"GET RID OF IT NOW" CRIED MEMBER OF THE OPPOSITION

Referring to Canada's New Government Owned Railway Unwary Follower Intimates What May Be the Policy Behind Mr. Borden's Misrepresentation of Cost of Public Owned Road—Minister of Railways Hits Conservative Leader Hard.

Ottawa, July 11—Hon. Geo. P. Graham rose up today and landed a jolt on Mr. Borden's solar plexus. He did it, too, with the similing enthusiasm of the lacrosse player who chops the ear off an esteemed opponent. The result was abundantly manifest when the opposition leader limped through a reply consisting partly of admissions of past errors, partly of acknowledgements of present fallibility and largely of suggestions of future uncertainty.

Mr. Borden Magnifies Cost.

To be explicit. A couple of days ago Mr. Borden did some single-handed calculating about the cost of the National Transcontinental. He added up some computations of his own on every conceivable cost to which the country might in the worst circumstance be liable in respect of both sections of the road, made a total of 250 millions and put it in Hansard as the cost of the National Transcontinental. The party press promptly took the hint and flooded the country with declarations that the country's half of the road would cost 250 millions.

Ninety-Seven Millions Less.

To this Mr. Graham addressed himself, produced the documents to show what it was actually costing, knocked 97 millions off Mr. Borden's figures and pointed out that unlike former railway bargains we are getting a railway for our money—and 1,800 miles of the best railway on the continent.

Cost of Eastern Section.

The eastern section, he said, will be completed easily by December 1st, 1911. It was about 1,000 miles in length, and the average cost figured from the contracts made and engineer's estimates of the balance would be 63 thousand per mile. The G. T. P. company get the road seven years for nothing. He disagreed with Mr. Borden that the country would have to pay the next three years' interest. He believed the business would then be sufficient to meet the expenses—in which case the company pay the interest. This knocked 11 millions from Mr. Borden's figures.

Bridge Not Part of Road.

The Quebec bridge was started before the National Transcontinental, would have been built if there was no such road and would be used by all railways. This took off another 4 millions from the real cost of the road.

Three and a half millions had to be deduced too as overestimate on the calculation of the cost of terminals.

The interest on the mountain section bonds, guaranteed by the government, had also to be deducted as it had nothing to do with the national end of the road. This cancelled another 11 millions.

Totalling these the papers which took Mr. Borden's tip, had been 97 million dollars out on the cost of the government section.

We Get a Railway for Our Money.

For the money spent he said we will own a railway 1,800 miles long—the best built transcontinental road on the continent of America. If we did not want the road he had the word of a prominent railway man that we would not have to look far for purchasers willing to take it over at the entire cost to the country. "Get rid of it now," was the response from some opposition gentlemen.

The Real Burden of the Road.

The real burden on the country, said Mr. Graham, was not the cost of the road, but the interest. For the cost we would have the road as security on which to borrow the money. The interest was the item which practically concerned the public as owners of the road. This interest, on fair compensation would amount to 26 3-4 millions. In other words, for 27 million dollars the people of Canada were getting 1,800 miles of the best through railway on the continent.

If we preferred to borrow this interest at three per cent, the cost to us would be 800 thousand dollars per year. This represented the actual burden of the government section of the road.

Western Section Will Pay.

As to the western division he did not believe the country would ever be called on to pay a cent interest on the guaranteed bonds. We had not had to do so for the other roads whose bonds we endorsed. Mr. Borden's figures could be true only if Canada was a failure. If it was not a failure the western end would be a paying proposition.

38 Millions for Transcontinental Line.

But even if those figures were justified the total interest cost of both sections to the public would be 38 million dollars. Or if we borrowed this our interest on it would be one million one hundred thousand per year. This was the maximum actual burden of the people for the whole road from sea to sea.

Why the Cost is Large.

As to the cost of the road being higher than the estimates he read statements from the chief engineers of both sections declaring this due to:—

1—Increased cost of labor and materials.

2—The fact that the road was being built better than the kind estimated on.

