

OTTAWA LETTER.

Most Interesting Debate So Far This Session

Grew Out of Mr. Maclean's Proposition to Remove Government Railways From Political Influence.

Of Course Mr. Blair Could Not Endorse the Proposition—Clarke Wallace Made a Strong Appeal for Doing Canada's Trade Through Canadian Ports—Other News.

OTTAWA, Feb. 19.—Sir Charles Hibbert Tupper's temporary defeat last year, arising from his attempt to secure from the government...

When Sir Charles Hibbert rose to make his motion he informed the house that a short explanation of his motives might be in order.

Sir Charles Hibbert explained how, during month after month of the session of 1900, he had seconded first Mr. Bergeron's efforts to induce the government to explain certain allegations made against Mr. Charleson...

The other day Sir Charles Hibbert put another question covering matters concerning which he now seeks enlightenment, and was surprised to find that he had to contend with the same opposition as in 1900.

charges which had been published broadcast in the newspapers of the country and which were being whispered from street corner to street corner.

Sir Charles Hibbert in closing presented some of the facts which he sought to have investigated last year. The practice of using trees for the purpose of stringing wires while the poles purchased for that purpose lay rotting on the ground suggested very great irregularities and even more.

Hon. J. Israel Tarte, minister of public works, followed and promised to have the information brought down without any delay. He took offence at Sir Charles Hibbert's application of the words "scandalous waste of public money."

Sir Charles Hibbert's reply to Mr. Tarte's insults was spirited and to the point. Through Mr. Speaker he told Mr. Tarte that he (Tarte) would not be permitted to address members of the house in such a manner without at least being called to account.

Through a motion of Mr. Clarke of Toronto West for an order of the house for all papers, telegrams, etc., respecting the pay of men of C battery, Royal Canadian Artillery, which served in South Africa, or respecting the deduction of any portion of the pay of any of them...

The hon. minister of militia had an explanation to offer which many members of the house were unprepared to accept. The position of C battery in South Africa was somewhat different from that of the other artillery corps.

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men who were married or had relatives dependent on them assigned their pay, and these assignments were duly honored by the militia department, who paid to the assignees the difference between the imperial rate per day and 75 cents.

David Henderson of Halifax, B. M. Britton (Kingston), W. B. Northey (St. John), W. F. McLean (Toronto), and J. L. Borden (Halifax) took part in the discussion and insisted that the men should receive the money voted for their benefit by parliament.

Mr. Britton, it may be added, was the only supporter of the government who had courage enough to raise the question of the militia pay. He pointed out the mistake of the government in assuming that the militia department was bound to stand by the statute, but the charge of Mr. Borden, leader of the opposition, who gave it as his opinion that the hon. minister of militia was mistaken in assuming that the militia pay was imperial pay.

OTTAWA, Feb. 20.—Yesterday parliament devoted most of the afternoon to a discussion of W. F. McLean's proposal to reduce the rate of pay of men of the sphere of political influence. The debate which followed on this important question was the most interesting that has engaged the attention of the house this session.

Mr. Maclean, who brought the question to the front on a motion to go into supply, expressed himself as intending to place it before parliament on narrow lines in order to invite the fullest expression of opinion in regard to it.

Many of his arguments were the same as he advanced on a former occasion, and it is therefore unnecessary to refer to them. Among the new things he offered in the support of his contentions were letters from different parts

of the country backing up his opinions and copious quotations from the newspapers of the dominion calling attention to the importance of his proposal and the desirability of placing Canada in a position that would guarantee her full independence in railway matters.

As will be seen from these remarks, Mr. Maclean was talking "ride of his resolution, and it was not until he came to the question of management that he condescended to enlighten the house as to the advantages of removing government railways from political influence.

Mr. Maclean concluded by expressing his opinion that political corruption, as at present understood in connection with the Intercolonial and government railways was not a comparison to the political corruption carried on by corporations.

At the conclusion of Mr. Maclean's PICTURES OF F. M. LORD ROBERTS, GEN'L LORD KITCHENER, GENERAL BULLER, FRENCH, BADEN-POWELL, COL. OTTER.

