

Buy BEST FOR WASH DAY.

ny Grocer

much out of order as mine.

Mr. Hughes (Victoria).—My interpretation of the rule is that notice has to be given before an amendment, but that amendment to that can be moved without notice.

Hon. Mr. Huggart. I understood that the motion made by the hon. minister of justice was a substantive motion.

The minister of finance.—That is an amendment to the clause as it stands. Even an addition is an amendment. I have no desire, however, to see the rule pressed.

The chairman (Mr. Logan).—I am compelled to rule. I must rule that the amendment of the hon. member for Kings, N. B. (Mr. Fowler), is out of order.

Mr. Fowler.—The point I take is that you will have to rule on both amendments.

The minister of finance.—In any case I think we can all agree that we do not want three amendments before us at one time, and I do not think any good purpose can be served by my friend pressing the point now when the amendment of the hon. member for Westmorland is disposed of, my hon. friend can move his.

Mr. Fowler.—But suppose it is adopted?

Mr. Wilnot.—I must say that in listening to the discussion tonight concerning this very important matter, I am impressed with the profound ignorance that prevails regarding the location of the line from the Atlantic to the Pacific. I presume that the principal object in view is to have the shortest route. So far as New Brunswick is concerned, I know that the line which keeps to the western part of the province is the direct line to the seaports of St. John. I have collected figures concerning the different routes through the province of New Brunswick. My hon. friend who represents Victoria, B. C. (Mr. Costigan) had a bill before parliament relating to the Quebec and New Brunswick railway. That railway was to run from Quebec to Moncton, where the New Brunswick system of railways terminates, at the extreme north of the state of Maine. The distance from Quebec to Moncton I find is 134 miles; from Moncton to Fredericton, 27 miles; from Fredericton to Grand Falls, 33 miles; from Grand Falls to Andover, 22 miles; from Andover to Woodstock, 64 miles; from Woodstock to Fredericton, 101 miles; making a total distance from Quebec to St. John of 410 miles. From Quebec to St. John via Chipman is 461 miles, making the distance from Quebec to St. John via Chipman 461 miles. As compared with 410 miles by the valley, from Fredericton to Chipman, there is a line of road surveyed, subdivided into sections, and supposed that, in the interest of our Nova Scotia friends, you should be made of that line from Fredericton to Chipman and thence direct to Moncton. That part of the line is well adapted for building a railway. I have been over every foot of the ground myself and therefore can speak from personal knowledge. A considerable portion of the route runs through the country I represent. There is another fact I would point out. This route I have given is covered by a road owned by the Canadian Pacific railway. I do not think it is beyond possibility that the government could acquire that road. It is already built across the valley of the St. John, the shortest route to the coast. I think it is a very reasonable proposition that the government should acquire that road, which it could do at one-half the cost it would cost to build through the country. The right hon. gentleman states that the distance from Fredericton to the coast is 209 miles. That may be correct; but, in view of the difficulties that would have to be encountered in building a road through the rough country in that direction, the distance would be 209 miles. That may be correct; but, in view of the difficulties that would have to be encountered in building a road through the rough country in that direction, the distance would be 209 miles. That may be correct; but, in view of the difficulties that would have to be encountered in building a road through the rough country in that direction, the distance would be 209 miles.

AN ABSOLUTE ABSURDITY.

A Chicago Man, Writing to the Portland Press.

Expresses Himself Very Plainly on the Grand Trunk Pacific Scheme.

—It Will Benefit Portland.

To the Editor of the Press:

I feel impelled, as a resident of Chicago, where the Grand Trunk Pacific railway is being constructed, to express my approval of your editorial in the Press of Saturday morning, wherein you drew attention to Sir Wilfrid Laurier's reference to the Grand Trunk Pacific bill as the house of commons. You are quite right in stating that his attitude in referring to this question as a "measure" to Canada and to Canadian railway interests was altogether outside the question—used as a bugbear to frighten not only the Canadian electors, but also to put the Grand Trunk Pacific bill in the hands of the people in partnership with himself in his efforts to befoul the Canadian public.

The statement was on a par with his further assertion that "another transcontinental railway, every inch of it Canadian soil, is a national, as well as a commercial necessity." I would "draw you into a trap" by pointing out the fact that the Canadian Pacific railway, which is a British imperial enterprise, in certain aspects, in order to find the shortest route to the Atlantic seaboard, traverses the state of Maine for several hundred miles between the province of Quebec and the province of New Brunswick in Canada.

This of itself goes a long way towards showing the unsoundness of Sir Wilfrid Laurier's assumed fears, both with respect to the bonding privilege and the all-Canadian route.

