TORY SLANDER FILLS PAGES OF HANSARD

A Diary of Present Session Shows How Time of the Country Is Wasted by the Opposition.

A summary of the proceedings of parliament, published in the Ottawa Free Press on May 20th, is given below. It will be noted that the same alleged scandals have been dragged in again and again, and that the obstruction to the passage of the estimates has been more persistent than ever, only a million dollars more of supply having been passed since March 24th; so that the public service is practically without funds.

The chief scandals mentioned are the Arctic expedition, which was investigated by a special committee in 1906, before the government went to the country and were reaffirmed in power; the North Atlantic Trading Company contract, which was cancelled in 1906 and has been discussed during three sessions of parliament; the furnishing of the ice-breaker Montcalm, in connection with which there seems to have been rather high prices paid for the sailors' dickeys and the kitchen utensils; the Saskatchewan Valley Land Company sale; the Robbins Irrigation Company land sale; the Wagner and Nixon cases, wherein two officials were guilty, through inadvertence or in tent, of receiving money that they never accounted for and one sent to prison and the other discharged from the service; and the Galway Horse and Cattle Company's lease.

The contracts with the North Atlantic Trading Company, the Robbins Irrigation Company and the Galway Horse and Cattle Company's lease are each capable of an innocent interpretation. Canada, a few years ago, wanted more immigrants from Continental Europe; and this company, which was a syndicate of continental booking agents, with headquarters at Holland, was formed; and the bonus was paid to the syndicate instead of to the individual booking agents as formerly it having been found that owing to the restrictive laws in the countries from which it was desired to get immigrants, the individual booking agents were not able to carry on a vigorous advertising campaign. As time went on, the policy of a more careful selection of immigrants was adopted; and, as it was discovered that the company was satisfied to secure immigrants from the countries most easily worked and as not using due endeavors in countries of greater expense and difficulty, the contract was cancelled and operations under it closed in November, 1906. To-day it is only with the consent of the respective governments that Canada has agents to whom bonuses are paid, in the European states; and in some of the countries, owing to the aversion of the governments, Canada has no agent.

This is notably the case in Germany. The N. A. T. Company, however, was able to carry on its operations without such a necessity. The Saskatchewan Valley Land Company transaction, which was closed in 1902, related to an area of land included in the grant made by the Conservative government in aid of the construction of the Qu'Appelle, Long Lake and Saskatchewan railway. It involved the sale of 250,000 acres to the company mentioned at $1 an acre, with settlement conditions. As a result, a large tract of land, previously unoccupied, has become settled. The company bought from the government the even numbered sections on settlement conditions at $1; and from the railway company the odd numbered sections without settlement conditions at $1.65. The settlement conditions involved the expenditure of a great deal more money than the payment of the additional 65 cents would have incurred; and the company would have been just as willing to pay the government the $1.65 without settlement conditions, as it was to pay the railway company. But, as the object of the government was to get the land settled it preferred to sell at $1, with settlement conditions. The charge of the Conservatives is that the land was practically given away. It is forgotten, however, that millions of acres are given away to homesteaders; and surely if that is justifiable, so is this transaction, which achieved the same purpose of settlement and brought in a quarter of a million of money. The Robbins irrigation deal embraces the handing over of land in a certain dry locality in the Northwest at the same price; but only as soon as it has been irrigated and made available for settlement. Before the sale is fully operative, the Robbins Company will have to spend a million dollars to secure effective irrigation.

The Galway grazing lease is merely the leasing of a tract of land too arid for crop-growing, for grazing purposes. The Merwin purchases is an insignificant matter, certain members of the opposition claiming that in several instances he obtained more than the market prices from the government. The general charge is that friends of the government receive some advantage over Conservatives; and, no doubt, under the present system of political affairs in Canada, such is the case. But, if there were a change tomorrow, something similar would take place; the Conservatives legitimately shown, to their own supporters. It is done, as is well known, by every provincial Conservative administration in Canada; and, if the Conservatives cannot prevent Premiers McBride, Roblin and Whitney from doing so, then there is no guarantee that they would, if in power, remedy what seems to be an inevitable blemish of Canadian politics.

The Liberal government, however, in its proposal to make the civil service independent, under the control of a commission, is taking the first step to remedy the evil, which can only be done away with by gradually eliminating from the people the idea that, when they are serving a political party, they are doing so for what may be "put in their way."