The Sun has secured magnificent portraits, 18x24 inches, of F. M. Lord Roberts, General Lord Kitchener, General Buller, General French, General Baden-Powell and Colonel Otter, on coated calendared paper suitable for framing.

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address there was a powerful persuasion. The opposition expected that the minister of railways would venture to express his ideas as to how the threatening situation arising from the aggression of United States capitalists might be met, and that he would give the house some information as to how political matters regarding the removal of the I. C. R. from the malicious influence of politics.

Coming to the naturalization of Canadian roads, Mr. Borden said he would not venture to express any definite opinion. He was aware that in Australia and New Zealand the railways were placed under the guidance of a commission, who carried on the business in connection with them with the greatest success.

Mr. Blair is evidently a man of limited understanding. Like Laurier, he attempted to belittle the importance of the railway question. He could not understand Mr. Maclean, he said, because that gentleman had not been practical. The hon. minister of railways is against government ownership.

Mr. Heyd of South Brant then talked. What he said is a little uncertain, but his remarks evidently had something to do with what he considers to be the angelic qualities of grits and the utter incompetency and dangerous character of Tories.

Mr. Monk made a good impression by his timely and well weighed utterances. He warned the government of the danger that threatened Canada, particularly the seaports. Everybody knows it, and he supposed the government had been aware of the aggression of the great capitalists of the United States during the past few weeks.

Reverting to the question of the nationalization of the railroads, Mr. Monk could not see that the present situation in the United States was analogous to Canada, for the people to the south of us were more or less limited by their constitution in facing such a situation.

Mr. Bourassa, although he disagreed with Mr. Maclean in his reference to the removal of the Intercolonial from political influence, fell in line with Mr. Monk's reasoning in regard to company railways in Canada. He laughingly suggested that the reason for the government wishing to obtain political control in the railway department, was to enable them to reap some of the advantages enjoyed by the conservative party during the eighteen years they held power.



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past five years, and in that period they had almost evened up the count of the previous eighteen years. Then Mr. Blair for his lack of appreciation of the gravity of the situation, he, Bourassa, had been accused of disloyalty, but he wanted to say that in this matter he would prove that he had the best interests of the country at heart.

Clarke Wallace and Col. Sam Hughes followed, both favoring the adoption of Mr. Maclean's motion and a measure which would work for the betterment of the Canadian railway system.

On a vote being taken, Mr. Maclean's motion was lost by the majority of one. One of the liberal members who heartily applauded Mr. Maclean was Dr. Kendall, the senior member for Cape Breton.

JUST CURES ASTHMA "The Gold Cure." If you suffer with it on free sample and treatise to Hayes & Co., Simcoe, Ont.

A BIT OF HISTORY. Vessel Wrecked in the Falls and the Captain Drowned.

The fake story now going the rounds of the newspapers of the seven masted schooner to be built above Sullivan's Falls, Maine, recalls the following bit of history, which may have suggested the idea.

In 1790 Jacob Eaton, one of the early proprietors of Farmington, Me., conceived the idea of building a ship near his home and sailing her to sea. Accordingly he laid the keel of a small vessel at Farmington Falls, on Sandy River, fully forty miles above navigable waters.

On June 14th, 1791, Capt. Eaton, with a crew of three men, cast off and set out for St. John, N. B. Capt. Eaton's diary of the first voyage, which is still preserved by his family, makes the following remarks: "I left their wives weeping on the bank with strange unwillingness, willing yet not willing to part with their husbands."

OCEAN C. Terrible Loss of a Ship. Gold. The Number of... Wild Scenes... Captain...

SAN FRANCISCO. Mail steamer Rio den rock while early this morning a few minutes after that nearly 1500 it is impossible to ber, owing to the Rooney, who had rooster of the crew...

almost completely. Consal General two children and Mrs. and Miss Wallace. Captain Heydt, Holtz, Shanghai, 23rd people on board. Cabin passenger ateage (Chinese and crew, 145). The following is Rescued, 75; boat 15; missing, 145. Following is the CABIN P almost complet...

from Hong Kong. The vessel was wrecked on the rocks of the Head fog prevailing at the time. The vessel was seen by the crew. She was started on the morning of the 14th. Point Bonita, where she was wrecked. The vessel was seen by the crew. The vessel was seen by the crew.

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