Importance of Well Built Road.

Ordinarily roads are not well built at first. Many Canadian companies had abandoned and rebuilt miles of road. The Canadian Pacific was reported to have spent in betterment in the last few years as much as the whole first cost of the entire line. The National Transcontinental was being built on the contrary principle and the first train would traverse a roadbed better than any previously constructed through similar country and of similar length, a road-bed which companies ordinarily took years and spent millions after beginning operations to equal.

Saving Operating Cost.

By so constructing the road five trains per day could be run the year round over it for 2 3-4 millions less than over a road of ordinary character. Every dollar saved in the cost of operation was a dollar saved in freight to the people of the country and the way to save dollars in operating cost was to put dollars into the road-bed.

Getting Value for Our Money.

The question—and the whole question—was that the people were getting good value for their money. Canada is crossed by a transcontinental which cost the public a lot of money, but the people do not own it. This road is a dividend-payer—but the people do not get the dividends.

The new transcontinental was costing a lot of money, but the people owned the road. He was convinced that the history of the C. P. R. would be repeated in the case of the new line and that spread of settlement and increase of production would make the road a paying proposition. The time would come when still another transCanada road must be built to afford opportunity for development.

Pessimism Doesn't Build up a Country.

No country had ever been built up by pessimists. A Canadian without faith in Canada should get out of the country; certainly out of parliament.

LONGBOAT'S INJURY NOT A SERIOUS ONE.

(Continued from Page one.)

day on a basis which would figure out in betting as eight and a half to one against Bryan's election.

A Deadly Torpedo.

Col. Unge, of the Swedish artillery, who was formerly connected with the firm of Noble's, has been for some time trying to dispose of his patent rights to an aerial torpedo invented by him for which remarkable claims were made. After a test the British war office declined to buy the rights on the ground that they did not think the torpedo would be of especial advantage in warfare. Now, according to the Berlin correspondent of the Standard, Krupps have bought all rights outside of Sweden and the torpedo, "one of the deadliest instruments yet invented," will be introduced in the German army and navy, which will "thereby possess the most effective equipment of any army and navy in the world except Sweden."

Among other claims, it is stated the torpedo can be fired without noise, and that it causes no recoil. The machine from which it is fired can be placed in position much more rapidly than field artillery. It is directed by turbine with remarkable accuracy. It is especially adapted for being thrown into a fort or on the deck of a battleship, either of which it will completely destroy.

Fear Canadian Competition.

London, July 17—Possibly as a result of the efforts to secure the removal of the Canadian embargo prices of American and Argentine meat were lowered yesterday. Owing to the campaign pending in parliament the whole meat trade favors its removal.

Direction for Making Iced Tea.

Warm the teapot. Put in a heaping teaspoonful of "Salada" Tea for every two cups. Pour on freshly boiled water and allow to infuse from 6 to 8 minutes. Pour the liquor off the leaves and let cool. "Salada" Tea iced is a most delicious and refreshing beverage. A small piece of lemon will add to its flavor. 60

PRINCESS AND CHAUFFEUR.

Amelia Louise, of Furstenburg, Weds Automobile Agent Despite Mother's Protests.

Vienna, July 17—In spite of the hysterical protestations of her mother and brother, Princess Amelia Louise, of Furstenburg, was married Tuesday to Gustav Koczian, an automobile agent with whom she eloped last May. Immediately after the couple took their places at the altar in the castle chapel at Kammerberg, where the ceremony was performed, the princess' mother fell to her knees and with reproaches and pleadings sought to have her daughter give up her sweetheart. The princess was overcome by the frantic pleadings of her mother and fell fainting to the floor. She was revived and insisted upon proceeding with the ceremony, although she had to be supported during the service.

CALGARY GRAFT CHARGES.

Nothing New Has Developed—Specific Charges to be Made.

Bulletin Special.

Calgary, July 18—Nothing further has developed in the graft charges against the representatives of the Canadian Paving and Contracting Co. and Ald. Parslow. It is expected that before the council meeting on Monday night the charges will be in proper shape.