The diary runs as follows:

March 26.—Civil service commission's report laid on the table, minister of marine announces that further inquiry will be necessary to sift the general charges made against officials in his department, and find out who are the guilty parties. General debate. W. H. Bennett (Conservative), injects the subject of alleged padding of lists at Sorel, to probe into which the government a year ago appointed Victor Gaudet investigator; and complains that Mr. Desbarats, the son-in-law of Hon. R. W. Scott, had not been suspended. The minister of marine and fisheries points out that the padding did not take place in Mr. Desbarats' department, and there had been no question of suspending him. Mr. Bennett asks if Mr. Gaudet's report was not available, and the minister replies that it was brought down some days previous. J. D. Reid rings in the "Falconer investigation," (otherwise the engagement of Messrs. Gunn, Richards, and Company, production engineers and accountants, New York), the Merwin purchases, and general accusation of graft. Hon. Geo. E. Foster (Conservative), orates on the "Arctic," Merwin, the government's "pleasure steamers," fishing leases to "political favorites," and the "Falconer" accounting; demanding that a royal commission or a committee of independent members of the House be set loose on the department of marine and fisheries. Sir Wilfrid Laurier agrees that there ought to be a further inquiry. T. S. Sproule (Conservative), having said that all the minister of marine and fisheries was desirous of having was a new commission to whitewash his department, wanders off, like each of his predecessors, to the fertile topic of "Purchases from Merwin." Richard Blain (Conservative), condemns the minister of marine and fisheries for having found it necessary to employ Falconer and the New York accountants to straighten up the affairs of his department. G. W. Fowler (Conservative), discusses Victor Gaudet's investigation into the charges of padding the lists against Ernest Roy, foreman of works at Sorel, and implies that the investigator is being paid too much.

There is also an allusion to the Wagner case. A. C. Boyce (Conservative), is caustic on the success of E. A. Wallberg as a contractor to the department of canals and railways. The minister of interior introduces a bill to amend the immigration act, so as to enable his department to deal with Oriental immigration on the Pacific coast. The cost of dredging and of fire extinguishers is up, at the instigation of members of the opposition. R. L. Borden (Conservative leader), draws attention to a Halifax dispatch, saying there was discontent among the military, because they had not been paid since February. The men were getting scrip for small amounts, and this was the only thing that prevented a real outbreak of trouble. The minister of finance replies that he was aware that there had been difficulty in paying the men, which was due to the opposition's reluctance to vote supplies. The government had hoped to reach supplementary estimates, in which the shortage was provided for some days previous, but, as they were aware, very little progress was being made in getting supplies. R. L. Borden (Conservative leader), thereupon undertakes to allow the militia supplementaries to go through at once, without discussion, if necessary. House subsequently goes into supply, and the money to obtain varieties which shall be ready for the military is voted. The supplementary estimates of the railways and canals department are also taken up. W. H. Bennett (Conservative) is suspicious that there had been collusion between E. Conroy and J. Battle, supposedly rival tenderers, over the price at which the former obtained the dredging contract for work at Port Maitland pier. The member for East Simcoe, having a Sherlock Holmes mind, educes collusion from the circumstances of the same style of envelopes being used. Later, he withdraws a statement he had made that Senator McMullen's son was interested in the Great Lakes Construction Co., which had a government contract at Midland. When the committee rose and reported at twenty minutes after midnight, the supplementary estimates of the public works department were being considered.

March 27.—Motion to go into supply. Opposition make a number of unimportant but obstructive inquiries; after which the motion is agreed to. The supplementary estimates are again taken up; those for the public works department being first finished, and those of the department of interior afterwards considered. George Taylor (Conservative) makes occasion to refer to the North Atlantic Trading Co. and to raise a discussion on the Doukhobors. Supplementaries of the marine and fisheries department are next considered and discussion again wages around the Montcalm, Messrs. Taylor, Armstrong, A. A. McLean, Henderson, and Bennett (all Conservatives) incessantly baiting the minister on this deathless topic.

