

Why so many people, who are evidently able to move out of the city for the summer months still continue to promenade the streets during this hot weather is more than I can understand. They evidently do not realize the truth of the aphorism that "God made the country and man made cities." All sensible people by this time have gone to their "suburban retreats" and it is time for others to follow. Freed from the conventional restraint of city manners one can enjoy life and be natural, and in gentle company dream the hours away. How much more enjoyable it is to be driving along the river banks or reclining under shady trees, than to be blistering one's feet on the hot pavements?

The demolition of buildings on Bonaventure street proceeds slowly; in fact, so slowly that it appears as if the contracts had been given merely to occupy time. When it is finished it will be a valuable improvement as regards the appearance of the street, but is wholly unnecessary as regards traffic, as St. Joseph and St. Maurice street furnished ample accommodation. It is doubtful whether, in the present state of the city's finances, it was advisable to proceed with the improvement, though it would be difficult to find a more appropriate time as regards cheapness of property.

On McGill street, a new building is in course of erection, and the inconvenience caused by the blocking of the street and sidewalk is deplorable. It is in order to enquire why contractors and builders should be allowed to block the way in this manner, apparently doing as they please. It took exactly twenty four hours to place about eight blocks of cut stone—a piece of work which these men ought to do in three hours. If there is not a by-law, there should be one, fixing a time-limit and in case of the time-limit being exceeded, a heavy penalty should be inflicted.

To show how irrepressible the American reporter is—I have only to state that H. R. H. Princess Louise was interviewed while in Chicago, and is said to have stated that she was very much surprised and pleased to notice how tranquil and calm the city of Chicago was while such a momentous question as the nomination of the Republican Presidential candidate was in progress. She said it was an evidence of the wonderful greatness of the American Republic, and was a magnificent testimony to the stability of the United States, etc., etc. Of course this is true, and doubtless the reporter of the *Milwaukee Sentinel* was asked to visit Rideau Hall, though he has been too modest to state it.

I have heard that when the American Government was asked to reduce its registration fee on letters, and place it at the same rate as that on letters registered in Canada, the reply was given that American Post-office officials were not as honest as those in Canada; now, while I very much doubt that such a statement was ever made, it appears that, judging from late developments at the Montreal Post-office, we have not much to congratulate ourselves upon. In the Canadian Civil Service there are too many incompetent, irresponsible clerks, and I strongly advocate Civil Service Reform.

How different are the moral susceptibilities of men, even in this community where thin-skinnedness is a rare commodity. We have the Honourable John Hamilton, Mr. Duncan McIntyre and Mr. F. B. McNamee all out with suits for damages, some with actions for criminal libel because they have been charged with contributing to Mr. Abbott's election fund in some not exactly regular way, I suppose.

A Montreal newspaper correspondent from Quebec said the other day that Mr. McGreevy's extension of time to run the railway was in consideration of his having supplied \$10,000 for the election fund of the six ministers. I have not heard that the Honourable Thomas has threatened a suit. Surely so much money could not be spent in a legitimate manner. Mr. Chapleau's seat was not contested, but some extraordinary proceedings did take place in connection with the proposed candidature of Mr. Prevost. There were large majorities in Point Levi, Sherbrooke and Brome. If such an accusation had been made in England, the writer of the letter would have been called to

the Bar of the House, but then Mr. Chapleau charged Mr. Joly with giving an extension of time, which he afterwards withdrew. It is too bad if this poor Province is made to pay the election expenses of first one side and then the other, and that unsavoury transaction which relegated several persons to a sea-side pleasure excursion last summer has never been explained clearly to the public satisfaction. The elections about that time went the way of the party in power. I allude to the nut-lock affair.

The Dominion Parliament has granted the Grand Trunk Railway a charter to build a railway to Montreal *via* Laprairie, from Huntingdon and Dundee, the construction of which has been commenced. A number of persons—a nondescript crowd—embracing of course the irrepressible Mr. Senecal, are applying to the Quebec Legislature for a charter for a railway which will be a competing line to the one referred to above, and a tunnel scheme is also under way in connection with these projects. The granting of these charters is simply the encouragement of jobbery. Two lines of railway where one won't pay means that both of them will give a poor service, and a tunnel costing many millions of money, while the Victoria Bridge is not used to half its capacity, is simply a waste of capital. The tunnel would not be built, and the charter, I apprehend, would be hawked about to foreign lines by contractors to enable them to drive hard bargains with the Grand Trunk Company. The South Eastern Railway appears to prefer the Victoria Bridge to the Hochelaga ferry, and I believe has come to a satisfactory arrangement with the Grand Trunk Railway to come into the city over its line, the G. T. R. doing the work for it between Montreal and St. Lambert.

A similar arrangement has, I understand, been made by the Credit Valley Company at Toronto with the Grand Trunk Company.

The Belleville and Hastings Railway, which the Grand Trunk has worked for some time past, has been handed back to the contractors.

The Port Dover and Stratford and Huron Railway is now leased to the Grand Trunk, and cannot fail to be benefitted by the connection with the through system of Canada.

The Michigan Air Line, which is also worked in connection with the Grand Trunk Railway, is pushing forward the construction of its extension from Rochester to Pontiac. Mr. Henry Yates is the contractor. It is expected that a line will be built from Toledo to Pontiac which will give the Grand Trunk access to the South Western traffic all the year round by an independent line.

I see that the tunnel scheme, pure and simple, has little chance of success. The promoters do not appear to have inspired the Committee of the House at Quebec with much faith in their earnestness. They had no plans or estimates, and wished to get a bill through the House without any intention of constructing a tunnel. It is the duty of Government to see that charters are not obtained without, at least, the semblance of *bona-fide* preparation by capital and well-digested plans being brought forward.

It is also desirable to put an end to rival schemes until those already sanctioned have failed through inability or unwillingness to go on with the works—authority to construct which has been obtained. If an Act is passed to legalise the South Shore scheme, it will show that the Chapleau Ministry are regardless of vested interests and at the mercy of any clique to which Mr. Senecal may belong.

Intelligence comes from Quebec that the leader of the Government has declared to the House that Mr. Senecal had no fixed salary, but that he would be entitled to 2½ per cent. on the net profits of the road. This is a most extraordinary agreement. I would like to ask, who is to decide what charges shall be made against construction account? This may have a good deal to do with the "net profits" in working the railway. It might be as well perhaps, to protect the interests of the Province, that a law should be enacted whereby it