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A RAILWAY COMMISSION.

Mr. Jameson Moves for One for the Dominion.

What the Duties of Such a Commission Are According to Many Members of Parliament—Mr. Maclean Proposes a Radical Railway Department—A National Highway More Than a Dream—Mr. Blair Regrets Transcontinental Road Was Not the Country's.

Ottawa, March 15.—A beautiful wreath rested upon the draped desk of the late Mr. Dupont, a token from his fellow-members on the Conservative side, when the House met yesterday. After brief eulogies of the late member by Sir Charles Tupper, Sir Wilfrid Laurier and Sir A. P. Caron,

The Bruneau Resignation.

Mr. Speaker Edgar said that before he called the orders of the day, he wished to mention a matter which, by reason of the nature of privilege "and though, I see, has been connected by the press with the seat of an honorable member, the member for Richelieu. It is stated that I have received his resignation. If I had received his resignation I would have issued my warrant for a new election before now. The only occasion when I have had any communication from or with Mr. Bruneau this session, was on Friday evening. I had just entered my office when Mr. Bruneau came in. He asked me if I had received a letter from him. I told him I had not. He said he had called to get a letter which he had written to me. I told him to wait and I would look among my mail. I had not yet opened my letters. I turned the unopened letters over in his presence, and he pointed to one with his frank upon it. I asked him if it was his writing on the address and frank. He assured me it was. He told me notably of its contents, and I asked him to open it, but he handed him the letter unopened, and he took it away with him. So far as I know I had come to my office through the postoffice, for I had not seen anyone mention this to avoid any misunderstanding of facts, so far as I am concerned.

Ontario and Rainy River Railroad.

Mr. Sutherland moved that the bill to amend the Act incorporating the Ontario and Rainy River Company be sent back to the Railway Committee. The motion carried.

Yukon Timber Regulations.

Mr. Sifton, replying to Mr. Domville, said no special instructions had been given to Major Walsh regarding the disposal of timber in the Yukon district, but he had reported to the department that in his judgment it was necessary to take steps to protect the timber. He had left Vancouver to take charge of the timber of the district. Mr. Sifton told Mr. Bergeron the homestead laws had not been extended to Yukon districts.

A Railway Commission.

Mr. Blair informed Mr. Maclean that the Government had in contemplation to take up the subject of a railway commission and deal with it at an early date. I may say, continued Mr. Blair, that it has not found practicable, in the condition of public business, for the persons to submit an measure with that object in view during the present session, but I am in hopes that we may be able to do it next Session.

Mr. Foster was informed by Mr. Major Walsh's instructions were general in their character.

Mr. Tarte told Mr. Ross that the asphalting walks around the Parliament building cost $2.19 per yard, bricks $3.50 per yard.

Railway Reform Demanded.

Mr. Jameson moved: That the public interest demands that the railway companies of Canada should, at the earliest possible moment, be brought under the control of a Railway Commission clothed with full power to enforce the provisions of the Act and to prescribe and enforce a system of such regulations as may be necessary in the public interest. He said that in most other jurisdictions, such as the Railway Commission in Canada to enforce the provisions of the Railway Act, in the United States, Australia, and the United Kingdom, there had a Railway Commission. It was the general opinion that it was essential that there should be one in Canada to deal with the question of railway rates, instead of having the matter controlled by a railway board. The railway rates which prevailed in the West had the effect of driving population away. Manitoba had lost by 50,000 in five years, having the natural increase. The C.P.R. was earning 10 per cent. on its investments, but it was greatly injuring the West by the rates which it charged.

The Minnesota Act confined itself to Minnesota. It provided that the Commissioners, upon complaint of any person by telegram, should investigate the matter informally, and if it proved to be well founded the railway company was notified and asked for a hearing. In case the company to make restitution was reported to the Attorney-General of the State, to impose a penalty, or to make a general rule the railway company should promptly rectified the grievance complained of, or be prosecuted by the courts. He believed that one Commission, acting thus as a Court of Arbitration, would serve the whole Dominion.

Mr. Davis supported the motion. The great trouble in the West was excessive freight rates, not so much on the main line of the C.P.R., which could be interfered with, but in the branch lines.