March 30.—Hon. Geo. E. Foster (Conservative) moves that supplies be procured on the basis of public tender and contracts, under the direction of a competent purchasing commission, appointed, as he explains, for life. Sir Wilfrid Laurier agrees that the only safe policy for a government was to buy its supplies on the "basis of public tender and contract", and says that was what the government did whenever it could conveniently do so. A purchasing commission, however, he could not approve of, because its appointment would cut at the root of the constitutional doctrine of ministerial responsibility for public expenditure. The minister of finance moves an amendment re-affirming the principle of ministerial responsibility and expressing the opinion that all supplies should be purchased on the basis of public tender and contract so far as practicable, especially when large quantities were required. It is soon shown that Mr. Foster's motion is not a serious proposition, but only a pretense to give the rank and file of the opposition another opportunity to slander and insinuate and bring before the public for the thousandth time their version of the Arctic expedition, the old contract with the defunct North Atlantic Trading Co., the provisioning and outfitting of the sailors on the Montcalm, etc. Richard Blain (Conservative) is the first to disclose the purpose of the debate. He, despite several calls to order, contrives to introduce several matters that have only been partially investigated by the public accounts committee; and says, as Mr. Bennett is so fond of doing, certain things had been proved before the public accounts committee, which had never been proved, and had scarcely been inquired into. He attacks the varying prices paid at different times by speakers of the House, forgetting to point out, however, that prices are liable to change, and he rings in Merwin and Falconer and his firm of New York accountants and production engineers, who, he thinks, had been paid too much for their work.

There was no reason, he says, for going to New York, when there were better men in Canada. But he did not directly say, it will be noted, that there were better men in Canada. Despite calls to order, speaker, and every rule of debate, he goes on his "ripping" course—to cull a gem from the Hon. Geo. E. Foster—and winds up with an amendment to the amendment, assuming that the government had a system of buying from middlemen, whereas nine-tenths of the government's purchases were, as the minister of agriculture points out, made by tender and contract. W. B. Northrup (Conservative) capers, like a naughty and mischievous Puck, around Merwin, Montcalm, the Arctic, and Wallberg. T. S. Sproule (Conservative) dances across the deck of the Montcalm after the manner of a sour sprinter, and, exhausted, throws himself at the unfortunate Merwin, A. C. Boyce (Conservative) goes the whole gamut in a breath; Wagner, Nixon, North Atlantic Trading Co., Merwin, Montcalm, and Arctic. There is a division, and the minister of finance's amendment is carried. R. L. Borden (Conservative leader) again brings up the subject of the civil service commission's report, and renews the attack on the marine and fisheries department. The Hon. Geo. E. Foster seconds his chief with a warmth of vituperation that is characteristic of the hon. gentleman. The words "scorn," "contempt," and "silly" are used; and Sir Wilfrid Laurier, rebuking the two speakers for their unnecessary display of temper and excitement, says such terms were not conducive to the good feeling and dignity of the House. The government intended, as Mr. Foster had recommended, to take further action on the report. The rank and file of the opposition again fly to the attack. Sam. Barker and J. D. Reid come out with the good old trusted ammunition: slander, inuendo, and misrepresentation. T. S. Sproule pounds it in to the minister of marine and fisheries. Geo. Taylor shouts "Arctic," and all hands to the rescue. The magic word thrills F. F. Pardee's utterances like a poetic refrain until Marwin replaces it to wind up the debate. House rises at 2.13 a. m., with not a shadow of business done and 128 pages of Hansard for the government printers.

March 31.—Supply.—House concurs in certain resolutions, granting supplementary expenditure to the amount of $5,319,633.32. D. Henderson (Conservative) says dredging was being done to give employment to dredging companies and not because it was needed. William H. "Sherlock Holmes" Bennett, having exhausted his inquiries into the texture, size, shape and thickness of envelopes, now discloses another phase of his deductive talent. He now presents himself as an expert in handwriting, and says he found that two tenders for dredging were made out in one handwriting, and charges fraud and collusion among tenderers. He infers, moreover, that there had been political influence. The minister of customs: This continual crying of "Graft, graft," when there is no graft, is dishonoring to the nation. The company of the member for Winnipeg, doing hundreds of thousands dollars of business a year (A member: "Millions") gets, by tender and without his knowledge, a contract for $124, and the shout is raised "Oh, oh, this corruption is spreading throughout the senate and everywhere." Budget debate continued, and House rises at 11.15 p. m.

April 1.—Sir Wilfrid Laurier announces the appointment of Judge Cassels royal commissioner to investigate the general charges of lack of conscience, made by the civil service commissioners, against some officials, unnamed, in the marine and fisheries department. W. H. Bennett (Conservative) and G. W. Fowler (Conservative) disclaim any connection with the Forsesters and repudiate the accusation, made by Le Canada, that they had "boodled" in the funds. The Hon. Geo. E. Foster, who was likewise accused, keeps his seat, however, and remains silent, not venturing to deny it. R. A. Pringle (Conservative) has to excuse and correct the misstatement he had made that the Canadian Bank of Commerce was the "biggest gambling bank in Canada." H. S. Clements (Conservative) resurrects the original documents affair, and tries to explain away his alleged retention of a return. Continuation of the budget debate.

