The Angeles Connection.

Ratepayers Ask That a By-Law Be Submitted for Their Vote.

Visitors Address a Large Meeting Favoring Their Proposal.

An intelligent and attentive audience which quite filled the council chamber at the city hall last evening again heard the plans and policy of the Port Angeles Eastern railway company explained by Mr. Atkinson, the vice-president and general manager of that road, and without any adverse voice or vote passed the appended resolution with enthusiasm:

"Resolved that this meeting, having heard the proposition of Messrs. Cushing and Atkinson, for the establishment of a railway ferry service between Victoria and Port Angeles, with transcontinental connections, are of the opinion that a by-law embodying the terms of the proposition for a subsidy of $17,500 per annum, for a period of 20 years, to be paid to a company chartered or formed under the laws of the province of British Columbia or Dominion be laid before the ratepayers for their action at as early a date as practicable."

Mr. John Jardine was the mover, Ald. P. S. MacGregor seconded, and Mr. D. W. Higgins, M. P. P., in a brief address closing the evening's proceedings, heartily endorsed the proposals of the Port Angeles railway visitors.

The other speakers of the occasion were all members of a party of forty from the city across the Straits, who came here by special steamer yesterday for the express purpose of showing themselves in favor of the scheme and supporting its promoters.

The meeting was prompt in coming down to business. It had been convened for 8 o'clock, and it was not ten minutes after the hour when the mayor took the chair by invitation of the assembled company.

His Worship confined himself in his introductory remarks strictly to his duties as a chairman. He explained that the meeting had been called at the request of the railway sub-committee of the Citizens' Committee of Fifty, in order that the Port Angeles Eastern railway company might have opportunity to bring their project more directly before the residents of Victoria. He then introduced President Cushing of the new road, whom he promised would present the proposition.

This duty Mr. Cushing in turn transferred to his lieutenant, Vice-President and General Manager Atkinson, explaining that that gentleman, being more thoroughly conversant with the maze of details, would be the better able to lay all the facts before Victorians.

Mr. Atkinson prefaced his remarks by referring to Victoria's present isolation, owing to which she was losing her trade, losing her wealth, losing her prestige and seeing other cities with less positive and pronounced advantages rapidly outstripping her in the race for supremacy and population.

To put herself on a par with these other cities, Victoria had to have a transcontinental railway connection. Such a connection his company were willing and able to furnish. They were now building their road to Olympia, and from this point it would be possible for them to secure connection with any of the transcontinental systems of the United States.

The Port Angeles Eastern was not to be tied to the Northern Pacific. It was not to be tied to the Union Pacific, or the Great Northern, or the Southern Pacific, or the C. P. R. It was to be an independent line, 130 miles long.

Of course it would be a feeder that all these roads would appreciate to such an extent that they would be ready and glad to make traffic arrangements of the most satisfactory character, assuring profitable business for the short line.

Some little time ago Victorians had looked with a little skepticism upon the ability of the Port Angeles Eastern getting a traffic arrangement of the character desired from the N. P. R. They had asked for an undertaking to this effect from President Mellon of the N. P. R. This gentleman had now given just such an undertaking, that his company were willing to execute such a contract, satisfactory to Victorians and ensuring a profit to the road.

This meant nothing less than that there would be no further discrimination against Victoria, and that freight from over the continent would be delivered here at healthy rates, as well as at Port Angeles.

Upon another point of recent interest there had been a report published in one of the Port Angeles papers to the effect that the road had suspended, or, at all events, had practically ceased business. In explanation of this he would say that the company had found it advisable to disband the engineers' camp. They had regarded it as preferable to do a little preliminary cruising in the hope of finding a better route than any that had yet presented itself.

They had accordingly gone to Olympia on what was generally known as the Port Townsend Southern survey, which follows the coast line the entire distance. This, after inspection, had been pronounced not the best to be found, so four engineers had been sent out from Olympia to try and locate a better route.

Four others were engaged at another important point, while still other engineers' corps had set out from Squim Bay, cruising up the Dungeness river on the look-out for a pass between the Jupiter Hills and the Olympics.

So that, instead of knocking off work, the work had been increased, these men now in the field drawing infinitely higher salaries than the chain-men and similar grade employees that had been dispensed with.

If such a route were discovered as the experts are now cruising for, it would cut down the distance by 15 miles, shortening the haul for Victoria, as well as Port Angeles freight, by just that much, as well as lessening the distance to be travelled by Victorians going East when the ferry connection had been secured.

Others, again, had prophecied that the road would never be built. As to this, he would say that the road had already been financed. The capital was ready to build it, and every contract had been drawn to run for 9 months from October 1. It was not intended to go about the work piecemeal. The entire line would be let in one contract, and the contractor might sub-let or not, as he found to his advantage. The company would deal with but one concern.

The Port Angeles Eastern did not come to Victoria now for the slightest assistance by bonus or otherwise, toward the building of their road. They were only asked, in return for giving Victoria direct transcontinental connection, what any fair-minded man would pronounce just and reasonable.

Nothing that was not equitable and right had been contained in the company's original proposition to Victorians, and for this reason the original proposition had been adhered to.