Ivey Powell, the jockey, and his partner, A. Taylor, were tried yesterday before Judge Mitchell, charged with stealing $180 from Capt. Duncan C. Ross. The judge dismissed the case because of lack of evidence.

LOST BY ONE POINT.

Canadian Marksmen Fail to Retain Kolapore Cup by Narrowest Margin.

Bisley Camp, Eng., July 17—Team aggregates at 1,000 yards range in the Kolapore cup match, in which the Canadians took second place, were: Mother Country 255, Canada 255, Guernsey 244, Malay States Guides 238, West Indies 232, India 222. Rain fell just at the close of shooting.

The Canadians missed first place by only one point, the aggregate team scores for all three matches being: Mother Country 758, Canada 757. The Kolapore cup has been won by Canada nine times in the past few years.

REFORMING CIVIL SERVICE SYSTEM.

Manitoba Free Press.—In view of the very great importance of the sweeping measure for the reform of the civil service system of the Dominion introduced by the Government at the present session of Parliament, it is desirable that a fuller synopsis of the speech made by Mr. Fisher, the Minister of Agriculture, in submitting the measure than was given in the telegraphic dispatches, should be laid before the public. Mr. Fisher began his speech by a comprehensive survey of the development of the civil service system in this country, after which he dealt at length with the history of the civil service in Great Britain and in the United States. He devoted himself mainly in this portion of his speech to the development of the civil service in Great Britain, which began in times when office was in the gift of irresponsible Kings before constitutional government was introduced, because a partisan spoils system in the eighteenth century, and, under successive advances towards the system prevailing in Great Britain at the present time, has come at last to be regarded as a public trust, with character and ability, as shown by proper tests, the true criterion in the selection of public officials.

The British System the Model.

Continuing, Mr. Fisher said:

"The appeal to the common sense and judgment of the English people was successful, and although at first the British government did not feel altogether that they could trust the members of Parliament to help them in this reform, they were able to appeal to the people and the people supported them and from the day of the commencement of that until its almost full fruition at the present time the English people have stood behind reform in this respect as they have in most others, and have given an example to the world at large of the best application of the science of administration in their public affairs. I use the word 'science of administration' incidentally, but I want to say that in Great Britain the science of administration has been advanced far more than in any other country in the world. There are on the continent of Europe peoples who in their methods and ideas are as scientific, (perhaps more so) as the British people, but when it comes to the practical application of scientific methods to the ordinary every day affairs of life it is always found by those who have studied these great questions that in Great Britain and amongst the British people, are the strongest evidences and the highest examples of the true sense of administration and the best application of scientific methods to the ordinary affairs of life. That is one of the reasons no doubt why it is that in civil service reform as in so many other things the British people have taken the lead and afforded the best example to the world at large.

"I submit that we cannot do better than take the model of the people on whose institutions our institutions are founded; the people who have successfully shown to the world at large the success of the practical working out of these institutions, and I have therefore in the framing of this Bill, and even in its details, to a large extent followed the English model wherever it is possible. Where it was necessary to make a change in consequence of certain differences in conditions between Great Britain and this new country I have still tried to follow the principles which are to be found in the British system."

The Competitive Principle.

Immediately after Confederation a Civil Service Act was passed by the Dominion Parliament. Since that Act was first put into operation, there have been no less than three Civil Service Commissions; one in 1880, one in 1892, and one in 1908. In a general way there is a consensus of opinion on general principle in the three of them. Mr. Fisher said he felt that the present Bill, based as it was on the procedure in Great Britain, the experience of the United States and the deliberate opinion of three bodies of commissioners in Canada, knowing the conditions peculiar to this country, would commend itself to the sober opinion of Parliament and the country.