April 2.—R. L. Borden (Conservative leader) raises further discussion on the royal commission to inquire into the charges made by the civil service commission. Budget debate resumed. J. E. Armstrong (Conservative) speaks, but fails to mention the Arctic, Montcalm, Merwin, or the North Atlantic Trading Co., but contents himself with a passing reference to the "many steals." Uriah Wilson, the next Conservative speaker, supplies the omission, however, and dilates on Merwin, the disposal of timber limits, and the North Atlantic Trading Co. A. A. Martin (Conservative) also talks of Merwin, the Arctic, and graft. The debate finally closes, without a division, the opposition evidently having no alternative fiscal policy to lay down, notwithstanding their much speaking, which was, therefore, only so much purposeless chatter.

April 3.—R. L. Borden (Conservative leader) opens the sitting with the new "brain storm" topic of Judge Cassels' commission, and indulges in divagations, which inevitably terminates at the Arctic. He moves the adjournment of the House, which lets in the Hon. J. C. Haggart, who is generally, as on this occasion, a little too reminiscent; and enables Mr. Borden himself to have a second fling at the government. The motion is formally negatived. Royal assent is given to the supply bill, authorizing the expenditure of $5,319,633.32, supplementary estimates for the year ended March 31st, 1908, and of $15,833,818.12, main estimates of the present fiscal year, most of which had been voted without discussion to enable the public service to be carried on until May 15th, by which time it was expected an additional bill would be put through. House goes into committee to consider resolution on French steamship subsidy. T. S. Sproule (Conservative) says there was no provision as to the speed of the service; and is facetious about the Arctic. W. F. Cockshutt (Conservative), who had condemned and voted for the French treaty, now characterizes it as an improvident bargain. A subsidy bill is subsequently introduced.

April 6.—W. H. Bennett (Conservative) pursues his inquiries about dredging. J. J. Hughes (Liberal) moves for a change in the names of the Intercolonial and Prince Edward Island railways to "Intercolonial Railway," and also for the government to own and manage the ferry across the Northumberland Straits. R. L. Borden (Conservative leader), in this connection, refers to the Montcalm. Motion is withdrawn.

April 7.—Motion to go into supply. W. E. Knowles (Liberal) discusses the Hudson Bay railway project, which is debated throughout the afternoon and on until after midnight, when a resolution favoring it is put in and carried, without dissent.

April 8. — French steamship subsidy bill read a third time. Minister of interior moves the second reading of the immigration act amendment. Col. Sam Hughes (Conservative) champions the rights of the Hindu immigrants, and says he would prefer a Hindu, who had served in the British army—as many of these had—to a galvanized Yankee. Many of those who came across the line were not worthy the name of human beings. He would prefer, rather, to have a black gentleman than a Yankee hoodlum. The second reading is agreed to, and the bill, which consisted of only one paragraph, is considered in committee. R. L. Borden (Conservative leader) tries to corner the minister of interior, and make him repudiate the Japanese treaty, but the minister explains that the bill was only a confirmation of the understanding with the Japanese government, brought about as the result of the Lemieux mission. Sir Wilfrid Laurier asks the opposition to let the bill through committee, so that it may be immediately enacted, the matter being of some urgency to British Columbia. R. L. Borden refuses, and says he would like to have another opportunity of discussing it. It is, therefore, hung up for another day.

April 9.—W. H. Bennett (Conservative) inquires what amount had been paid to the Eclipse Company, since 1896, for office furnishings; and is informed that such information was given on February 27th. He also asks about the Winfield Basin dredging, and G. W. Ganong (Conservative) re Seal Cove dredging. Hon. Geo. E. Foster (Conservative) interrogates the premier concerning the investigation to be made by Judge Cassels into the marine and fisheries department. Inland revenue act amendment read a third time. Immigration act amendment again taken up. R. L. Borden (Conservative leader) who had blocked the bill on the previous day, has meanwhile to wire across the continent that his criticisms had been misunderstood; and, realizing that he had made a tactical blunder, he now lets the bill through without a word more of comment or objection. The bill, therefore, receives its third reading, along with the minister of the interior's amendment to the land titles act. Bill to amend the bills of Exchange act also a read a third time.

