Continued From Page 1.

and that it would not be found expedient to proceed with the larger meas-

C. N. R. Bond Guarantee. In introducing his resolutions pro viding for a government guarantee of 3½ per cent. on \$35,000 per mile for that section of the Canadian Northern to be constructed between Port Arthur and Montreal, Hon. Geo. P. Graham, minister of railways, expressed the opin-ion that a bargain had been made which would be of the utmost advant-age to the entire Dominion. "Those who are familiar with Canada from the Atlantic to the Pacific may not be so enthusiastic about it, as those who only know a portion of the country,' he said. Since becoming minister of railways, he had made a general study of the situation, and was convinced that one of the greatest problems Canada had to solve was how to get our products quickly to the market. products quickly to the market. pointed out that with the Toronto-Sud-bury line, the completion of the proposed railway would give all Ontario and all the east another new rail route to

Mr. Graham said that coming eastward from Port Arthur, except for a few miles, the C. N. W. would serve an absolutely new territory from that now served by the C. P. R. and the G. T. P. Except in one or two instances it would not come nearer than 20 miles to the existing roads. In many cases it would be from 69 to 70 miles from the Grand Trunk and from 20 to 40 miles from the C. P. R. From North Bay the road would proceed down thru Ontario, opening up a new territory until it struck Renfrew County. Coming east, ward from Pembroke, Mr. Graham said would cross to the Quebec side at Portage du Fort, and then at Chats' Falls crossing again into Ontario and down to Rideau Junction, five miles outside the City of Ottawa, where it would join the Niagara and Montreal line. Proceeding eastward, it would go from Ottawa to Hawkesbury, and then across the inter-provincial bridge into. Quebec, which would be brought up to standard. Thence the road would go or to Montreal, the total mileage being

A Terminus in Montreal. In reply to Mr. Borden, the minister stated that the route had not been altogether approved by the railway department. The company would make a ter-

minus in Montreal. Explaining the provisions of the route, he said that it was a 3 1-2 per cent. 50 years bond that was guaranteed by the government. The road would have 80 pound rails, with good modern bridges. The C. N. R. would add its guarantee and would stand between the government and any pos-

In answer to Mr. Crocket, Mr. Graham said the standard would not be equal to that of the National Transcontinental. But the bridges would be up to the standard required by the railway department, with a 5-10 of a one per cent. going east and 6-10 of one per cent. grade going west. If it became a physical impossibility to get that grade, they would have to put in a Pusher grade with the consent of the railway department. As to the question why the government should take obligations in regard to rai way, Mr. Graham declared that wherever traffic was found increasing b water it also increased by rail, water traffic in no way interfered with

the railway transportation. Mr. Borden asked the minister to give his views as to what public necessity, would be benefited by the building of this road and what necessity there for a subsidy, assuming that the road

Graham Talks Prosperity. Mr. Graham replied that with the rapid growth of Canada, and the fact that the company had now 4000 miles of railway in the west, and were in-creasing it rapidly and gathering up traffic, it made it absolutely necessary that there should be another line for the carriage of the products of the west

have done a good deal, but they have name of the Dominion of Canada to been aided by subsidies, and aided by the company to secure its money, I guarantees. But in order that we may believe it is in the interests of transhave this line constructed, and constructed, and constructed without unique delivered to structed without unique delivered to the constructed to the constructed of the constructed to the const structed without undue delay, con- rates as well."
structed in a way that we should have Government

Palpitation of The Heart.

When the heart begins to beat irregu.

Many people are kept in a state of morbid fear of death, become weak, worn then the government will get the first and miserable, through this unnatural action of the heart.

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a wheel

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25c Sozodont Paste	for 26c for 26c for 11c	75c oz. Violet Perfume 2 ozs. 25c Nail Files 2 10c Violet Tonet Soap 2 35c Dressing Combs 2 50c Hair Brushes—solid back 2 75c Toilet Water 2	for 7 for 2 for 1 for 3

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cothing of the carrying trade we might that this guarantee will ever cost the from the Atlantic to Port Arthur.

Dominion of Canada a dellar, and He said the worst that could happen

Government Controls Rates. Mr. Graham added, in reply to Hon. ohn Haggart, that the estimated cost Dr. Schaffner he said the control the rates would be absolutely in

he hands of the railway commission. Mr. Graham assured the house that there was a clause in the agreement

that at no time must the rates via less line exceed the rates via lines an American port.

As to the question of securities, the a second mortgage, the security on they were not which runs out in twenty years, and present time. crigage; bury to Rideau Junction the same thing occurs. That is a pertion of the To all such sufferers Milburn's Heart line chartered from Niagara to Montties that have already been issued, but not sold, to the extent of \$35,000 per mile. The security hold by the race from Port Arthur rtgate on the entire system, in-