Mr. Rutherford, speaking in favor of the proposal, traced the grievances of the high freight rates to the evil, as he termed it, to heavy land grants on account of construction. He contended that the bond issue should be based on the actual cost of construction.

Mr. Maclean said he hoped this was the ghost of some wrongs we have had in this country to-day. We can deal with this question in a great many ways. In the first place, this Parliament ought to exercise a greater and stronger check on every railway bill presented to this House. The Government should insist that there should not be unnecessary duplication on roads, and should first insist on the two cent fare. That would be a great reform to the people. Let the Government introduce this change in the coming before the House. He said he would test the sincerity of the House at the first opportunity contending that the Minister should take steps to negotiate the C.P.R. in order to regulate the freight rates in which he said the C.P.R. should be asked on the way and to ameliorate the grievances complained of. He then advocated the extension of our present national railway system to the City of Winnipeg. They have extended the I.C.R. to the City of Montreal. He submitted to the principle of the C.P.R. further, and take running rights over the C.A. Railway and the Ontario & Parry Sound road; they can get steamer connection to Port Arthur and now, while the Rainy River Railway is in their hands, they have an opportunity to protect the public in that way. They have an opportunity to put the Rainy River Railway bill a provision securing that the national railway system of Canada shall be extended to Winnipeg. There is a check on the C.P.R. Another thing the Government can do is to abolish the pass abuse that exists in this country. Sir John Macdonald was able to regulate the railways in a way without legislation, and he directed the attention of Mr. Blair to that. He regretted that Mr. Blair could not establish a railway commission this session, and he hoped the Government are not holding back the establishment of this railway Commission until such time as that monster monopoly—the C.P.R.—is grabbed everything in sight, and until nearly everything will be taken by the railway extension in this country. Now is the time to do it. After dealing with the cost of such a Railway Commission,

Mr. Maclean said another thing we can do in regard to railway transportation is to lay down the principle that Canada is to take a stand for the nationalization of her railways. That may be a hopeless program to some, but he knew of no idea in the higher field of politics that is growing with more force than the idea of a nationalization of railways all the world over.

Mr. Richardson hoped that the House would in the meantime pass his bill to break up the elevator monopoly in the Northwest.

Dr. Sproule said the idea of a Railway Commission was first put forward by Mr. McCarthy, who introduced a bill to create such a body, but was induced to substitute a Railway Committee of the Privy Council. The latter has proved altogether inadequate.

Mr. Blair Replies.

Mr. Blair resumed this discussion after recess. He said the importance of this question could not be overrated. The transportation question was one of the largest questions with which Parliament could deal, and he would, had with delight any scheme which would ameliorate the grievances of which the people of Canada complained. But this question was not susceptible of easy treatment. The creation of a Railway Commission in England had not afforded the measure of relief which was anticipated. It did not follow, therefore, that the moment a Railway Commission was set on its feet a vast improvement would result. While in full sympathy with a substantial measure of relief, he was not sanguine that the consequences would be as complete and successful as some believed. He could not agree with Mr. Maclean that it would be sufficient to vest in a Railway Commission the powers now possessed by the Railway Committee of the Privy Council. He believed the Act to-day, so far as it concerned rates or machinery on the Railway Committee to remedy evils, was very defective. Take, for instance, the question of running rights. Only one or two minor applications of this nature had ever come before the committee, for the reason, he believed, that counsel of the railway companies had been forced to the conclusion, from a study of the Act, that it was inadequate for the purpose.

Mr. Maclean asked if some provision could be made, for instance, whereby the I.C.R. could be extended to Winnipeg, and the right obtained for the Government road to run rights to Winnipeg.