April 10—R. L. Borden (Conservative leader) again raises the subject of the investigation into the marine and fisheries department. Royal assent given to the recent legislation, including the immigration act amendment bill. Motion to go into supply. H. S. Clements (Conservative) on graft and the alleged undesirability of much of the country's immigration. T. S. Sproule (Conservative) on the North Atlantic Trading Company and the craziness of some immigrants. House rises at 1.05 a. m.

April 13.—W. H. Bennett (Conservative) has a dialogue with the minister of public works respecting the dredging for the Midland and Tiffin harbor improvements. A. C. Boyce (Conservative) tries to rouse jealousy among Ontario farmers, because of the seed grain distribution in the West. J. G. H. Bergeron (Conservative) interpellates the minister of marine concerning the investigation by Judge Cassels. Armand Lavergne (French nationalist) makes inquiry concerning the confirmation of certain school statutes of the province of Saskatchewan, and gives notice of a motion thereon. Motion to go into supply. G. W. Fowler (Conservative), with a facetious allusion to Merwin, wants to know whether the government was going to take action to stop certain of its railway employees from participating in the civic elections at Halifax. Dr. A. C. Hawkins, port health officer, was running for mayor, and had invoked the aid of several government railway employees.

The minister of railways and canals contends that employees on government railways were just as much entitled to take part in municipal affairs as the employees of the Grand Trunk or any other railway. T. S. Sproule (Conservative) insinuates that there had been coercion. F. D. Monk (Conservative) begins a debate on the payment of bonuses to British and European booking agents for selected immigrants; and moves that the bonus be stopped. More criticism and misrepresentation of the defunct North Atlantic Trading Co., and a general attack on the character of a British immigrant. Armand Lavergne (French nationalist) says he was the worst the country got. Mr. Monk—"There is no immediate or urgent necessity for filling up the country. A few years more or less in the history of a young nation like ours are of very little account. * * * My own belief is that before long we will be obliged to adopt sterner (restrictive) measures, we will have to adopt the head tax." Armand Lavergne—"We have received (in six years) enough people to supply 29 new counties in Canada. In four years, at that rate, we will have received enough to make 60 new counties, or five less than there are in Quebec. * * * The immigration which comes from the British Isles has been proved to be the least desirable class in the Northwest. * * * I will never be an accomplice to a policy which will have only the result of diminishing the influence of the French-speaking element in this country." Again: "With the American population which is coming into the Northwest, very rapidly the history of Texas will repeat itself. You remember well that Americans settled in Texas, saying they would be good Mexicans, and not very long after they wanted to be annexed to the United States. What happened? A war ensued and the United States took Texas from Mexico." The House rising shortly before midnight.

April 14.—W. H. Bennett (Conservative) starts a slander debate on the dredging contracts for Midland, Tiffin, and Victoria harbors. His main complaint is with regard to the work at Midland. The tenders of the Great Lakes Construction Co. and the Penetanguishene Co. were, he asserts, both in the same handwriting. The prices quoted were 53 cents and 57 cents, respectively, and a third company, the Dominion Dredging Co., got the contract at 30 cents; and being unable to carry out the contract, the minister of justice allowed the other two to retender, and the Great Lakes Construction obtained the contract at 26 cents a yard. The fact that the two original tenders were in one handwriting showed that there was an attempt to put up a fraud on the government. He blames the government for having anything to do with people who would attempt anything of the kind; and alleges that certain prominent provincial politicians were associated with concerns which obtained government dredging contracts. This was, therefore, nothing but "graft." Other members of the opposition follow up the subject, and enter into general charges and insinuations of nepotism, favoritism, and graft. T. S. Sproule (Coservative), heads off to the Montcalm, the cost of whose tea-cups were a subject of comment; and G. Taylor (Conservative), exhumes Merwin. Eventually Mr. Monk's proposal to put an end to the immigration bonus is taken up, and once more T. Chisholm (Conservative), lets his mind meander through the grimy thoroughfares of Whitechapel, Glasgow and Dublin, from which, he says, the government gathers immigrants only to fill the hospitals, jails and penitentiaries of Canada. The Doukhobors are also paraded for the discomfiture of the government; and, finally, the old North Atlantic Trading Company. House rises at midnight, and adjourns for the Easter holidays.

