

The Toronto World

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TUESDAY MORNING, JULY 4.

The Big Strike
Neither the presidential election nor the possibility of war with Mexico affects business in the United States as does the possibility of a big railway strike. The roads have offered to submit the demands of the men for the eight hour day and other relief to the Interstate Commerce Commission. It is suggested that the Interstate Commerce Commission might couple any relief to the men with a concession to the roads in the way of higher freight rates.

The big British strike was settled very much in the same way. The government brought pressure upon the roads to advance the wages of the men and undertook to bring legislation which would enable the roads to recoup themselves by charging higher rates. Nearly every strike is settled by assessing the public, but it is not always done quite so frankly.

To tie up the entire railway business of the United States at this time would mean a national disaster almost beyond estimate or repair. Yet the almost certain result would be a general demand for nationalization.

The Roads and Their Finish

We hope Sir Robert Borden and Hon. Frank Cochrane met W. M. Acworth when they were in New York. Mr. Acworth is an Englishman with an international reputation as a railway authority, who has devoted much time and study to the railway problems of the United States. His latest utterances, published by the National City Bank of New York, will no doubt attract widespread attention. They may be acclaimed by some financial journals as an argument for higher freight rates, but that will not impair their real value or lessen their significance.

Couched in courteous terms, they compliment American railway enterprise, but make it plain that the American railways are facing an utter breakdown. Mr. Acworth says the American roads have been giving good service at fairly reasonable rates, but he says they are not keeping up with their business, and will soon be unable to serve the country efficiently. Double tracking, involving in some cases almost entire reconstruction, is imperatively demanded, and all the roads must in Mr. Acworth's opinion make large expenditures without delay upon roadbeds, terminals, equipment, maintenance and betterments.

How much will be needed? Mr. Acworth does not name any amount beyond saying that James J. Hill declared years ago that the roads ought to be spending upon these accounts one billion dollars a year. We know that the late Charles Francis Adams, an ultra conservative, estimated that one billion dollars was urgently needed at once for terminals alone. Were the question put up to him we have no doubt that Mr. Acworth would frankly declare that to save themselves and retain their efficiency the roads must raise three or four billion dollars.

The next step in his demonstration is to show that the railways cannot raise any such sum; that they have pretty well reached the end of their tether in the matter of financing. Europe he says, will absorb no more American railway securities and the American public will not buy them. The long term, low interest railway bond is not in demand because it is no longer considered as a permanently safe investment. As for railway stocks, the public is not likely soon to forget the looting of the New Haven, the Rock Island and other enterprises.

Mr. Acworth is polite enough to suggest that in some way the roads may struggle thru if public opinion will permit freight rates to be increased, and the public will once more condescendingly buy railway stock issues. But this, we think, is mere verbal complaisance; the sort of talk a physician might give a patient in the

last stages of consumption. The roads cannot greatly increase their freight rates, and they will not get many people to buy their securities. But unless they raise the issue of more capital they must confess to an utter breakdown, and some other agency must be found to do the carrying business of the country. Can anyone doubt that the federal government will step in and do the work? A big strike and tie up might force the government to act immediately, but apart from that it must be plain that the nationalization of railways is near at hand in the United States.

The almost certain nationalization of the American railways is a factor to be considered in dealing with our Canadian railway situation. Few people either here or in the United States realize what is coming. Mr. Acworth might give our government some valuable pointers. Why not put him on the board of consultation?

Still on Top

Great Britain is still the great banker and trader of the world. British capital is settling without serious strain the U. S. trade balance which for the fiscal year ending last Friday, amounted to \$2,200,000,000. British investments in American securities have been mobilized for this purpose, and over \$100,000,000 in gold has been recently shipped to New York from London and Ottawa. Almost fabulous sums are being realized from shipping and the British factories are so busy that the exports of Great Britain for May, 1916, exceeded the exports for May, 1914.

Efficiency Its Own Remedy

Nothing is more cold-blooded than the making of war, and equally cold-blooded must be the judgment or criticism of war as a science. We must not allow ourselves to be carried away by enthusiasm of any kind in planning and correcting, altho the nation that wages war should rage with fevers of patriotism while the war lasts. Perhaps we are all too critical in these days, when the materials of war are quite as important as the plans, if not more so. Unless we have an unlimited supply of men and munitions our plans cannot effect anything.