Mr. Blair said that was a larger question than probably Mr. Maclean conceived. It would mean that provision must be made for using all the different railways, the station houses and terminals, and for getting the different railway corporations to come to one agreement with the Government, and then, after all that had been done, the Government road would not be able to handle one dollar's worth of local traffic that must be done by the company owning the line. He sympathized with Mr. Maclean in the view that we should have a national highway, if it be feasible. He believed it was a radical error on the part of the Government of that day, and he was not relenting upon that, because public opinion would not have sustained them in taking this further step, when they allowed the transcontinental railway to become the property of a private corporation. Hear, hear. He believed the sound policy for the welfare of the Dominion was that at any cost the country should have owned that great highway. Hear, hear. If they could have afforded to treat the people liberally, even though it involved cost. The people benefited would have been those who went west to find a home, and on its broad acres. People would have been induced to go there and say there if Canada had owned the trunk line. The question of the nationalization of railways was becoming a live question in England, and it was likely to grow in Canada. On the continent of Europe the system prevailed to a remarkable extent. The suggestion that railway companies could be forced to yield to the wishes of Parliament was not as easy as Mr. Maclean supposed; the difficulties were indeed very serious.

With regard to a 2 cent passenger rate, Mr. Blair contended that such a proposal would not reach the C.P.R. and G.T.R., so that, much as the House might sympathize with Mr. Maclean's views, it would be extremely unfair to apply it exclusively to some small railway in a remote region of the Dominion. He moved the adjournment of the debate.

The motion to adjourn the debate carried, and the House adjourned at 9.40.

The Humber Piggery.

Toronto, March 15.—The Government Humber has decided not to restock the piggery until every evidence of the disease in the locality has disappeared. Dr. Bryce of the Provincial Board of Health said yesterday that if every municipality would pass a bylaw providing for the inspection of the animals, as they were empowered to do, the disease would soon be wiped out.

The Lakeside is in Trim.

Port Dalhousie, Ont., March 15.—The steamer Lakeside came down the canal from St. Catharines yesterday afternoon, and took a trial trip on the lake. She carries running on her regular trip this morning between here and Toronto.

CROWS NEST CANAL CO.

No Reports on the Complaints of Shippers Yet.

Winnipeg, March 15.—The commissioners appointed to investigate complaints against the Crows Nest Pass Railway Company, Messrs. Fitz Patrick, Superintendent of Immigration, Dominion Government, and Appleton, President of the Trades and Labor Council of this city, met here today from the Crows Nest Pass. Since January, 20 affidavits have been taken at different points along the route of construction. It has been of a very exhaustive character, embracing the quality of the rolling stock, the housing accommodation, price of supplies, hours of work, rates of wages, etc. Interviewed Mr. Frank Pedley, who visited all together, thirty five miles driving behind horses on this. We slept at the camps and at work men. I can say one thing, that there was no necessity for complaint on the part of the food supplies, evidence from contractors, camp managers, accountants, foremen, mounted police, men and of course the men. We saw men at work under all sorts of working circumstances. We see what men are doing all in our power to obtain the fullest information, and the time enough to speak as to results. We sit here for a couple of days, then probably sit at North Bay, Mattawa, Renfrew, Hull, Ottawa and Montreal."

Hog Cholera at Weston.

Weston, March 15.—Hog cholera which has affected herds in the village of Todmorden and other places in York Township, has broken out in a virulent form near this village. A few days ago the herd of 191 hogs owned by Mr. Arthur Barton was found to be infected, and yesterday Government Inspectors Drs. Smith and Sweetapple superintended the killing of over 150 of them. On these only 25 were found to be free from the disease. The few that were not killed are being fed. The disease has not killed any, and all of them are affected. Thus far no other herds in the vicinity are known to be diseased.

Misses the Pleasure.

"Smoking was a great pleasure," he said, "but they told me it was responsible for all sorts of ills, so I stopped."

"And now?"

"And now I haven't anything but the ills."

A Definition.

Schoolmaster—What is a synonym? Tommy Sharpe—It is a word you can use in place of another when you don't know how to spell the other one.

THE GRAND AT GALT.

Ice Jam Gave Way and Bridges and Trees Were Swept Down Heavy Loss to Business People.

Galt, March 14.—One of the largest and most disastrous floods in the memory of our oldest residents is passing down the Grand River through Galt. The river was considerably swollen above its normal condition at this time of the year all day Saturday, and the residents of Galt came to the conclusion that they were going to have a very mild experience in the matter of floods this spring, but their expectations were disappointed. Sunday morning about 7.30 o'clock the monster ice jam at Blair gave way and came rushing down through Galt at a frightful speed, carrying everything movable along with it in its almost irresistable force. Blocks of ice 18 inches thick and as large as the side of a house, whole trees, roots and branches attached, at foot and a half at the trunk, hewn timber, loose barrels, fence rails, and old houses by the score were carried along in the rushing and roaring torrent. A great amount of damage to property has been caused.

