

OTTAWA LETTER.

While Great Portion of Government Buildings is Unoccupied

Tarte, Sifton et al Are Hiring Premises from Ottawa Liberal Real Estate Owners.

Wants Canada's Trade to Flow Through Canadian Channels—Hon. Mr. Tarte Now Says that Canada to Preserve Her Trade Must be Made Independent to American Routes—Efforts of Conservatives at Last Bearing Fruit.

OTTAWA, March 7.—Mr. Roche, the member from Halifax, has made a number of speeches during the past two weeks, and during these addresses he has assumed many roles. He has talked from the standpoint of a farmer, a banker, an insurance man, a shipping agent, and a money lender.

Mr. Roche is in the same predicament, but if he wants an investment which will quickly add to his already comfortable fortune, he can not do better than buy real estate in Ottawa, and try renting buildings to the government. Mr. Roche will bear in mind that the buildings to become a successful earning power, must under all circumstances be rented to the government.

On Tuesday Mr. Tarte asked the house to vote \$25,000 for public buildings at Ottawa, but the opposition refused to allow the item to pass for over an hour, and during the debate to which the item gave rise, the minister of public works and the minister of agriculture confessed that the "wait till you see next year" policy was thriving.

It is interesting to note that Mr. Tarte intends to make any changes in the building by day's work. Previous to the election he made some alterations in the main building and these methods were employed there.

Yes if what Mr. Bennett says is true, Mr. Tarte is not wholly satisfied with this renting of public buildings. For some time past the minister of public works has had his mind fixed on a large new building which is to fill up some of the vacant ground on Parliament Hill.

Of health has no uniform guardians of its peace. If it had there would be arrests innumerable in every restaurant every day of the year. Both in the quantity and quality of the food they eat and in the manner of its consumption men and women sin each day against the laws of health.

The Law

Mr. Bell of Picou, just before the debate was concluded, placed the question of leases in a practical light. He showed that in the case of the Seybold building alone the government was paying 1-5-6 per cent interest on \$100,000 for three years. This amount was extortionate in view of the fact that the government can today borrow money at three per cent. For the sum of \$100,000 they could erect a building suited to the purposes for which it was required, and thus be in possession of permanent quarters.

There is no other medicine for diseases of the stomach and allied organs of digestion and nutrition which can compare with Dr. Pierce's Golden Medical Discovery. It cures these diseases perfectly and permanently, and enables the building up of the whole body into vigorous health.

Another edifice which the renting of the house is in the house by a number of members of the opposition that these extraordinary expenditures were quite unnecessary. At present the government was paying sufficient to meet the interest on a first class building, where any money spent in permanent improvements would still remain in the possession of the people of Canada.

Mr. Bennett assigns the existing and deplorable condition of affairs to many reasons which the government alone can be looked to remedy. In his opinion, the time had arrived when a fixed and definite action should be undertaken on the question of the transport of the grain and other commodities of the Northwest Territories, Manitoba and the Western States, with a view to centering the same in the greatest possible extent in Canadian channels.

Mr. Bennett now concludes that the hon. minister of railways is blowing hot and cold. His remarks in Halifax were not at all surprising, and he has humbugged the people of that city. With false promises, the minister of railways took advantage of the people of the maritime provinces for political purposes.

Mr. Bennett pointed out the absurdity of the government policy in expending large sums of money in the erection of grain elevators at St. John and Halifax, and then allowing these buildings to remain idle. The government should not be so wasteful in its expenditure unless it was seriously intended to provide business for them, but as they are up he urges the necessity of keeping them supplied with grain.

Mr. Tarte proposes to use three routes in order to get his freight into Montreal, and each one will be shorter than from Buffalo to the seaboard. From Buffalo to New York the distance is 445 miles; from Port Colborne to Montreal, it is 315 miles. The New York Central has provided a road bed from Buffalo to New York, which enables their trains to move enormous quantities of grain at a haul. Mr. Tarte thinks that the Canadian roads can be put in equally good condition, and with the advantages in mileage in favor of Canada, that the Canadian route will be able to secure a large

of the library of parliament, and will contain the commons chamber and apartments.