It is to be noted that the Civil Service Commission of 1829 found that the amendments lately introduced into the service were in a retrograde direction and that instead of improvement there had been actually retrogression. In consequence of the report of 1892 there was no practical amendment made to the Civil Service Act, and the result is that today the civil service requires to be dealt with more drastically than would have been necessary had that report of 1892 been acted upon, and had it made a greater impression upon Parliament and the country. In a general way the civil service today is based on the original Acts with modifications in the details but not in the general principles. In the reports of the three commissions there is advised an independent Civil Service Commission and open competitive examinations. The evils attendant upon the absence of these two great reforms are cited and impressed upon Parliament and the country. In this present bill the recommendations of these Commissions in that respect are adopted. As Mr. Fisher said:

"In this Bill we adopt the principle of the appointment of an independent Civil Service Commission and we are introducing the principle of open competitive examination for entering the public service. I think we are carrying out the views of those best calculated to understand the condition of affairs in Canada, the necessities of the service and the advantages which will accrue to the whole country, and especially to the administration of public affairs, by the introduction of these two great reforms."

An Independent Commission to Control.

Speaking of the principle of competitive examinations, which by this Bill is introduced for entry into the civil service of Canada, Mr. Fisher showed that this system has been adopted in Great Britain, our model country; it has been adopted in the United States; and while competitive examinations have not heretofore been adopted in Canada, a system of qualifying examinations has been in existence. He cited numerous high authorities, notably the late Lord Salisbury, in support of this system. He passed on to speak of the provisions of the present Bill in detail. After refining the division of the service into the two great classes of inside service and outside service—that is, the officials in Ottawa, and the officials outside Ottawa—he explained that the Bill provides that appointments to the inside service shall be made by an independent permanent Commission of two members. The chief duties of the Commission will be twofold. The first is to test the qualifications of candidates to enter the service, and to give certificates of merit or certificates of qualification in cases of promotion, or in cases of an exceptional increase of salary to those who are in the service. There is the additional duty placed upon the Commission that, when at any time the head of a department, through order-in-council asks for the services of the Commission to examine into the management or organization of his department, it shall be the duty of the Commissioners, under an order-in-council passed for that purpose, to carry out that work and report to the Governor-in-Council upon the subject. There is provision for the Government by order-in-council bringing the outside service under the operation of the provisions of the Bill governing the inside service. All appointments are to be on probation. That is the rule today under the present Civil Service Act, but the rule is practically ignored, and appointments to the Civil Service are generally considered by the appointees, the public and even the officers of the departments as permanent. The new Bill brings prominently forward the fact that the appointee is on probation for six months. This is perhaps more necessary in consequence of the entry into the service by competitive examination. While the competitive examination is to be established by law as the best way of gauging the merits of the individual for the position which he is seeking, exceptional cases may arise where an applicant who has passed a very successful examination may, for some reason or other, in practical work not be a success; it is therefore provided that the officers of the department have an opportunity, after two months' trial, and before six months are over, on a reasoned and stated ground, to indicate to the Commission that the clerk is not fit for the service to which he was appointed. If the ground alleged would lead the Commission to believe that the clerk is not fit for any other service in the administration, they will strike his name off the list entirely. If, however, the reasons for his rejection by the officer of one department would indicate that it was because of something peculiar in the department or in the work to which he was assigned, and that it was not any disability on his part, then the Commission will have the authority and power to assign him to the vacancy.

A Sweeping Measure of Reform.

In closing his speech introducing the Bill, Mr. Fisher said:

"I am very much gratified that I have been honored with the charge of a Bill of such far-reaching character. I believe it to be in the interests of the country at large and of the civil service and of the effective and successful administration of Canada. It is a reform more drastic, more far-reaching than anything that I have come across in the civil service legislation of the country. The Bill is a legitimate and proper sequence of the appointment of the Civil Service Commission last year by this Government. Last year as now, the civil service was talked of in the country. Last year the people of the country were expressing some views and opinions with regard to it. The civil servants themselves were desirous of having changes made in the civil service law, and an amelioration of their own position in the country and under the administration. The Government, appreciating the necessities of the legislation without special information, We therefore, about thirteen months ago appointed a civil service commission with the intention and object of getting information on points of this kind. This bill to a very considerable extent follows the lines of the recommendations of that commission; but, as I said in opening, we have also taken into consideration the reports of former Civil Service Commissions. We have taken into consideration the actual arrangements in other countries to which we might properly look for models; we have taken into consideration the actual experience and practice of these other countries and have tried to follow the lines of their successes; and we have applied these principles and those recommendations to the actual state of affairs in Canada today. I think, Sir, that the result of this Bill, when it becomes law, will be in the first place to place our civil service on a sounder, safer and truer basis. It will remove from the influence of either personal favoritism or political patronage a large portion of the civil service. It will give an opportunity to those who are best qualified for the duties of the service to enter it, having shown by their exertions that they are worthy of the positions which they seek. It will place the civil service of today, in so far as the city of Ottawa and its surroundings are concerned, on a more equal, a more permanent and a more satisfactory basis. It provides for material improvement in the financial position of those who are in the service today, and it gives an opportunity for greater financial reward to those who in the future, under the provisions of this Act, may enter the service. I think therefore, that it is a measure which fills a need in all directions which the people of this country will approve of, which the people of this country have perhaps been looking for from be government of the day; and I trust, from the utterances that have already been made by hon. gentlemen opposite and in the country that there will be no partisan or party spirit in the way in which this Bill and its provisions will be approached. I am glad to know that to a large extent the hon. member for North Toronto (Mr. Foster) and I think the hon. leader of the Opposition also, have given utterance to expressions of opinion on the civil service which are largely within the lines of this Bill. I therefore anticipate their assistance and the assistance of every member of this House in putting it through in a practical business-like way, so that it may become law, and may accomplish the good purpose which we have in view.

ALBERTA'S BUSINESS PREMIER.

The Manitoba Free Press, in its Fair number, under the caption "Alberta's Business Premier," has the following appreciation of Hon. Dr. Rutherford, who formally opened the Winnipeg Fair.

It was on Sept. 2, 1905, the day following Alberta's inauguration as a province, that the newly created governor of Alberta announced that he had called upon A. C. Rutherford, of Strathcona, a barrister 47 years of age, to lead the first government of the Province. The appointment was anticipated and generally approved as the Liberals of the Province, the strongest party numerically and otherwise, had a few weeks earlier at their convention in Calgary unanimously chosen Mr. Rutherford to be their leader. The post carried with it the expectation of a premiership, as the party had easily the majority of electors behind it.

At this critical period of Alberta's constitutional development the choice that placed Premier Rutherford at the helm was a happy one. His training in law and his intimate knowledge of western affairs quietly absorbed during several years residence there, fitted him for his new position in the executive, while his native earnestness and rugged sincerity, his depth of sympathy and tolerant nature recommended him to men generally.

Personality.

By temperament and training he was peculiarly fitted for leading the young province on in a path of useful, steady development. It was a week-a-day period of construction, demanding road-makers, school teachers, bridge builders and contented farmers as first essentials—and the practical, broadly comprehending premier was exactly formed for the work. Viking-like in his massive physique and straightforward kindly nature, he is not a politician in the sense of a man of guile and tortuous intellect, born to scheme for the advancement of self or party, but rather a man of action in the service of his country, impressed with the moral responsibility of his position, with a capacity for finding his task and setting to work on it with a directness of attack and simple earnestness before which obstacles can not stand.

With all his tolerance and kindliness he is a man of decisive convictions and he clings to them with a quiet, even smiling tenacity which will not be shaken. Back of his cheery eyes and th calmest benevolent lines of his face which expand so readily to open-hearted laughter, there are lines of stubborn strength that have to be reckoned with by the man who would oppose him.

A True Democrat.

His manner of democratic friendliness is a natural attribute of a man of this type. It is no outcome of political training either that the premier of Alberta is so approachable, and always accessible to any citizen of his province. When an interview has been given by him the visitor invariably finds the premier pleasantly interested in his mission and never too busy to hear it in detail.