We, in Chicago, who understand perfectly the routes of grain from the western wheat fields, both in Canada and the United States, perceive plainly the political considerations underlying the Grand Trunk Pacific scheme as announced by Sir Wilfrid Laurier in his speech at Ottawa, on Thursday last. Having this understanding of the situation, and being in close touch with Canadian politics, where they trench upon the transportation of grain, I am in a position to state that the project to build a line of railway from Winnipeg to Moncton, a distance of 1700 miles, through rough country, granite ridges, across water sheds, radiating gradients, which would call for bridges, trestles and embankments, is an unsound business proposition, calculated, like most unfortunates, to be the victim of the unscrupulous and unscrupulous politicians, to arouse the jingo elements of a country for political purposes.

In short, the Winnipeg-Moncton line is an absolute absurdity, from a commercial standpoint. It is believed in Chicago it is believed by probably a majority of the Canadian people, by the Hon. Andrew G. Blair, who has signed his portfolio as minister of railways to emphasize his belief; it is believed by the Grand Trunk people themselves; and this belief is the basis of the Grand Trunk Pacific railway will never be constructed.

The project, however, is being dangerous. It is being carried out by the government as a catch-up project, and the support of the people dwelling along the eastern end of the proposed line. The bill, brought down in parliament, authorizing the construction of the Grand Trunk Pacific railway, is a piece of legislation that should be charged to capital.

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as applied to Sir Wilfrid Laurier—that "patriotism is the last refuge of scoundrels." Perhaps I may justly quote this quotation and say that patriotism is the last refuge of politicians.

This cap about the head of the liberal party in Canada, in so far as the Grand Trunk Pacific railway project is concerned.

Yours truly,
CHARLES E. ALLEN.
Old Orchard, August 5.

CABLE SERVICE FOR CANADA.

Government Will Subsidize Service from Great Britain.

OTTAWA, Aug. 7.—In the commons today, replying to Mr. Sproule, Sir Wilfrid Laurier said that the last of the colonial office in regard to the colonial conference minutes was secret and it could not be laid before parliament.

His excellency is communicating with the colonial office with a view to its publication.

Hon. Mr. Fielding moved resolutions providing for a grant in aid of telegraphic lines and other communications in the Canadian press. Mr. Fielding said he had long favored such a scheme, and had taken advantage of recent communications to formulate it in the present session.

He proposed to have an association to which the government will contribute \$15,000 a year for three years, then \$10,000 for one year, and so on.

The association will have to provide for the service as much as the government gives, and the service will be to put the Canadian papers, those in small cities will pay less than those in larger centres.

Mr. Borden favored the principle of the resolutions.

Replying to Mr. Clarke, the finance minister said the Marconi system might be used.

The resolutions were adopted and a bill based on them was introduced.

Sir Wilfrid Laurier proposed a second reading of the bill respecting the jurisdiction of the exchequer court as to the new duties.

Mr. Demery, who introduced the bill, explained that it was intended to provide for the appointment of a receiver for railways, under the jurisdiction of parliament, which became involved in the bill.

After dinner, Mr. Clarke drew attention to the fact that Canadians who served in the fifth and sixth contingents of the Canadian expeditionary force were not receiving service medals.

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OTTAWA LETTER.

The Much Talked of Surrender to Grand Trunk Pacific.

Company Will Be Given Powers That Were Denied to Mr. Blair in His Railway Commission Bill.

People in the West Put No Faith Whatever in the Construction of a Road from Winnipeg to Moncton.

—The Vanderbilts and the Morgans Cracking the Whip Over the Head of the Liberal Party.

(Special Cor. of the Sun.)

OTTAWA, Aug. 10.—Although the Grand Trunk Pacific bill for incorporation was up in the house yesterday, and Deputy Speaker Macdonald did his best to confine the discussion to the mere details of the bill, the house found several opportunities to refer to some of the leading proposals of the government measure concerning the surrender of the Grand Trunk Pacific railway to the Grand Trunk Pacific company.

The surrender of the Grand Trunk Pacific railway to the Grand Trunk Pacific company was a subject which has been discussed in the house for some time.

Mr. Barker, the member for Hamilton, said that he had been asked by some of the leading proposals of the government measure concerning the surrender of the Grand Trunk Pacific railway to the Grand Trunk Pacific company.

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after the Laurier government has finished the scheme which was proposed last week by the prime minister.