April 21.—R. L. Borden (Conservative leader), draws attention to Major Hodgins' charges of wilfully improper classification on the transcontinental construction, and the consequet loss of millions; and Sir Wilfrid Laurier replies that they would be dealt with. R. L. Borden again questions the minister of railways and canals concerning the interference of government railway employees in Halifax civic elections; and asks if Messrs. Bazin and Fyshe, civil service commissionsrs, are to be represented by counsel at the investigation to be conducted by Judge Cassels. R. S. Lake (Conservative), inquires respecting the pardon of Fort William Doukhobors; and W. H. Bennett again worries the minister of public works about dredging contracts. Armand Lavergne (French nationalist) moves the adjournment of the House to discuss the statutes of Saskatchewan, relating to secondary education, and complains that the rights of the minority were not being safeguarded. In the end, he confesses that he had not been well posted on the subject, and his motion is formally negatived. Bills to repeal the canned goods act and to amend the canned foods act considered in committee. T. S. Sproule and J. D. Reid (Conservatives), wasting much time, by the wearisome repetition of the same questions, which the minister of agriculture has to answer over and over again. Bill to encourage the construction of dry docks also considered in committee. Adjournment at 11.20.

April 22.—R. L. Borden (Conservative leader), renews his question as to the Hodgins' charges. W. B. Northrup (Conservative) interrogates the minister of marine and fisheries respecting the appointment of Mr. Perron, counsel to assist Judge Cassels. W. H. Bennett (Conservative), baits the minister of public works about dredging. Debate on the immigration bonus continued.

April 23.—Hon. Geo. E. Foster (Conservative), elicits that G. J. Desbarats, previously director of the government shipyard at Sorel, was now acting deputy minister of marine and fisheries, in place of Col. Gourdeau, and J. G. McPhail, formerly assistant to the commissioner of lights, was now acting commissioner, in place of J. F. Fraser. R. S. Lake (Conservative), renews his inquiries concerning the pardon of the Fort William Doukhobors, and the minister of justice replies. After members of the opposition had put several other questions, so fruitless and purposeless as to justify the assumption that they were levied merely to waste time, the House resumed the debate on Mr. Monk's proposal to stop the bonus to booking agents for selected immigrants; and L. Robitaille (French nationalist) who had begun on the previous day, continued to comment unfavorably on the government's immigration policy, remarking that "A free ballot which was safe in the hands of our intelligent and self-respecting democracy is no longer safe in the hands of our ignorant and degraded proletariat." "Will these alien races rule at the ballot box?" he asks. "Will they govern our great cities? What will be their morals? Will theirs be the dominant church life? What will be their faith?" W. F. Cockshutt (Conservative), having spent much time on the Doukhobors, tries to show how solicitous he always is for the good of the Canadian workingman, and condemns the government's policy, because it harmed, he thinks, this special protegee of his. But the next speaker, Ralph Smith, a real labor man's representative, tells the House how only a short time ago Mr. Cockshutt had urged the government to bring in skilled workmen to compete with Canadians. Sir Wilfrid Laurier: Before 1901, one in every five Canadians went to the United States. The government opened up the West and gave the people a future in their own country. The leakage stopped; Americans poured in, bringing millions in money and effects; and prosperity smiled on Canada. Mr. Monk's proposal, which is supported by Messrs McCarthy, Lake, Schaffner and Roche (Western Conservatives), is overwhelmingly defeated; and the House rises at 12.45 a. m.

April 24.—Motion to go into supply. Geo. Taylor (Conservative), makes a disclaimer as to dealings in timber limits, and discusses the prices of drift bolts and crew bolts with a looseness that causes J. T. Schell to rise to correct him. Motion agreed to and public works estimates proceeded with. Much ado about a tower clock in the government building at Antigonish; and an expenditure of $735 on a sidewalk. G. W. Fowler gives a campaign interlude on the political career of the minister of public works, who is harassed until 12.11 a. m., when the House adjourns.

April 27.—W. H. Bennett, Hon. Geo. E. Foster, and J. G. H. Bergeron (Conservatives), each question the minister of public works about dredging. Bill to amend the meat and canned foods act read a third time. Motion to go into supply. J. E. Armstrong (Conservative), speaks on the postal service, and the postmaster-general replies. Motion agreed to, and the public works' estimates are again taken up. Adjournment at 1.30 a. m.

