERSONAL CONFESSION OF DOMINION MINISTERS.

The Legislative Syndicate.

(Continued from second page.)

he Canadian railway by which the Ontario Government, secretary of state, is interested as one of the chief directors, holding about one-eighth of the stock, and therefore also has a large subsidy. The Colonization Railway Co. is another case. Mr. Mowat, one of the members for Ottawa, is chief promoter, and I believe president. This road also has a large subsidy.

MR. POPE HELPS HIMSELF.

Then there is the International Railway Co., in which Mr. Pope, the minister of railways, himself was interested as a large proprietor. This was doubly scandalous, for it was the case of a minister and of the minister of railways. (Cheers.) That road has a large subsidy also, given to it in order to enable it to exchange its iron rails for steel. Besides that, it was concerned in certain negotiations for the extension of the Canadian Pacific railway to the east. I said: Those routes you are going to decide on are routes in the choice of which the minister is interested. It may put money into his own pocket. How can he be an indifferent judge? He said that for that very reason he had abstained from acting, and the first minister had taken up the job. But the government had to decide it, and whoever had to do with it it was his read, their action. (Applause.) But more than that: there were negotiations going on about the same time, which have since been consummated, with the Canadian Pacific Railway Co. for the absorption of this International railway as part of the plant, and for the payment of millions more out of the treasury to carry out the plan. Besides, while interested in this railway, whose shareholders were to be helped out of the public treasury—a railway in respect of which, I believe, principal shareholders of the Canadian Pacific had undertakings, by arrangement with Mr. Pope, large obligations—Mr. Pope was disposing, as minister of railways, of enormous claims and proposals of the Canadian Pacific Railway Co. with reference to their contract, while all these other negotiations were going on, and these delicate relations subsisted between the Canadian Pacific Railway Co. and the International line. How could he be a fair judge for the public? I say it is wholly indefensible. (Cheers.)

HOW DALTON MCCARTHY FELL.

Then there was the Northern Pacific Junction railway, to which $12,000 a mile was granted, while two corporations offered to build it for a bonus of $6,000 a mile. The government said, we are going to have an independent line. They mixed from parliament, and were given, authority to grant this subsidy to whichever company seemed to them most in the public interest, the object being an independent line. They gave it to a company promoted by a gentleman whose name I am particularly sorry to mention in this connection—a gentleman of high position at the bar and in public life—Mr. Dalton McCarthy. He had been the promoter of a bill to incorporate the Sault Ste. Marie & Northwest railway, and was the holder of stock in that original company. He promoted the bill to change the name to the Northern Pacific Junction Railway Co. Then came the question, to whom this subsidy should be given. It was settled in favor of Mr. McCarthy's line, in connection with a proposed lease to be made to certain other railway corporations, and upon that arrangement Mr. McCarthy, with the other original shareholders, received a very large consideration in excess of anything paid, an enormous profit upon the original stock which he had subscribed, which stock owed its whole value to the subsidy. Mr. McCarthy also received the presidency of the subsidized line at a salary, according to different statements, of from $3,000 to $3,500 a year. And last session Mr. McCarthy obtained legislation under which this company was authorized to issue, and in case of the assumption of the road by the government under its reserved rights, the country became bound to pay, $12,000 a mile more in bonds than the existing obligations; though the whole amount of cost was thus raised to $33,000 a mile, a sum far in excess of the estimated, and, so far as we could ascertain, of the proper cost. Grave statements were made on this head, and an effort was made to obtain an inquiry, but it was rejected, and the bill was forced through. The relations I have described are unfortunate and indefensible relations as between members of parliament and railway companies depending for their fortune on the good will and favor of the executive which controls the grants and legislation of the day. There are many other cases which I could mention, for example, Dr. Hickey's company, Dr. Bergin's company, and other companies. To cap the climax, the wholesome legislation of Mr. Mackenzie, which precluded shareholders of the Canadian Pacific railway from being members of parliament, was in effect repealed last session, so that you may soon expect to have shareholders in the Canadian Pacific Railway Co. who have, and will for years to come have, the most important business relations with the government and with the country, sitting in parliament and legislating and voting on your concerns. (Cheers.)

THE BLIND SNARE HUNTING AND THE TIMBER-LIMIT "INDUSTRY."

Then you have the blind straw business, in which a member of the house, qualifies himself in columniation companies, got an order in council for a block of land, arranging with the company that he should have an interest in the profits, without risking anything; in which a member of the government approved the transaction; and in which the whole government now sees everything to approve, nothing to condemn. Then you have the grants of timber limits, coal lands, remaining lands, gold lands. Many hundreds of applications were put in, and several hundreds of orders in council for licenses were passed, some to members of parliament themselves, but mainly to others through the intervention of members. All this is said to be no bonus, it is said to be commendable that members of parliament, as well as others, should take this interest in the development of the country. Talk about the N.P. and what it has done to develop industries, it is not to be compared for rapidity of development to that of the timber limit industry. (Cheers and laughter.) Order after order was passed to enroll gentlemen to almost every man who chose to apply and who had the necessary "influence" to obtain limits in different parts of the country. Those orders were sent to members or to those who introduced to go into this business, but so long as they were members of parliament, they had only to apply, and they got their limits, and very handsome limits they were. (Laughter.) Those are the facts that the business, of course they never thought of it; they intended to make a profit by assisting persons who were to work the limits. I suppose that a great many of these gentlemen did not realize at once. (Laughter.) The business had been done. (Applause.) The business had been done. Parliament was prorogued. There were many gentlemen who had got orders in council, and who were going to get limits, and who had not got them. Then there was a great deal of speculation as to what would be done. Some people thought a very large number of orders in council would be passed, and that there would be a great deal more done. But there were about 50 notes to one guilt. They saw that the first ones got were the best, and believed they had got all that they could get. Then there was a dissolution, and