The first bridge to go down was the smaller one near Blair Station on the public road leading to Preston. The next bridge to suffer was the upper bridge in the town of Galt. The middle span was carried entirely away and the other two spans are badly damaged as well as all the stone piers. Loss estimated at $5,000. The flooring and stone piers of the Main Street Bridge and the lower bridge in Galt have been damaged to the extent of probably $100 each. The wooden bridge known as the "foot bridge," about two miles down the river from Galt, was washed away.

Factories and private residences located on the river banks have suffered considerable damage. The volume of water in the river increased rapidly, and to such an extent as to overflow the whole of the low lying portions of North and South Water streets to the depth of two feet. The inmates of several private houses had to be carried out to places of safety.

The basement of Cherry Bros.' flour mill was full of water, causing damage to stock, and the stone work of the mill race was badly washed out. Basements of all the manufacturing establishments situated on the river are full of water and huge ice boulders, but damage, if any, cannot be definitely stated until the water goes down sufficiently to enable an examination to be made. It is known, however, that the Galt Knitting Company will be heavy losers, as their dying works, a brick addition built out into the river at the rear of the mill proper, was completely wrecked and the first floor occupied by the operatives, was covered with water knee deep. Clay Bros.' stoppers, in the Imperial Block, claim a loss to stock of over $1,000. Traffic on the Galt branch of the Grand Trunk Railway, which runs parallel with the river, is at a standstill. No engine could get through the water on Saturday last, and it is reported that the track is so badly washed out that it will require two weeks' work to put them into proper shape again.

WEST BRANTFORD A LAKE.

Firemen and Other Citizens Had to Fight the Raging Waters All Sunday and Were Beaten Out at Last.

Brantford, Ont., March 14.—Saturday night a heavy rain caused the Grand River to again go in its annual Sunday rampage. At an early hour yesterday the water began to rise and about 9 o'clock the flats were almost covered with water and most of those living on the flats were fighting the flood, moved to safe quarters during the night. At 11 o'clock the firemen went with the life boat to the flat and took off the only occupant in the badly flooded section.

In West Brantford the water had risen to such a height that it led a very dangerous outlook for citizens in that section. At the juncture of Oxford street and the G.T.R. crossing the water got over the tracks and soon had a patch washed out about two feet deep and about 15 feet long. Men and teams were soon at work and with sand bags got the gap filled and water stopped. At the northwest part of the show grounds the water had risen so high dog it was running over the top of the dike. Here also men and teams are at work making matters more secure. These two washouts at one time made it appear very serious for the people of West Brantford. Fortunately the water has fallen about 12 or 15 inches. This, with the repairs workmen are making at both places, has saved West Brantford from a very serious flood. The firemen with life-boat and hook and ladder wagon, were in West Brantford during the afternoon.

It is reported the Cockshutt Bridge, about two and a half miles South of the city, went down early and the farm lands in that vicinity are covered with water six to ten feet deep. No loss of life is reported so far. If the water in the river continues to fall as it is now doing, prospects are there will be no further damage. The citizens turned out in good numbers to see the flood.

Looks Like a Lake.

After dark the water in the Grand River began to rise and by half past 9 it had reached the top of the dike. The men at work repairing the dike at the northern extremity of West Brantford had to abandon their work. The water began to come over the top, and they were in danger of being caught. Warning was given immediately to the citizens of West Brantford to move out.

At 10 o'clock the fire bell rang, calling for assistance, and the firemen with lifeboats, wagons, and citizens with wagons, proceeded to aid in the rescue. Quite a number have moved out, but there are still some remaining.

At 10.30 it was reported the dike had gone. The water is now running through West Brantford at a good speed, three to five feet deep, and sidewalks are floating. The Grand Trunk have an engine and some flat cars and about 20 men at work filling in with earth the part of their track that has been washed out. The night is dark and it is very difficult to see where and what damage is being done. West Brantford looks like a large lake.

Curious Angry.