In both these respects the German nation has had superior advantages for no more cold-blooded set of men ever lived than the German war-party. Keenly intellectual and experienced beyond all other military schools in the theory of warfare, they had at their disposal from the Kaiser down, a race of people who were and still are blindly enthusiastic about all that concerns their fatherland. The superior culture of Great Britain, and especially of her independence, renders it impossible in this generation to arouse the ardent emotions that stir the German breast.

All of us, however, do not apply our cold-blooded judgment to the facts of the war. There are some who are inclined to jump at conclusions while the conclusions are still a long way off. The Germans are by no means defeated by the advance made in the last few days in the Somme valley. It is not nearly such a blow to Germany as the Gallipoli business was to Great Britain and France. For a parallel to Gallipoli we must turn to Verdun, which Germany must wish, by this time, had never been attempted.

Both at Verdun and on the banks of the Somme, the Germans are having one of their miscalculations pressed home to them. They are finding out that courage had not all been gathered up into Germany, and that degeneration had not set in, either in France or Britain, however unsystematic Britain might be. Nor have France and Britain proved incapable of efficiency as Germany had decided they were. In fact efficiency of quite another and higher order than Germany had dreamed of has arisen in the British Empire as it has often done of old, and Germany is beginning to taste the first fruits of it.

Major Morant, the Berlin military expert, notes the advent of British power, and recognizes as he puts it, "the English will hold out until final victory without regard to the time required." This is the finest compliment Major Morant could pay us, but it implies certain factors which we must not overlook ourselves and chief of these is time. No sudden victory is to be looked for, unless, as we have sometimes suggested, the German nation itself should contribute to such a consummation by domestic revolution.

The Germans are at present more cocky about their position than we all give them credit for being. The recent treaty with Austria, which virtually unifies the two countries, is a sign of what is intended for the future, and we must remember that no victory is possible that does not include an invasion of Germany, and the dictation of peace in Berlin. An inviolate Germany after the war, in whose territories no foe had set foot, would be a watchword for those forces which had been driven out of the countries previously invaded.

The Germans must have a dose of their own medicine of efficiency before they realize or understand defeat, and this will be a matter of time. Trench warfare, as Block told us at the end of last century, has revolutionized war, and the struggle may easily last another year.

ENGLISH-MADE WATCH

SERVES MANY PURPOSES

Adjustable Timepiece Ordered Before War Interests King and Queen, Who Make Inspection.

A watch, one of the most remarkable ever turned out by British workmen, has been made by Messrs. Charles Frodsham & Co., the well-known watch and clock specialists of London, who have made the honor of submitting it to the Majesties. The special features are not only its convenient size, but the number of purposes it serves—showing days of the week, days of the month, and phases of the moon, and adjusting itself for long and short months and for leap year, strikes and repeats quarters, hours, minutes and seconds. Over a year's work by various artificers is in the watch, which was made to an order given before the war.

CHERRY AND PINEAPPLE SOUP.

Stone a cup of sour cherries, and set aside to serve in the soup. Cut one or two slices of pineapple into cubes and add to the cherries. Grate the rest of a pineapple; crack the cherry stones, and add the kernels, with a pint of cherries and a cup of pineapple juice. Let cook twenty minutes. Mix a half cup of sugar with two teaspoons arrowroot, and stir into the hot soup. Cook ten minutes. Then strain and set aside to cool.

"FEAR NEITHER DEATH NOR DEVIL"—HOLLWEG

German Chancellor Angry Because Allies Continue War.

OUTBURST IN REICHSTAG

Reiterates Germany's Explanation That Russia Caused Conflict.

BERLIN, July 3.—During a debate in the Reichstag on the third reading of the budget, Dr. von Bethmann-Hollweg, the imperial chancellor, indulged in a vitriolic outburst. He was particularly angry because Britain had received news of the naval warships in bombarded along the coast of Courland. The action of Russian warships in bombarding the naval warships in bombarded along the coast of Courland. The action of Russian warships in bombarding the naval warships in bombarded along the coast of Courland.

A dispatch from Petrograd says: The Russians are battering persistently as the solid wall of the German defense west and north of Lutsk, beyond the Shara River. The Germans have taken the offensive at various points and fierce battles are reported daily, but with little change in the alignment.

Send Russian Planks. The Germans are pouring reinforcements to this front from Kovel, Vladimir-Volynski and Sokal, apparently making a desperate effort to push the Russian back upon Lutsk. Their only success has been to bend the Russian flank planks, at the cost of a fearful toll in dead, injured and captured men. The Shara River, fifteen miles northwest of Lutsk.