The company insisted that for the ferry and guarantee in rates Victoria should pay $350,000. The bonus might be distributed over 20 years. It might be paid with city bonds. It made no difference to the company how it was distributed. Victorians could in this choose for themselves, but the connection could not be obtained for any diminished consideration.

Such a ferry as promised would deliver Victorians or goods from Victoria to Port Angeles within one hour, inclusive of docking. It would make this city, to all practical purposes, a railway terminus.

And in the building of these boats, Victorians would have an equal opportunity to bid.

There would be no preference shown to American firms. All that the company wanted in this was to secure the best possible value for themselves.

And another point that should not be lost sight of—nothing was asked from Victoria until "the goods were delivered"—not a cent.

After brief reference to the several other projects that have recently been put forward with the object of giving Victoria transcontinental connection, Mr. Atkinson proceeded to contrast the distances involved in these, stating the Port Angeles ferryage of 19 miles to stand as unquestionably the best against 40 miles water journey by the most advantageous rival scheme.

With the ferry and new road in operation, Victoria would be brought within four hours of Olympia, while passengers from this city could go over the Northern Pacific railway to St. Paul just as quickly as they could be carried from Vancouver over the Canadian Pacific.

The question here involved was important to Victoria, for if the city was ever to be emancipated and fulfill its natural destiny it must have an outside connection to the South and East—by way of its nearest neighbor—Port Angeles.

This was the most feasible route. It was the common sense route. Nor did there appear to be any reason in the world why Victoria and Port Angeles should not work out a great destiny, hand in hand. Victoria had every advantage, especially as she had the start in wealth and population. The two cities could be and should be of mutual assistance.

Port Angeles was not pulling down any other city in order to rise. She was not striking at the life of Seattle or Tacoma or any other city. Indeed, Seattle had now gained such a position in the community of cities that she could not be disturbed.

At the same time it was not to be forgotten that both Port Angeles and Victoria were nearer to the ocean. That there was a large element of advantage in towing charges saved, to the favor of Victoria and the city over the Straits.

The fact had become patent to all who had looked carefully into Victoria's position that without railway connection she could not advance—she must at best stand still, and stagnation while other towns are advancing meant retrogression.

The connection with Port Angeles was still to be had. It was to be had upon the terms of the original agreement. Unless this proposition were accepted, the railway would go on, and when it had been completed, Victoria would have to come to Port Angeles and "see them."

The company held to its original request for $350,000—in bonus or annual payment for 20 years. The money could be paid or the bonds of Victoria would be accepted with equal willingness.

At the suggestion of Mr. Noah Shakespeare, Mr. M. J. Corrigan was next called on. Mr. Corrigan is deputy collector of customs at Port Angeles, and also represents the Northern Pacific railway at that place. He approached the subject of the evening's meeting, he said, with considerable timidity, inasmuch as it would naturally be cause for resentment that a deputation should come over from Port Angeles to try to show Victorians their business.

He strongly deprecated any such suggestion. He and his friends from Angeles had no thought or desire to attempt to teach Victorians their business. They came to Victoria because they recognized that the interests of this city and its neighbor over the Straits were identical and inseparable.

advanced. Port Angeles would advance; if Port Angeles prospered, Victoria would prosper under similar conditions.

Indeed, Victoria was in much the superior position, being an older city, larger, more populous, and more wealthy. It was also secure in its reputation for conservative consideration of any project laid before it, this conservatism being its strong guarantee against stampede or sentiment in business matters. Nothing but the coldest argument would appeal to Victoria business men, and it was for this reason that he and some forty others of the leading men of Port Angeles had come to Victoria with the representatives of the railway, simply to endorse with their presence the proposition put forward, and to say that they had proved the readiness and adaptability of the Port Angeles Eastern people to do all that they had promised to do.

Angeles had been skeptical as to the ability of these gentlemen to perform. They had tried so many propositions, and had been disappointed. And so these railway promoters had given them a proposition that could not well be regarded as anything but fair. They had said to Port Angeles: "Get your bonus that we ask, and keep it until we deliver the goods. Appoint your committee, and go thoroughly into the details of our business. We will throw our books open to you, and you can make your own valuations. When your committee says that we are entitled to the bonus, we will take it from you."

The subsidy was raised, but long before it had been the railway people had started their work. They had now several miles of track graded, and it could be said of it that it was equal to any piece of road-bed in all the length and breadth of the United States. In dealing with Port Angeles, the company had expended over $50,000 before a word was said as to the subsidy. In the meanwhile, the citizens' committee had gone thoroughly into the railway work, and it was by unanimous desire that the bonus was ordered paid—every man, woman and child in Port Angeles approved the paying out of the money, for they felt that it had been honestly and thoroughly earned—and they were delighted to find at least one proposition that was open and above-board, and had no string attached, with business men in charge who were capable of carrying out their promises.

With regard to the Port Angeles Eastern Railway Company, he could, therefore, say to Victorians that they had amply redeemed their promises to Port Angeles, and there was no reason why they should not do the same to Victoria.