With this working combination of sympathy, courage and genuineness it is not remarkable that this man has in unobtrusive fashion during his administration so impressed himself upon the confidence of his people. He is even considered a thoroughly likable man and an honest, earnest official by men who are not among his supporters politically.

Once in the saddle of authority in 1905, after a sharp, decisive campaign which gave him a majority of 23 over 2, the new premier set himself to work with a will in co-operation with his colleagues to carry out their policy as announced in the election campaign.

Promises Fulfilled.

The promises of this platform, which have since been fulfilled in almost unique thoroughness, comprised an efficient system of common schools, giving to all classes the opportunity of receiving a good education—a progressive policy of road-building—taxation that always encourgement of agricultural and rambling industries—the establishment of a university and an agricultural college. Since 1905 Alberta has led the way in Canada for government ownership of telephones, provision for this and for railway taxation being made during the first session. Road and bridge building have from the start been resolutely pushed forward, and large sums appropriated for the work, while already in the great hinterland of northern Alberta, in the Peace river and Athabasca districts, government road builders have penetrated.

But education has been always of paramount interest to Alberta's premier, who in his cabinet retained this portfolio for himself, fathering the university scheme and pushing the expansion of primary schools. Before his government had held the reins one year a bill was passed providing for the establishment of a university (which, by the way, opens the doors of its temporary quarters this autumn), work was begun on a provincial normal school to cost $150,000, and 140 new school districts were formed throughout the country. The Galicians and Ruthenians, among Alberta's sturdiest settlers, were particularly considered and 16 schools were opened in their colonies during the early half of 1906, while twice as many hav esince been organized, and are continued under special and expert supervision.

It was mainly in recognition of Premier Rutherford's fine work in the cause of education that Toronto university conferred the degree of LL.D. upon him in October, 1907.

Early Days.

Born on Feb. 2, 1858, at Osgoode, Carleton county, Ont., the son of Jas. Rutherford and Elizabeth Cameron, his wife, Alberta's first premier is of Scottish descent. His education was received at the Osgoode schools, Metcalf high school, Woodstock college, and McGill university. From the last institution he graduated with the degrees of B.A. and B.C.L. He studied law in Ottawa with the firm of Scott, McTavish & McCracken, practising his profession in the same city for several years after he was called to the bar. In 1888 he married Miss Birkett, a member of a well-known family in Ottawa, a woman of winning personality, who has proved herself a most capable helpmate to her husband in his private and public life. Like the Emperor William's ideal woman her interests centre in her home, her children and her church, but while preferring the pleasant routine of a cultured home-life, Mrs. Rutherford has not in any way neglected her social duties as the wife of a premier, and whether as hostess or guest at the various official functions of the aspiring young capital, the premier's wife is always a charming figure.

It was seven years after his marriage that the young Ottawa lawyer moved to the west, having with characteristic caution made a trip of investigation in the previous year. The building of the C. and E. road had roused temporarily in the east some interest in the Edmonton district, and it was here in South Edmonton (now Strathcona) that the future premier settled in 1895. When he presented himself as a candidate for the legislature of the Northwest Territories in 1902, Strathcona emphatically expressed its esteem of him, electing him by a telling majority. This was his first political campaign, and then as now he won his way with the people by no flights of oratory, but by the solid worth of his character, his trueness and strength.

Viking-like again he prefers action to words. In public life he never writes out a speech, making only a study of his subject and then saying briefly—deliberately—and sometimes hesitatingly, just what he believes on that subject. It is this note of belief and earnestness, an expression of the man himself, that makes his brief speeches so well worth listening to and so convincing. On Mr. Rutherford's arrival at Regina to take his seat for a first time, he was honored by being selected as deputy-speaker, and soon become known as a man of weight in the councils of politicians. Quietly but effectively, he impressed himself upon the work of the assembly throughout the term, while events shaped themselves silently toward his coming leadership, which was to make him in 1905 the premier of Alberta.

THE ALL-RED ROUTE.