Along the whole line northwest of Lutsk, the Germans are attacking widely separated and narrow fronts, but apparently without co-ordination. The only success admitted by military critics is in the region northwest of Novogrodok, where the Germans threw a force across the Niemen. Little importance is attached to this, owing to the swampy nature of the terrain, which, it is believed, makes the development of an offensive impossible.

Gen. Brusilov's advance in the Kolomea region has distinctly slowed up, but the Russian line in the north during the last fortnight, but continues to record success.

Petrograd reports that in the course of a week of desperate fighting, marked by the most costly onslaughts ever experienced, the Austrians and Germans pressed back the Russian line between the Stokhod and the R. Prut at the greatest point a distance of five miles, and that only in a few sectors. Confidence is expressed here that the Russians are firmly holding the enemy on this front while the General Letichy is sweeping thru the Carpathians.

It is officially reported that the Russians under General Letichy captured in one of the engagements fought near Pechenyn, west of Kolomea, in Galicia, seven guns and four artillery limbers.

REPULSE TEUTONS

IN HEAVY FIGHTING

Russians Take Twenty-Five Hundred Prisoners in Volhymia.

STRIKE FOE'S CENTRE

Czar's Troops Advance Fifteen Miles Beyond Kolomea.

Special Cable to The Toronto World. LONDON, July 3.—The Russians have repulsed formidable forces of Austrians which took the offensive in various sectors in Volhymia and Galicia and in the rout of the attackers they have taken over 2,400 prisoners and 12 machine guns.

Fierce battles are raging between the Sty and Stokhod rivers and south of the Stokhod, and repeated attacks of the Austrians are being repulsed. Eight hundred prisoners and nine machine guns were taken in this fighting by the Russians.

West of Lutsk the Austrians took the offensive in the Zublin and Zatur regions in great force, but their attacks were repulsed with heavy losses, including 800 prisoners left in Russian hands.

The Russians also took 800 prisoners in repulsing the Austrians in attacks east of Oupiney Village.

Kuropatkin to Start. It is expected that the next offensive to be undertaken by the Russians will be launched by Gen. Kuropatkin against Von Hindenburg from Riga. The action of Russian warships in bombarding the naval warships in bombarded along the coast of Courland.

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TORONTO SOLDIER

DIED AT NIAGARA

Pte. James Greene, R. C. Battalion, Contracted Blood Poisoning.

TROOPS GO TO BORDEN

Hundred and Forty-Seventh Unit First to Leave Niagara Camp.

Special to The Toronto World. NIAGARA CAMP, July 3.—The death occurred last night in the military hospital of Pte. James Greene of the 128th Battalion, whose home is at 78 Gamble avenue, Tordmore. The body was sent to St. Catharines and shipped to Toronto tonight.

Greene was a middle aged man, well liked to the hospital suffering from a carbuncle which had developed into blood poisoning.

Tonight the 147th Battalion commenced the movement of Niagara camp troops to Camp Borden, and all the battalions to go from here will be in camp by Saturday night. Lieut. Col. Labatt takes charge of Camp Niagara affairs Wednesday and will henceforth issue the orders pertaining to the battalions in camp.

Musket Examination Results. Results of examinations in musketry held here June 18th, are announced tonight as follows:

Corporals W. H. Clark, R.C.D.; Lieut. H. Omond, C. H. Wyckerson; Corporals H. R. Cestain, P. E. S. Austell, all of C.M.R.; Lieut. H. M. Eddy, C.T.C.; University of Toronto Overseas Training Corps; Corporals H. D. Anger, G. H. Gooderham, G. Smith, C. E. Smith; Lieuts. K. E. Haas, F. J. Anderson, J. Hunter, R. E. Smythe; Sgt. R. Banduri; Corporals A. W. Braddy, J. Summers; Lance-Corp. H. E. Bradley, all of the 98th; Capt. G. D. Smith, Lieut. J. N. Bennett; Sgt. A. Vossburg, J. Mackness, all of the 114th; Lieut. R. C. Herriek, J. W. Lester, C. W. Wimpey; Sgts. G. S. Newell, H. Standish, S. D. C. Crutcher, T. J. Hardman; Sgt. E. G. Hodder, J. J. Sampson, all of the 119th; Lieuts. O. R. Blandy, C. R. Hillis, K. G. Roberts; Sgt. D. D. Kyles, Lieut. A. J. Bowmer of the 124th; Lieut. W. H. Chalmers of the 126th; Lieut. W. R. Magee, J. Tremaine, Sgts. J. V. McKittrick, G. R. Patterson of the 127th; Lieut. M. Lumsford, C. Nicholson, Sgts. W. R. Godard, A. N. Moore, Corp. E. W. Bradt of the 129th; Lieut. J. J. Donovan, Sgt. D. J. McIntosh, Corporals J. R. G. D. Smith, Lieut. J. E. Hipwell, Lieut. R. S. Dunlop, J. A. Inglis, G. R. Marani, J. Miln, A. M. Slater, Yule, Sgt. L. E. Carwell, C.B.M., A. T. O'Brien, 18th; Lieut. A. J. Bowmer of the 184th; Lieut. G. A. Ewins, C. A. Pinney, T. J. Rutherford, Sgts. H. Winman, W. S. Robinson, A. C. Stewart of the 147th; Lieuts. J. E. Hipwell, J. O. Powell, W. E. Preston, Sgts. W. Brooker, R. C. Irwin, F. A. Knox, 15th; Lieut. H. R. Barton, Sgt. A. G. Gould, T. Robinson; Corp. J. E. M. V. Williams, Sgt. C. H. Allen, Corp. V. G. H. Phillips, 14th; Lieut. T. M. Grover, W. H. Reddock, A. F. Swinerton, Corporals, S. J. Chadder, A. Y. Waldrum, 16th; Lieut. W. R. Boehm, C. V. V. Coombs, Corporals C. T. Hurst, C. E. L. Hutchings, Lance Corp. B. Ward, 16th; Lieut. E. P. McDonald, H. M. Morrow, L. E. Willmott, Corporals V. A. Howell, J. T. General Letichy is sweeping thru the Carpathians.

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Official War Statements

British

The capture of more German defensive positions was announced in an official report from General Haig, commander-in-chief of the British forces, at 5.30 last night.

Heavy fighting at La Boisselle (east of Albert) is proceeding satisfactorily to us. The remnants of the garrison have surrendered.

On other parts of the battle front we have made further progress, capturing additional hostile defences. A number of aerial battles have occurred along the front. Six German machines were brought down and five damaged. Seven British aeroplanes are missing.

South of the Ancre the battle continued. Our progress, capturing additional hostile defences, was maintained in today's fighting.

Fighting around Villers (probably Ovillers, northeast of Albert) continues with varying success. In one attack this morning we gained a portion of hostile defences and took 400 prisoners," says the official report.

Progress on other parts of the battlefield also is recorded in the statement, which follows:

Heavy fighting continues, but it is proceeding satisfactorily for us, especially in the case of La Boisselle, where the remnants of the garrison have now surrendered.

On other parts of the battlefield some additional hostile defences have been captured. An earlier official statement, timed at 2.45 p.m., showed that the fighting was being carried on with great intensity and varying success. This communication follows:

The battle south of the Ancre continues to be hotly contested. All positions gained by us yesterday have been maintained.

The fighting about La Boisselle and Ovillers was particularly severe. At nightfall we penetrated the village of La Boisselle, in which fighting is still going on. About Ovillers the fighting net with varying success. One attack early this morning secured a portion of the hostile defences.

Four hundred more prisoners passed into our hands yesterday. A very large amount of work was done by our aircraft yesterday. In the early part of the day several attempts at offensive action on our side of the line were made by hostile aircraft in large numbers. All were driven away, and subsequently the enemy's aircraft was held far behind the German lines. As a result our artillery machines were able to work without interruption from hostile aircraft.

"During the day a very large number of aerial combats took place over the enemy's lines. In the afternoon, however, the division we recalled yesterday from the first line to the intermediate defensive positions.

"There was the same degree of activity on the fronts which have not been attacked.

"West of the Meuse (Verdun front) attempts of the French to retake captured trench sections, Hill 204 led to night infantry engagements. East of the Meuse the enemy again exhausted himself in fruitless attacks on the village of Thiaumont and Froide Terre ridge. In one of these attacks the enemy threw 400 metres southwest of the village, but he was driven out again immediately.