April 28.—Sir Wilfrid Laurier moves the appointment of a committee to investigate Major Hodgins' charges. R. L. Borden (Conservative leader), interrogates the minister of marine and fisheries concerning Judge Cassels' investigation. Motion to go into supply. T. Beattie (Conservative), brings up the shooting of Color-Sergeant Lloyd by Private Moir. R. L. Borden condemns the appointment of Messrs. Watson and Perron, counsel to assist Judge Cassels, and says the government ought to have referred the whole matter back to Civil Service Commissioners Bazin and Fyshe, instead of appointing the royal commission (which, by the way, the Hon. Geo. E. Foster, in the absence of his leader, had said the country would demand.) Full debate until late in the evening, when the House, at length, gets into supply and discusses public works' estimates until 3.05 a. m.

April 29.—Supply. Committee still on public works' estimates. Opposition fight every item. W. H. Bennett (Conservative), says the government had been extravagant over departmental furnishings, and bought only to give custom to the Eclipse and Office Supply Companies.

April 30.—Hon. Geo. E. Foster (Conservative), wants to know what instructions had been given Messrs. Watson and Perron, Judge Cassels' assistants. Motion to go into supply. R. L. Borden (Conservative leader), moves for another civil service commission to go into all the departments again, which is debated until after one o'clock in the morning and negatived. R. L. Borden, at 1.30, interrogates the government on the removal of Doukhobors from Fort William to Yorkton.

May 1.—Minister of justice lays on the table the instructions to Messrs. Watson and Perron. Motion to go into supply. R. S. Lake (Conservative), now raises the subject of the removal of the Doukhobors from Fort William, and there is a lengthy debate. Geo. Taylor (Conservative), criticises the expenditure on fire extinguishers; and, when he is told that he is telling fibs, becomes agitated, tears thicken in his throat, and he squeaks. Eventually the House gets into supply, and resumes consideration of the public works estimates, the opposition playing their old game of obstruction. Adjournment at 12.45 a. m.

May 4.—J. E. Armstrong (Conservative), inquires about dredging. Motion to go into supply. Conservatives raise a discussion over the system of loading vessels at the different collieries in the Maritime provinces, and then wrangle over the custody of a file, the subject being dropped only to be raised again later. There is also talk about the Dokis Indian reserve, spring floods, and a newspaper canard that the government had realized that a mistake had been made in the location of the Grand Trunk Pacific and was worried over it (which is categorically denied.) Eventually the House gets into supply, and again takes up the public works' estimates. Adjournment at 1.30 a. m.

May 5.—Minister of justice moves the second reading of the Dominion elections bill. G. O. Alcorn (Conservative), said opposition would "exhaust their constitutional rights in opposing this bill" or, in plain language, prevent the granting of supplies until the bill was withdrawn.

May 6.—W. H. Bennett (Conservative), interrogates the minister of marine re Judge Cassels' investigation. Debate on the Dominion elections act amendment continued.

May 7. — Dominion elections act amendment continued.

May 8.—J. D. Reid (Conservative) asks for confirmation of the report that the ill-fated Montcalm had had a collision and sunk. Amen, Montcalm. Dead at last, if she isn't raised. Debate on the Dominion elections act amendment. Blockade of business, and a prospect of the service being without pay in a week.

May 11.—Hon. Geo. E. Foster (Conservative), questions the minister of marine concerning the collision and sinking of the Montcalm. Debate on Dominion elections bill resumed. Adjournment at 12.55.

May 12.—R. L. Borden (Conservative leader), makes his diurnal inquiry re Judge Cassels' investigation of the marine and fisheries department. Dominion elections bill debate resumed. Sir Wilfrid Laurier proposes to have the lists in Manitoba, British Columbia, and the unorganized districts of Ontario and Quebec prepared solely by judges, without the intervention of Dominion officials. Hon. Geo. E. Foster (on behalf of the Conservative party), declines to agree to the proposal, the Manitoba lists as they stand, being good enough for his party.

May 13.—Resumption of the debate on the Dominion Elections bill. W. D. Staples (Conservative), recites "Give me the Grand Old Union Jack," and panegyrics that noble statesman, Premier Roblin, of Manitoba, for his flag policy.

May 14.—Geo. Taylor (Conservative), inquires about the Montcalm. Hon. Geo. E. Foster (Conservative), discusses Judge Cassels' investigation. The minister of the interior moves the third reading of a bill to authorize the exchange of certain school lands for other Dominion lands; introduces a bill to authorize the payment to Saskatchewan and Alberta of a part of the assurance fund under the land titles act of 1894; and moves the second reading of a bill to amend the Yukon placer mining act. Bills to amend the exchequer court act and the railway act, as respects the constitution of the board of railway commissioners, receive their third readings. Adjournment at 11.30 p. m.