Manitoba Free Press—As in the case of the National Transcontinental and Grand Trunk Pacific undertaking, so in regard to the all-red route project, the leaders of the Conservative party in parliament are at pains to mask their hostility by professing that they only oppose details. In the debate preceding the recent division in which the House of Commons by the largest majority of the present session endorsed the resolution passed at the last imperial conference in favor of an all-red route, affirmed that Canada is prepared to assume her fair share of the necessary obligations, and paved the way for negotiations with the governments of Australia and New Zealand on the subject, the leader of the opposition, Mr. R. L. Borden, his chief lieutenant, Mr. Foster, and other prominent members of the opposition, strove hard to make it appear that, to have supported the resolution they were not unfavorable to the scheme itself. As Sir Wilfrid Laurier, in his speech winding up the debate, pointed out, they were in their hearts opposed to the project, but had not the courage to say so.

The wordy Mr. Foster, in a characteristic speech which fills page after page of Hansard, went back to 1896 and travelled over the intervening years down to the present time, his speech being designed to prove that the Conservative party has always favored better means of communication between the different parts of the empire. The question under debate, however, was not a question of past professions, but the definite question whether the parliament of Canada was to endorse the action of the imperial conference, or not. The resolution passed by the imperial conference in regard to the proposal for an all-red route for the carriage of mails, passengers and high class freight from the motherland to the Dominion and to Australasia and the far east across Canada, is as follows:

"That in the opinion of this conference the interests of the empire demanded that, in so far as practicable, its different portions should be connected by the best possible means of mail communications, travel and transportation, and that to this end it is advisable that Great Britain should be connected with Canada, and through Canada with Australia and New Zealand, by the best service available within reasonable cost; that for the purpose of carrying the above project into effect, such financial support as may be necessary should be contributed by Great Britain, Canada, Australia and New Zealand in equitable proportions."

The resolution moved by Sir Wilfrid Laurier in the Dominion House recites the above resolution of the Imperial Conference, and goes on to declare as follows:

"That it is desirable that steps should be taken with all convenient speed to secure the results aimed at in the said resolution.

"That this House doth hereby endorse the terms of the said resolution, affirming that Canada is prepared to assume her fair share of the necessary financial obligations.

"That in the opinion of this House it is desirable that the governments of Australia, Canada and New Zealand, should, with as little delay as possible agree upon a definite plan for carrying into effect the terms of the said resolution of the Imperial Conference, the same to be submitted to the consideration of the imperial and Colonial Parliaments."

The amendment moved by Mr. Borden was one which could be taken as having no other meaning that that of a negative to the resolution moved by Sir Wilfrid Laurier. Mr. Borden's amendment, while expressing "strong sympathy with the object of the said resolution" (of the imperial conference) declared that "mere favorable freight rates and a thoroughly efficient system of cold storage are essential features of any such transportation project." It also declared that "the government should not commit Canada to any such plan, or to any contract or expenditure for such purpose until after the same shall have been submitted to and approved by the Parliament of Canada."

Sir Wilfrid Laurier, in the course of his speech closing the debate, said:

"Let us judge the policy of the Opposition by the amendment they have moved. There are two propositions in that amendment, the last of which means nothing because the difference between it and the proposition of the government is merely the difference between tweedledum and tweedledee. But there is another idea in the amendment, and I will mention it as an example of how ridiculous sensible men can sometimes be. This All-Red Route is acknowledged to be a splendid project, a project which excites the pride of all Canadians and of all British subjects. What do the Opposition say with regard to it? They say: Stop here; do not go any further in this Imperial project until you have made arrangements for cold storage. Never was there such a big beginning and such a small ending? Is it possible that these gentlemen opposite, who claim that their party has attained to dignified statesmanship, should come down to resolve that in a project so vast you must not undertake it until you have provided for cold storage? Why do they not ask us to provide that the steamers shall have funnels and boilers? Is there any well equipped steamer to-day that is not provided with cold storage facilities as well as with a rudder and a mast? Do these hon. gentlemen opposite really believe that when we were contemplating this Imperial steamship service, which is calculated to bind the British Empire together, we ever thought the steamers would not be equipped with cold storage? Has it come to this? Is not such an idea too small for grown up men? Let me comfort my hon. friends opposite by telling them that it certainly does mean cold storage, for does not the resolution say in so many words that it means the best service available? Is there any kind of first-class service afloat on the Atlantic which is not provided with cold storage? Why, cold storage accommodation is just as necessary as the boilers in the ships."