"The hill battery of Damloup, southeast of Verdun front, has been in our possession since Sunday night. We took 100 prisoners and several machine guns. Detachments of our infantry advanced against German positions in the wood of Le Prete, to the northwest of the village of Thiaumont and Froide Terre ridge. Numerous aerial engagements were fought yesterday and six enemy aviators were brought down. Four fell within our lines. The other two put out of action their seventh opponent, and Lieut. Parschau his sixth. An enemy biplane was brought down over Douaumont, and other, on Saturday, east of Pervy, by our anti-aircraft guns. Two French captives balloons were brought to earth in the neighborhood of Verdun by our aviators."

ARRESTED ON WARRANT.
Charles Lewis, chauffeur, 100 Scotland street, was arrested last night by Acting Detective Elliott on a warrant charging him with stealing a motor car belonging to J. Myers.

TROLLEY STRUCK MOTOR CAR.
Mrs. W. D. Robertson of Oakville, Ont., sustained a severe shaking and slight injuries when the motor car in which she and her husband were seated was struck by an eastbound Dundas car at Agnes and Teraville streets last night. She was able to proceed home after medical treatment.

French

"North of the River Somme the enemy last night made no attack upon the positions conquered by us and which we are now organizing."

"South of the River Somme the fight has been continued with complete success for our arms. Yesterday evening and last night we entirely occupied a front of more than 5 kilometres across the two lines of trenches of the second German position from the Maraiscourt wood, which is a brilliant achievement, as far as the edge of our position. Between these two points we took possession, as a result of a brilliant engagement, of the village of Herbecourt, which has been defensively organized by the enemy."

"Further to the south we have made progress in the direction of Avesvillers, which are in our hands."

"To the north of the village of Estrées and between Estrées and Avesvillers the rearmost German positions are being more and more progressed."

"More prisoners, the counting of which has not yet been completed, were captured by us during the recent actions. According to information at hand it has been established that more than 200 German battalions participated in the fighting. According to the statements of our prisoners, 31 of these battalions suffered very heavy losses and are at present completely disorganized."

July 1 and July 2 are very young. As a result of the questioning of these men in our hands, it is now learned that the preparatory fire of our artillery was very efficacious, not only in annihilating defensive organizations, but in rendering impossible all lateral communication behind the lines and in preventing the bringing up of provisions and the same time our artillery fire made it impossible for the enemy to transmit orders to the troops engaged in the operations."

"During the preparatory offensive fire of our artillery, French aviators set fire to thirteen captive German balloons. Two others were set on fire the last evening. During the attack our aeroplanes were more active on the front. During this time only nine aeroplanes of the enemy showed themselves, and one machine was destroyed."

"South of the River Aisne, in the region of Lancou, French reconnoitering parties penetrated the German trenches, and cleaned them out. Hand grenades, in the region of Lancou, were used with great effect. The French patrol made some prisoners of the enemy. During the night of the 2nd and 3rd, our aeroplanes took some prisoners near Frumay, and brought back a rapid fire machine, which is now in our possession."

"On the left bank of the River Meuse the night passed in relative quiet, with the exception of two bombardments of our positions to the west of Hill 204. On the morning of the 3rd, our aeroplanes, at about half past 3 o'clock, delivered a violent bombardment. The Germans delivered a violent counter-attack, but they were repulsed. They took possession of a trench, but they were driven out shortly after. Our aeroplanes delivered a violent bombardment, which is now in our possession."

BIG CONTRACT LETTING DEFENDED BY OFFICIAL.
J. B. Hunter Explains Procedure for Rebuilding Parliament Building.

Special to The Toronto World. OTTAWA, Ont., July 3.—There has been some criticism of the contract awarded to the public works department with Foster, Lyall & Sons, the Montreal contractors, for the reconstruction of the parliament buildings, and Hon. Charles Murphy is reported to have resigned from the joint committee of parliament because he had been unable to go to the meetings and because he disapproved of the contract being awarded to Lyall & Sons without further competition.

The reply of J. B. Hunter, deputy minister of public works, is that "the committee discussed the best method of securing the reconstruction of the buildings within as short a time as possible, with the best class of workmanship, and decided that it would be in the public interest to undertake it by force contract, and chose F. Lyall & Sons' Construction Company, Limited, as an exceptionally well-equipped and organized concern, to entrust with the work."

"Eight per cent. in addition to this," Mr. Hunter said, "the consideration that, by the force contract method, it is possible to have the work proceeded with while the ultimate plans are being developed, whereas public competition would have necessitated a lapse of some six or eight months in the preparation of plans and the calling for tenders, before a commencement could have been made on the building."