Mr. Bell of Picou, just before the debate was concluded, placed the question of leases in a practical light. He showed that in the case of the Seybold building alone the government was paying 1-5-6 per cent interest on \$100,000 for three years. This amount was extortionate in view of the fact that the government can today borrow money at three per cent. For the sum of \$100,000 they could erect a building suited to the purposes for which it was required, and thus be in possession of permanent quarters.

Mr. Bennett asked the minister of railways if he intended to extend the C. P. by purchasing the Canada Atlantic railway and the Booth system, which would give an uninterrupted railway communication from a point on the Georgian Bay clear through to St. John or Halifax.

Mr. Bennett now concludes that the hon. minister of railways is blowing hot and cold. His remarks in Halifax were not at all surprising, and he has humbugged the people of that city. With false promises, the minister of railways took advantage of the people of the maritime provinces for political purposes.

Mr. Bennett pointed out the absurdity of the government policy in expending large sums of money in the erection of grain elevators at St. John and Halifax, and then allowing these buildings to remain idle. The government should not be so wasteful in its expenditure unless it was seriously intended to provide business for them, but as they are up he urges the necessity of keeping them supplied with grain.

Mr. Tarte proposes to use three routes in order to get his freight into Montreal, and each one will be shorter than from Buffalo to the seaboard. From Buffalo to New York the distance is 445 miles; from Port Colborne to Montreal, it is 315 miles. The New York Central has provided a road bed from Buffalo to New York, which enables their trains to move enormous quantities of grain at a haul. Mr. Tarte thinks that the Canadian roads can be put in equally good condition, and with the advantages in mileage in favor of Canada, that the Canadian route will be able to secure a large

Mr. Tarte proposes to use three routes in order to get his freight into Montreal, and each one will be shorter than from Buffalo to the seaboard. From Buffalo to New York the distance is 445 miles; from Port Colborne to Montreal, it is 315 miles. The New York Central has provided a road bed from Buffalo to New York, which enables their trains to move enormous quantities of grain at a haul. Mr. Tarte thinks that the Canadian roads can be put in equally good condition, and with the advantages in mileage in favor of Canada, that the Canadian route will be able to secure a large

Mr. Tarte proposes to use three routes in order to get his freight into Montreal, and each one will be shorter than from Buffalo to the seaboard. From Buffalo to New York the distance is 445 miles; from Port Colborne to Montreal, it is 315 miles. The New York Central has provided a road bed from Buffalo to New York, which enables their trains to move enormous quantities of grain at a haul. Mr. Tarte thinks that the Canadian roads can be put in equally good condition, and with the advantages in mileage in favor of Canada, that the Canadian route will be able to secure a large

before all our grain goes into American channels, to sell if we cannot make some improvement in our present canal system.

Mr. Bennett asked the minister of railways if he intended to extend the C. P. by purchasing the Canada Atlantic railway and the Booth system, which would give an uninterrupted railway communication from a point on the Georgian Bay clear through to St. John or Halifax.

Mr. Bennett now concludes that the hon. minister of railways is blowing hot and cold. His remarks in Halifax were not at all surprising, and he has humbugged the people of that city. With false promises, the minister of railways took advantage of the people of the maritime provinces for political purposes.

Mr. Bennett pointed out the absurdity of the government policy in expending large sums of money in the erection of grain elevators at St. John and Halifax, and then allowing these buildings to remain idle. The government should not be so wasteful in its expenditure unless it was seriously intended to provide business for them, but as they are up he urges the necessity of keeping them supplied with grain.

Mr. Tarte proposes to use three routes in order to get his freight into Montreal, and each one will be shorter than from Buffalo to the seaboard. From Buffalo to New York the distance is 445 miles; from Port Colborne to Montreal, it is 315 miles. The New York Central has provided a road bed from Buffalo to New York, which enables their trains to move enormous quantities of grain at a haul. Mr. Tarte thinks that the Canadian roads can be put in equally good condition, and with the advantages in mileage in favor of Canada, that the Canadian route will be able to secure a large

Mr. Tarte proposes to use three routes in order to get his freight into Montreal, and each one will be shorter than from Buffalo to the seaboard. From Buffalo to New York the distance is 445 miles; from Port Colborne to Montreal, it is 315 miles. The New York Central has provided a road bed from Buffalo to New York, which enables their trains to move enormous quantities of grain at a haul. Mr. Tarte thinks that the Canadian roads can be put in equally good condition, and with the advantages in mileage in favor of Canada, that the Canadian route will be able to secure a large