A curious incident has sprung up in Spain since the revival of silk culture there in the production of what is known as silkworm gut for fishing lines. The grub is fed on mulberry leaves, as usual in silk culture, but before it begins to spin—that is, in May and June—it is killed by immersion in vinegar. The substance which would have formed the cocoon is then drawn out from its body in the form of a thick silken thread, which is treated with chemicals and afterward dried. These threads are made up in bundles of 100, and the Spanish peasants travel with them along the shores of the Mediterranean as far as France. The best quality of thread is round, the flat form being inferior and due to unhealthiness in the worm. The chief seat of this industry is Murcia.

A Sufficient Notice.

Near Christiana Lake, in Washington, a rough road leads from the main highway toward the lake, where there is a ferry operated by hand power. At the point of departure of this road the following sign, posted on a tree, informs passers of all they have to do to make the trip across the lake by this route:

"Wagon road to Christina if you want to go a rose hollow or peal, also a grocery store and hotel."—Youth's Companion.

Removing Moles.

One who has tried it repeatedly says that moles may be removed by the following method: Seat the patient in a clear, strong sunlight. With a powerful sunglass bring the concentrated rays of the sun to bear on the excrescence five or ten minutes. In three or four weeks the mole will scab off, and a new skin come on. If the mole should not be entirely removed by the first application, repeat. No scar will be left.—New York Medical Journal.

QUEEN OF THE SKI.

MISS FREDA KNAGEN LEAPS BEYOND ALL COMPETITORS.

This Norwegian Lady Has Made a Record Bound of 16 1-2 Feet and Landed Safely on Her Feet—Exciting Sport in Norway—Something About the National Game of That Country.

Ski-ing, queen of national sport, is at its zenith in Norway. The country at its best is a delightful place to live in at this time, and were it not for some such healthful, inspiring, invigorating and exhilarating pastime as that provided by the great outdoor game of the Norwegian, there would not be much in life for the inhabitants of that northern land.

The necessary elements for the successful practicing of this deep, crisp and firm; a cold, frosty air, and a healthy appetite for outdoor recreation. When the time for ski-ing is ripe Norway turns out in counties, in villages and in clubs. Only those who have seen a grand ski-ing celebration can realize the enjoyment of participating in this amusement, and feeding one's system with the pure, frosty and invigorating air. Sleighing, skating or tobogganing have their own charms, but none to compare with ski-ing.

Christiania has come to be recognized as the great center for this winter recreation, and Holmenkollen is one of the great resorts of the city, is the ski-ing headquarters of all the great competitors and of thousands of spectators, and attracts the greatest amount of excitement seen at any public event in the world, is the big meeting of skilled skiers known as the "Festival of Norway."

The hill on which the great event is held looks so formidable that to one unacquainted with the sport it would seem as if a descent must be accompanied by the loss of life, or at least by the breaking of bones. But the Norwegian and Swedish

FREDA KNAGEN, WHO DIDN'T LEAP.

generated to the nature of the sport, for it is by reason of this that it is the place of the Lake, which is at the top of the hill, and the slope of the hill is so gradual that the jumper is able to land safely on the platform, which is prepared for the purpose. The leap is made—as it is—from a point about 16 degrees, and the jump is made into a steep incline, which is covered with snow, and which has been made smooth by the feet of the jumpers. The platform, which is about 12 or 15 feet in length, is placed at the bottom of the incline, and is so arranged that the jumper, after the leap, until he has lost the speed he has gained by taking a long run, is able to slide on it, which he has never done.

It seems hardly possible that it requires nerves of steel to slide down a steep incline, as well a wonderful skill to make such a delivery and to take the jump from the platform. It must be in a leap of sixty feet, the feet, about thirty feet. It is in the leaping on the hill that the most exciting part of the performance is exhibited—the part in which the applause of the spectators is most concentrated. The greater the leap the more applause and honor for the leaper. The record leap, which was 57 feet, which was made recently by a Norwegian, is one of the home-skiers, who is known as one of the best leapers in Norway. The record was broken the day of the meetings, the record was broken by the queen of the spectators, who is known as the queen of ski-ers, Miss Freda Knagen, a brunette of great beauty, who has well won her royal title. It is difficult for an athletic beauty to be graceful in her leap, but Miss