Canada's Resources

The Toronto Globe points out that "from Winnipeg to Edmonton is about 800 miles, more than three times the distance from Ottawa to Toronto. It has been stated that the Canadian Northern railway between these two points, with about 100 stations, will have a grain-shipping station at all but two of the hundred. In this area there are now probably more than 1,000,000 people, and the annual increase by immigration will approximate 150,000.

"The size of the region lying north of the Saskatchewan river is still less comprehended. From the international boundary to Edmonton is 312 miles, but from Edmonton to the mouth of the Mackenzie river in an air line is over 1,300 miles, about four times the distance from Toronto to Montreal.

"North from Edmonton about 400 miles as one travels by the rivers is Fort Vermilion, on the Peace river, where there is a well-equipped, modern, electric-lighted flour mill. There is undoubted evidence that wheat has been grown about this point for many years successfully. North from here down the Peace river to the Slave river and then down the Mackenzie river (which in this part might be navigated by large ocean steamships), is Fort Good Hope, which is just outside the Arctic circle. At this place—1,200 miles farther north than Winnipeg—excellent potatoes, cabbages and onions are grown.

"From Prince Albert on the North Saskatchewan (which is about 300 miles north of the international boundary), north 150 miles is Lac la Rouge, where there has been a Hudson Bay post and a Church of England mission for many years. Wheat has been grown successfully there for a number of years in succession, as well as all the ordinary garden vegetables. In the country 100 miles north of Lake Winnipeg and the North Saskatchewan, which the proposed railroad to Hudson Bay will traverse, there is a great clay belt like that through which the Grand Trunk Pacific runs in New Ontario, estimated to contain at least 10,000 square miles, where all ordinary vegetables and hardier grains can be grown.

"There are yet other sources of wealth. About eleven years ago there was bored on the Athabasca, 170 miles north of Edmonton, a prospect hole looking for natural gas. The gas came in such force as to stop the operations, and this gas well, the largest known in the world, has been burning continuously ever since. Up and down the Athabasca, above and below this point, are remarkable deposits of tar sands, as they are called, which if utilized would furnish paving material in abundance. Moreover, there is indisputable evidence of enormous wealth in petroleum, which in oozing out, as it has done through centuries, has caused these strange deposits. In the vicinity of the tar sands, along the Athabasca, are also extensive deposits of salt, where it can be taken from the surface in great masses, pure white.

"Along the bank of the lower Mackenzie for many miles are great areas of burning coal. When the discoverer of this river, Sir Alexander Mackenzie, passed down about 1789, the same coal was burning, and it has never stopped since.

"The country is so large and so little known that no one could say what hidden sources of wealth there may be."

CANADA AND HER QUEEN CITY.

The presence of the Prince of Wales at the Quebec Tercentenary Celebrations in July will fitly mark the growing interest which at last, post tot annos, Englishmen are beginning to take in that great Dominion of ours which stretches from the Atlantic to the Pacific. He goes not only as the representative of King Edward, but as the visible embodiment of the deep-rooted sentiment of real affection which binds the Mother Country to her daughter-land. Only since the dawn of this century have we at all adequately realized the immense importance and stupendous possibilities of the part which Canada must play in the future history of the Empire. With her huge area, thirty times as large as that of the United Kingdom, and containing, among other trifles, the biggest wheatfield in existence, twenty-seven thousand square miles in size, her boundless reources in minerals and timber, her rich soil and her magnificent and temperate climate, her prospects are brighter than those of any other country in the world. All that she wants is men, and, above all, Englishmen. And there is plenty of room. She has three and three-quarter millions of square miles, and only about one and a half inhabitants to each of them, as compared with the five hundred and fifty odd per mile which cumber the ground in the old country. And she has got the Canadian Pacific Railway, which controls about thirteen thousand miles of railroad tracks, and is adding every year the length of iron road between London and Edinburgh, so that it is continually becoming easier for the manufacturer and farmer to send their goods to market. The thousands of Englishmen who will be attracted to Quebec by the celebrations, there to join in the entente cordiale between French and English Canadians which is one of the brightest features of our rule in the Dominion, will be able to travel in real comfort from Liverpool to Quebec, and from Quebec to the Pacific, without once straying from the all-red route of the C. P. R., passing by the way through some of the most magnificent scenery and some of the most thriving industries in the world. "The lines are fallen to us in pleasant places; yea, we have a goodly heritage." That is a song which is true for all Canadians; and they are waiting for Englishmen to join them in singing it.—The World.

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