Mr. Tarte proposes to use three routes in order to get his freight into Montreal, and each one will be shorter than from Buffalo to the seaboard. From Buffalo to New York the distance is 445 miles; from Port Colborne to Montreal, it is 315 miles. The New York Central has provided a road bed from Buffalo to New York, which enables their trains to move enormous quantities of grain at a haul. Mr. Tarte thinks that the Canadian roads can be put in equally good condition, and with the advantages in mileage in favor of Canada, that the Canadian route will be able to secure a large

Mr. Tarte proposes to use three routes in order to get his freight into Montreal, and each one will be shorter than from Buffalo to the seaboard. From Buffalo to New York the distance is 445 miles; from Port Colborne to Montreal, it is 315 miles. The New York Central has provided a road bed from Buffalo to New York, which enables their trains to move enormous quantities of grain at a haul. Mr. Tarte thinks that the Canadian roads can be put in equally good condition, and with the advantages in mileage in favor of Canada, that the Canadian route will be able to secure a large

before all our grain goes into American channels, to sell if we cannot make some improvement in our present canal system.

Mr. Bennett asked the minister of railways if he intended to extend the C. P. by purchasing the Canada Atlantic railway and the Booth system, which would give an uninterrupted railway communication from a point on the Georgian Bay clear through to St. John or Halifax.

Mr. Bennett now concludes that the hon. minister of railways is blowing hot and cold. His remarks in Halifax were not at all surprising, and he has humbugged the people of that city. With false promises, the minister of railways took advantage of the people of the maritime provinces for political purposes.

Mr. Bennett pointed out the absurdity of the government policy in expending large sums of money in the erection of grain elevators at St. John and Halifax, and then allowing these buildings to remain idle. The government should not be so wasteful in its expenditure unless it was seriously intended to provide business for them, but as they are up he urges the necessity of keeping them supplied with grain.

Mr. Tarte proposes to use three routes in order to get his freight into Montreal, and each one will be shorter than from Buffalo to the seaboard. From Buffalo to New York the distance is 445 miles; from Port Colborne to Montreal, it is 315 miles. The New York Central has provided a road bed from Buffalo to New York, which enables their trains to move enormous quantities of grain at a haul. Mr. Tarte thinks that the Canadian roads can be put in equally good condition, and with the advantages in mileage in favor of Canada, that the Canadian route will be able to secure a large

Mr. Tarte proposes to use three routes in order to get his freight into Montreal, and each one will be shorter than from Buffalo to the seaboard. From Buffalo to New York the distance is 445 miles; from Port Colborne to Montreal, it is 315 miles. The New York Central has provided a road bed from Buffalo to New York, which enables their trains to move enormous quantities of grain at a haul. Mr. Tarte thinks that the Canadian roads can be put in equally good condition, and with the advantages in mileage in favor of Canada, that the Canadian route will be able to secure a large

Mr. Tarte proposes to use three routes in order to get his freight into Montreal, and each one will be shorter than from Buffalo to the seaboard. From Buffalo to New York the distance is 445 miles; from Port Colborne to Montreal, it is 315 miles. The New York Central has provided a road bed from Buffalo to New York, which enables their trains to move enormous quantities of grain at a haul. Mr. Tarte thinks that the Canadian roads can be put in equally good condition, and with the advantages in mileage in favor of Canada, that the Canadian route will be able to secure a large

Mr. Tarte proposes to use three routes in order to get his freight into Montreal, and each one will be shorter than from Buffalo to the seaboard. From Buffalo to New York the distance is 445 miles; from Port Colborne to Montreal, it is 315 miles. The New York Central has provided a road bed from Buffalo to New York, which enables their trains to move enormous quantities of grain at a haul. Mr. Tarte thinks that the Canadian roads can be put in equally good condition, and with the advantages in mileage in favor of Canada, that the Canadian route will be able to secure a large



A Contented WOMAN isn't contented simply because she uses SURPRISE Soap; but the use of this soap contributes largely to her contentment. In proportion to its cost, it's the largest factor in household happiness. It is pure, lasting and effective; it removes the dirt quickly and thoroughly without boiling or hard rubbing. SURPRISE is a pure hard Soap.

