

QUICK SALE PRICE. \$1300

Two minutes walk from King and Yonge, 700 sq. ft. roomy house, cellar, city view, large lot, 23x16, reduced assessment, 100 ft. H. H. Williams, 10 Victoria-street.

Minister Blair Brings Down Railway Subsidies of Many Millions.

QUEBEC GETS A BIG POT

There Will Be Money to Burn All Over This Dominion Within the Next Two Years.

TOTAL PULL IS NOW \$58,383,190

Man and Mackenzie Get \$506,000 in Subsidies for the Rainy River Road.

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Mr. Blair to-night gives notice of railway subsidies to be granted amounting to \$6,880,270, added to the \$31,783,805 already asked for in the main estimates and supplementary, makes a total of \$38,664,075 so far asked for this session, and there are still further "supplementaries" to be asked for.

Briefly summarized the subsidies are as follows:

Re-votes, 4000 miles at \$200, \$1,507,120. New votes, 8783 miles at \$200, \$2,812,000. Ontario & Rainy River Railway, 140 miles at \$400, \$56,000.

Quebec Bridge, \$1,000,000. Other bridges, Quebec, \$201,425. Other bridges, Nova Scotia, \$33,750. Re-vote on bridges, \$50,000. Total, \$6,880,270.

The Resolutions in Detail.

The following are the proposed resolutions:

1. That it is expedient to authorize the Governor-in-Council to grant a subsidy of \$200 per mile towards the construction of each of the following lines of railway (not hereinafter respectively mentioned) which shall not cost more on the average than \$10,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway, not exceeding the mileage on the average than \$10,000 per mile for the mileage subsidized, a further subsidy beyond the sum of said \$200 per mile of \$10,000 per mile, such subsidy not exceeding on the whole the sum of \$640,000 per mile.

Central Ontario Railway.

Central Ontario Railway Company, for an extension from at or near either Coe Hill or Rathburn Station on the company's railway, at or near Bancroft, not exceeding 21 miles, in lieu of near Bancroft, not exceeding 21 miles, 2 Re-Vote.

Great Northern.

Great Northern Railway Company, for a line from the Lower Laurentian Railway, Quebec, to the main line of the company, at or near the main line, not exceeding 6 1/2 miles, 1 Re-Vote.

For a Quarry Road.

Phillipsburg Railway and Quarry Company, for a line from the company's railway, at or near the end of the subsidized section, Quebec, not exceeding 6 1/2 miles, 1 Re-Vote.

Strathroy and Western.

Strathroy & Western Counties Railway, for a line from Strathroy, Ontario, via Adelaide and Arkona to either Forest, Beckford or Perth, not exceeding 21 miles, 2 Re-Vote.

Owen Sound to Meaford.

For a railway from Owen Sound to Meaford, not exceeding 21 miles, 2 Re-Vote.

Man and Mackenzie.

For a railway from the main line of the Ottawa, Arnprior and Parry Sound, not exceeding 5 1/2 miles, 1 Re-Vote.

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For a railway from the village of Haliburton, in the village of Mattawa, not exceeding 20 miles, 1 Re-Vote.

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For a railway from the village of Woodstock, Ontario, to Ingersoll, Ontario, not exceeding 20 miles, 1 Re-Vote.

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Massachusetts Valley Railway Company, for an extension to St. Lawrence, Quebec, not exceeding 2 1/2 miles, 1 Re-Vote.

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For a railway from Port Hawkesbury, N.S., to Carleton Cove, not exceeding 10 miles, 1 Re-Vote.

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DALEFOR NOW SPEAKS OUT.

IF DIPLOMACY FAILS, OTHER MEANS MUST BE FOUND TO LOOSEN THE TRANSVAAL KNOT.

MEETING WITH A GRAND RECEPTION IN HIS PRESENT TOUR OF THE PROVINCE OF MANITOBA.

CONTRACTS WERE ALREADY MADE BEFORE WINTER SETS IN.

THE FREE BORN ENGLISHMEN GREAT PROCESSION AT NEEPAWA.

DALEFOR NOW SPEAKS OUT. BIG OVATION TO HIGH JOHN DALEFOR NOW IN WINNIPEG.

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PORTABLE Bath Tubs

The Toronto Rubber Co., Limited.

YONGE STREET, TORONTO. TELEPHONE 455.

ONE CENT

DALEFOR SPEAKS WITH TWO OBJECTS

First to Impress on Kruger the Necessity of Further Concessions.

AND THE CABINET IS SOLID

To Force Hands of the Transvaal in Getting Justice for the Many Outlanders.

WHAT THE BLUE BOOK HAS SHOWN

Transvaal Did Not Consult Great Britain in the Franchise at First, But Did Later.

London, July 28.—The aspect of the South African crisis has been little changed by the latest news, but the question seems to have arrived at a deadlock. The blue book issued yesterday, which brings the history of the franchise from the Cape Colony to the present, is chiefly interesting as showing that the Cape Minister approved President Kruger's latest proposals as adequate, and that the Transvaal refused friendly consultation with the British Government before passing and promulgating the franchise bill. It is understood that negotiations have passed since this period between Great Britain and the Transvaal.

Object of the Debate.

The South African debate comes on in the House of Commons to-day and Mr. Balfour's speech in support of the Government is meant to discuss the question of the franchise from the Liberal side of the House of Commons, which is the subject of much discussion in the lobby of the House of Commons, last night, had a double object: To impress President Kruger with the necessity for further concessions and to silence the rumors of a lack of solidarity in the British Cabinet on the question.

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