It may be said in answer to this contention that the people of the country will not have to pay the \$25,000,000. The utter absurdity of such a contention has been repeatedly demonstrated, not only in this country but in every other country where the government has assumed control of railway rates. A company allowed to over capitalize invariably meets all attempts to reduce its rates by the fallacious argument that it must earn sufficient to pay a fair interest on the money invested, consequently the patrons of the road are forced to submit to extraordinary levies in order that dividends made be raised for a lot of inflated stock which never should have been placed in the market. R. L. Borden and others on the opposition have vainly endeavored to impress this on the government. The influence exerted by those back of the Grand Trunk Pacific is far greater than that which can be wielded through a plea that the rights of the people should be respected, and there is little prospect that the Grand Trunk Pacific will ever prove a practical investment in reducing freight rates in the west.

In many other respects the Grand Trunk Pacific scheme is a hybrid one. Dr. Roche of Marquette, who has returned from Manitoba, where he helped defeat the Greenway forces on the Grand Trunk Pacific scheme, declares that the people of Quebec are absolutely no faith in the construction of a road from Winnipeg to Moncton. What they want is further connection with the east, and the Grand Trunk Pacific is a road to the west.

Mr. Roche has been a close student of the transportation problem, and his opinion that practically no grain will be hauled by the all rail route from Winnipeg to Quebec or for carriage to the city of Quebec is a very serious matter.

On this very point R. L. Borden gave some interesting facts in his speech in reply to Sir Wilfrid Laurier, when the government policy was announced.

"Where will this new line get its traffic?" asked the leader of the opposition. "It is expected that it will take any portion of the traffic which at present goes to the city of Quebec by the Grand Trunk Pacific."

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Worn thin? No! Washed thin! That's so when common soap is used.

SUNLIGHT SOAP

REDUCES EXPENSE

Ask for the Golden Star.

gasted yesterday that parliament was wasting its time in discussing the Grand Trunk Pacific measure, until the time came when Sir Wilfrid Laurier's cabinet had really decided themselves what they wanted. Mr. Morin has a suspicion that with all the consideration the government can devote to the proposal, the line will go just where Mr. Hays, Sir Charles Rivers Wilson, the Vanderbilts and the Morgans want it to go. They are the leaders in this movement, and they are cracking the whip over the heads of the liberal party. At a later day, perhaps, when these gentlemen have fully considered the matter, and what they need, the people may through their supposed protectors, be given a small portion of that information to which they are entitled.

J. D. McKENNA.

OTTAWA, Aug. 5.—On private bill the Grand Trunk Pacific bill came up. Mr. Fowler of Kings, N. B., moved his amendment to pay for all stock secured from the Grand Trunk Pacific. He held that there should be a distinct money consideration for all stock so transferred, as watered stock would mean that high rates would prevail for all time. It was in the interests of the public that this condition should be applied.

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was moved by Sir Wilfrid Laurier. He explained that such generous salaries were to be paid because the duties of the commissioners would be most important, and competent men would have to be secured.

Mr. Tarte considered the salaries were too small to get good and honest men. The chairman should receive a large salary as the manager of a large railway company.

Mr. Maclean advocated \$15,000 for the chairman and \$10,000 for his assistants. He also wanted the manager of the Intercolonial paid \$15,000, so that a good man could be had for that concern.

Laurier promised to consider that suggestion when the general rearrangement of the salaries of the judiciary was considered. Hon. Wm. Ross was also out for high salaries.

Mr. Blair stated that the commission would cost for the first year \$100,000. The resolution passed and will be incorporated in the railway commission bill.

The railway commission bill handed by Fitzpatrick under Mr. Blair's coaching was then taken up. A clause was adopted by which railway contractors will be compelled to pay current wages to men employed on railway roads. Further provision was made to compel railways to provide safety appliances on freight cars built for use in Canada.

Mr. Hackett gives notice of an amendment to the Grand Trunk Pacific bill calling for a branch from Sackville to Cape Tormentine and for a branch in E. B. I. from Carlton Point.

Laurier gives notice of a bill to amend the mounted police act, and Mulock to introduce a bill to amend the civil service act.

Hon. Mr. Fielding gives notice of a motion that it is expedient to enact that advances may be made from time to time out of the consolidated revenue to the minister of railways and canals to enable him to purchase necessary materials for the construction, renewal, maintenance and operation of government railways, and for the establishment and conduct of rail stores, provided that the sum so advanced shall not exceed annually for the Intercolonial the sum of \$1,500,000 and for the P. E. I. railway \$100,000.

The railway commission bill was reported and stands for its final reading. Hon. Mr. Fielding's proposals for lead duties were reached at a late hour.