share of American trade. Depot Harbor is another port on the great lakes which is attracting attention. It is the terminus of the Booth system and it is 39 miles distant from Montreal. With the completion of extensive works on the French River, from North Bay to Chocolate Bay, the distance by the C. P. R. to Montreal would be lessened so as to make it 330 miles. These are the routes to Montreal that Mr. Tarte has in view. At Depot Harbor he is erecting large piers at a cost of hundreds of thousands of dollars, and on these large elevators will be erected. At no previous time, according to Mr. Tarte's statements, have the Booths received government assistance, and this success on the Parry Sound Railway is purely due to personal application; and the public works department in view of Mr. Booth's reduction of freight rates on grain, from the lakes to Montreal, has decided to give him every encouragement in future.

At Port Colborne a mammoth funnel shaped basin with extensive piers on either side, is being constructed. Although the harbor is rocky, the public works department proposes to deepen it so as to enable vessels of 22 feet draft to enter. Ships of this class under American management have been most aggressive during the past couple of years, and have been diverting Canadian grain to their own ports. With provision for their handling at Port Colborne, this condition of affairs is not only expected to be reversed in favor of Canada. The intention is to employ the large vessels as far as Port Colborne and then have their cargoes transhipped to smaller boats, which will convey the grain by water to Montreal. It is anticipated that the cost of transportation when improvements are completed will not exceed two cents per bushel.

All that was said about Montreal and the St. Lawrence route Mr. Tarte applies to the Canadian winter ports, but he did not say anything to justify his confidence in the latter direction. He does say that the policy of the government is Canadian ports for Canadians; and if Mr. Tarte says so, it is probable that the rest of the government will have to fall in line. They have not apparently done so yet, for Mr. Tarte was not able to guarantee that his colleagues had concurred in his views. He did say that there was no doubt that they would acquiesce to anything he might suggest.

The minister of public works is afraid that unless Canada at once recognizes the importance of being independent of the United States routes that her trade will suffer seriously. He drew attention to the action of the New York Central and even Portland. This, in his opinion, was sufficient to awaken the interest of Canadians in the danger of some sudden change of front on the part of the United States congress which would be disastrous to us. His policy dictated by American influence, but that policy must cease and he felt that it would cease if Canadians took advantage of their natural resources.

Apparently insurance must enter largely into the question of successful transportation. It has been stated by English companies that for every pound they received for insurance in Canadian engaged shipping they lost three pounds. The absurdity of this proposition was demonstrated by Mr. Dobell and others. It was urged that to be successful in transportation, Canadian bottoms and a Canadian Lloyd's are absolutely necessary. With these advantages, first class grain handling plants at the seaboard towns and the great lakes, and cheap transportation from the interior to Canadian ocean ports, it is thought that the question of successful transportation will have been settled.

It is well to note that all these changes have formed the basis of the opposition's policy since parliament opened. Day after day the government has been urged to take steps to save Canada's trade, and at least Mr. Tarte has come to appreciate the force of the arguments. Conservatives, one and all, are in favor of anything that will induce commerce to come this way; and it looks as if their agitation for action will be crowned with success. J. D. McKENNA.

Children Cry for CASTORIA.

LOCAL LEGISLATION

Not the Intention of to Appoint a Successor at Present

Mr. Shaw Introduced Bill, Also Presented Opposition to Mr.

FREDERICTON, The house met at 3 o'clock storage bill was passed.

In answer to the question Dunn said the legislature granted the oil and natural gas concessions of St. Victoria.

Hon. Allen Ritchie, son, Henry C. Reed, Matthew Lodge, d. 1899, and the area counties of Westchester, Gloucester, F.umberland, Kingsbury.

The surveyors time to time refer to the operations of after the granting council, had a committee under the leadership of the name of the wick Petroleum Co. October 4th, 1899; commenced operations.

There was only one objection of the support, Marysville, York Co. was by J. M. Budd, amount of cost of the amount of cost of the bonds issued for to date was \$1,300,000.

In reply to Mr. Tweedie said it was of the government that the present bill, the legislature, or the Hon. Mr. Lablanc, only one tender for superstructure of the Kent Co., and the Peters of the amount of cost of the amount of cost of the bonds issued for to date was \$1,300,000.