"I do not pretend to say for one moment," the Premier said, "if we are authorized by this Parliament to ask Australia and New Zealand for their co-operation in this scheme, that we can bind the Canadian Parliament to do this or that? The plain object of this resolution, he explained, was that there should be "the assurance of the Canadian Parliament that it will do its share when called on." As Mr. Sifton expressed it in brief and clear-cut speech:

"The effectual factors of the problem are such that it is not possible for the government to come before Parliament in regard to a scheme of this kind in the same way as if it were a scheme relating to the internal development of Canada, and which was solely and entirely within the jurisdiction of the government and Parliament of Canada. We have before us a proposition which has to do with various portions of the Empire: Great Britain, Canada, Australia, and New Zealand. You have first to get some kind of a statement of views, some kind of a general proposition to which the parties will agree. The general proposition we have in the resolution of the Imperial Conference, but then the parties have to find out what can be done; they have to find out how much it will cost, they have to discuss the question, they have to settle details and arrive at a scheme which each government will be prepared to recommend to its Parliament. All that has to be done before you can get any further with the project than it is at present."

Mr. Borden and the minority which voted in support of his amendment thus stand on record as declaring "strong sympathy" with the All-Red Route project, and at the same time opposing the only step by which an advance can be made towards its realization.

GARY TALKS OPTIMISM.

Steel Trust Spokesman Finds Outlook Brighter.

New York, July 17—E. H. Gary, chairman of the board of directors of the United States Steel corporation, who sailed for Europe yesterday has made an optimistic statement on business conditions. He said:

"From the viewpoint of the United States Steel corporation the iron and steel business has been better during the last two weeks than at any time since the depression of last October. The tendency since the beginning of the calendar year has been toward improvement, with some fluctuations, until the readjustments in prices were made in the early part of June, when the placing of orders in most lines was practically suspended. This was because many of those who were contemplating additional purchases were in doubt as to whether or not there would be further adjustments. However, there seems to be a general feeling that bottom prices have been reached.

Railroads Will Raise Money.

"The necessities of the purchasing community are greater than ever before and the ability to pay is greater than ever before. Of course, the latter part of the statement is subject to some modification. Many of the railroad companies are at present embarrassed by reason of the lack of funds; but these difficulties will surely, even though gradually, be overcome. Many of the railroad companies have already taken steps to finance their requirements and all are beginning to realize that money is plentiful and cheap and easy to obtain when first class securities are offered.

"All that is required to bring about satisfactory business conditions is the restoration of perfect confidence, and that appears to be near at hand.

"In many lines of business there is no ground for complaint. In some departments of the agricultural implement trade, for instance, the sales per diem are now the greatest in the history of the country.

Farmers Have Confidence.

"This shows to a demonstration two things: That the farmers, the great wealth producers of the country, have confidence in financial conditions, and that they are satisfied with crop prospects for the year.

"The basic conditions of the country are sound. First of all the moral tone of the people has been elevated. Multitudes have been thoroughly converted to the doctrine of a square deal. It would be useless for any of us to deny that we have been aroused to a keener appreciation of the old maxim that 'honesty is the best policy.'"

Young Lad Drowned.

Fort William, Ont., July 18.—Eugene Lepalm, son of Mr. and Mrs. Lepalm, Syndicate avenue, was drowned this morning at 11 o'clock. He was playing on one of the docks of the Kam river. He was about twelve years old, and was subject to fits, and it is supposed that he was seized with a fit, and being close to the edge of the dock, fell into the water. There were several young companions with him, but they were unable to save him. The body was recovered after half an hour of dragging.