> come part of the guarantee of th mpany, and must be repaid to the Running Rights on I. C. R. Graham pointed out anoth aspect of the case. The governments running rights over the Gran

udin of from Niagara to Montreal. The

peration, pay the interest of these

overnment may, after two years of

onds, and if they do this interest will e added to the principal and will

to the east, as well as feeding that something to say about its construction been provided for. The route had been from the east to the west. "I bettion, and in order that we may be able with the ICR, and the government changed. The present proposition was at something to say about its construc- 000 a year is paid. It is in connection been provided for. The route had been Heve." he said, "that there is a day of to finance such an undertaking in the can cancel it. In a few years the C.N.R. to build a railway where there was at

sity that will then exist for the carry money at the best possible rates in government could acquire the road and interchange of traffic with the I.C.R. Ing trade of our dwn products, to say the old country. I do not believe would then have a line clear thru always proved ineffective. For interchange of traffic with the I.C.R. would then have a line clear thru always proved ineffective. For interchange of traffic with the I.C.R. always proved ineffective. For interchange of traffic with the I.C.R. always proved ineffective. For interchange of traffic with the I.C.R. always proved ineffective. For interchange of traffic with the I.C.R. always proved ineffective. For interchange of traffic with the I.C.R. always proved ineffective. "As to the necessity of a guarantee, if we can ensure the rapid construc-this company might in a few years tions of this road at the cheapest fault, but many thought that this was proceed to work this line thru. They possible rate merely by lending the have done a good deal, but they have name of the Dominion of Canada to R. L. Borden protested against so

ation of various points in the resolu-The questions he had asked the minister of railways had only been answered in general terms. He would point out, however, that between the

it. It was entirely agreed that the a third transcontinental line. building of two lines of railway where they were not brought together at the Gerald White, Conservative member

lieve." he said, "that there is a day of prosperity near at hand, that will extend clear thru to the Maritime Provinces, a prosperity which I do not think will be secondary even to that of the west. My own conviction is that we cannot get these lines constructed too rapidly to meet the absolute necessity that will then exist, for the carry. building terminals in the United States. and the declaration was made to leg islatures and municipalities that the grain of Manitoba and the west would

> fulfil its guarantee, was a strong argument against his own policy. Not a Clear Case.

minister of railways had not made it resolutions were passed in this con-clear that there was room for this nection. The synod concluded its busicountry that had no appreciable population, yet a railway had been constructed thru it, and had been in opstructed thru it. who had opposed the CP.R. now sup-The G.T.P. was also being built thru porting a plan for the construction of Act was actually violated. Where rail-

Haughton Lennox criticized the pro- ried on it was especially difficult to do one only was sufficient to corry the posals. What with the proposed wavery much in this regard, would not decrease the cost of carry tems he believed there would be no ligious aspect of labor up larly or intermittently, palpitate and through throb, skip beats, beats fast for a time, then go slow as to seem almost to step, it causes great anxiety and alarm.

The least excitement or exertion seems

As to the question of seemarks was:

offect of Mr. Graham's remarks and the three railway sys
tems he believed there would the three would here would have been specified that in occupants it would have been good business for the opportunity of the management of a road connection with the re
ing the freight.

He considered that

it would have been good business for the opportunity of the would afford no measure

of a road connection with the resurb tems he believed there would be no

necessity for this line. The result if would become important to have undertaken

the government to have undertaken

the government to have undertaken

the governmen

TO-NIGHT Dr.Martell'sFemalePills EIGHTEEN YEARS THE STANDARD

OF LABOR TO CHURCH

Not One in Twenty-five a Regular Attendant, Says Report Before Presbyterian Synod.

PERTH, May 11 .- The report on social and moral reform was the principal feature of the closing session of the Presbyterian Synod of Montreal and to Ottawa here this afternoon. Presented by Rev. J. U. Tanner, it had much to say about the evils of moving picture shows, Sabbath observance, the social Hon. John Haggart said that the evil and other matters and three strong east and west there was a stretch of additional transcontinental line. He ness at 4 o'clock in the afternoon. On impossible to say that the Lord's Day way construction work was being car-

the east and the west in a way that they were not brought together at the present time. He was strongly in favor of providing out of the funds or on the credit of the country to improve transportation facilities, but it should be done along business lines.

Borden Disagrees.

They all marveled at the wonderful enterprise of the C.N.R., but when the government told them that the needs of the west would be well taken care of when this road was built, he did not agree. He said that seven years ago he had pointed out that the northern part of the country, which was to have been provided for by the National Transcontinental Railway, had not the case of the companies were resonant to the transportation for the western farmer. Gerald White, Conservative member for North Renfrew, came out in favor of providing out of the funds for North Renfrew, came out in favor of the western farmer.

Gerald White, Conservative member for North Renfrew, came out in favor of the western farmer.

Gerald White, Conservative member for North Renfrew, came out in favor of the western farmer.

Gerald White, Conservative member for North Renfrew, came out in favor of providing out of the resolution.

WAR ON NON-SAFETY MATCH.

NEW YORK, May 11.—War is despendent of the safety, by the National Board of the safety, by the Sale of the latter. The gambling evil was confined chiefly to horse racing and Roman Catholic schemes of money-raising. As regards moving pricture shows the general verdict was that as conducted at present they were unwholesome for young people and disastrous to their moral welfare. The appointment of proper inspectors, a board of consorship and the establishing of an age limit of 15 or 16 for entrance to such the influence set would be successful and the liphia, who introduced the resolution, said the largest proportion of preventations between Britain and the United States.

The

THREATEN TAR AND FEATHERS. NIAGARA FALLS, Ont., May 11 .-

(Special.) - Robert Seagrave, who eloped with the wife of Rev. A. P. hurch, rang up the minister on the Prescribed and recommended for vio... | telephone this afternoon and held a

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remedy of proven worth. The result forts to learn the subject of the conwife, whom he had brought back from and feet feathering Seagrave are heard tofor sale at all drug stores.

2451f versation have proved unavailable. Winnipeg on a charge of theft.