They were a solid company. The leading members of the company had their homes in Port Angeles. They had handsome and well-furnished offices there. They paid their debts in gold—not in jaw-bone—and it was the "cold and silent cash" that talked the most eloquently. Further, he could endorse their absolute reliability. It had been a moot question in Victoria whether in the event of the $350,000 being given and a railway ferry secured, the Port Angeles Eastern would be in a position to guarantee a transcontinental railway rate—in other words, whether the $350,000 investment would be sure to return a good revenue. In discussing the broad proposition there were two vital points to consider. One of these was Victoria's legitimate proportion of contribution to a railway connection from which she would reap great advantages. It was not proposed to ask for one cent from Victoria toward the railway, but it was held to be fair that she should contribute a similar proportion to that borne by Port Angeles and other towns in return for being put on a par with her most powerful rival, Vancouver, in the matter of railway connection. As to the question of freight being laid down in Victoria by the proposed outlet without any added or local rate—there could be no doubt. Victoria would be put on equal terms with Vancouver—on an equal fighting basis. Indeed, he would say that if Victorians got the southern and eastern connection by way of Port Angeles, they would be able to "lick the stuffing" out of Vancouver in commercial transactions, reversing the present conditions. There was no disguising the fact, however unpalatable it might be—Vancouver was sapping the life blood of Victoria. Vancouver was booming in business, and Victoria was not. Vancouver was outstripping the provincial capital. But once Victoria was put on an equal footing with the C. P. R. town, by way of the Port Angeles Eastern, this town would come under the wire a winner. With a railway there could be nothing to stop the progress and prosperity of Victoria and Port Angeles. It would not be long before the Pullman cars from the Atlantic would be entering Port Angeles—

"How long shall I say with safety?" the speaker inquired, turning to General Manager Atkinson.

"Within one year," was that gentleman's reply.

Given Pullman cars from the East within a twelvemonth, transcontinental freight rates, the Pacific at her very doors, and Port Angeles would in another year have a population of 10,000. In two years it would be 15,000. And so it would go on to greatness. Nothing could deter its growth, and if Victoria would but join hands, the two cities would start the procession of progress on a good solid railway road-bed, and it could not be stopped, no matter who tried the game. Put the railway in the case and the story was told. As for the transcontinental connection, while it was quite as Mr. Atkinson had said, that the Port Angeles Eastern was an independent line, built with independent capital, and operated independently, the question forced itself forward, where did the new line go? It made its transcontinental connection at Olympia. And what line ran into Olympia. The Northern Pacific. It was as yet the only road there now to connect with, and while it was quite well assured that the Southern Pacific railroad would come to Olympia a little later, present roads could only be safely dealt with. The Northern Pacific was therefore the one road which, working with the Port Angeles Eastern, could give the people of Victoria a transcontinental freight rate. He could say as a representative of the Northern Pacific that that road was ready and prepared to give such a rate—with no local charges whatever. The merchants of Victoria would then be freed from the blood-letting operations of which they were now the victims, and had been ever since the C. P. R. was completed. And he was ready to predict that so soon as Victorians got the Port Angeles connection, they would find a second through transcontinental road coming down from the North—but never until the outlet by the south and east, via Angeles, had been obtained.

With the suggested connection, Victoria merchants would get through consignments from the East at the same rate as Vancouver merchants, and without a breaking of bulk. They would eventually get two trans-continental outlets. They would secure the investment of immense sums of money in the opening up of the resources of the Island. The pall of stagnation so long enveloping Victoria would fall from her. The city would demand and obtain her share of the commerce of the world. It would mean much—this connection with the American railway system. It would mean the development of the gold, the iron, the copper, the cinnabar, the granite, the marble, of Vancouver Island. For there was more gold in the rock-ribbed hills of Vancouver Island than would ever come from the faraway Klondike. The coal here at command, or the copper, or the iron, was as rich as any Klondike. Why men would rush to invest their millions in properties in the frozen North that could not be better than a speculation, when they had in Vancouver Island a certain opportunity to win equally large fortunes with a tithe of the investment, was something that could not fail to puzzle any man of common intellect. It was a fact, however. One thing that had militated against Victoria in the past had been her lack of confidence in her own possessions. Her well-to-do men were quite ready to invest in distant parts of the country. They were ready enough to help develop Kootenay, or Cariboo, or Klondike, overlooking their own promising fields. He had had reports from Barclay Sound and other points on the West Coast that were well calculated to astonish, and which quite justified him in speaking as he did. Victorians lack confidence in their own resources, and for this reason, as much as any other, outsiders hesitated to invest in them. Grass looked greener to Victorians in the whitened fields of Klondike than on her own hills or her own valleys. But a railway had to have business wherever it went. It did not enter into new territory unless for a purpose. It would be admitted that Victoria would have to have railway connection to prosper. Let her people take the Port Angeles Eastern, and when they did they would find a connection also with the C. P. R. Either the Esquimalt & Nanaimo Railway Company would extend their line to the north of the Island, or it would be found that this would be done by the Port Angeles Eastern, though through a local company.

The twenty-one million back of this syndicate would also be found prepared to develop the hidden wealth of Vancouver Island, building roads to the West Coast, if necessary, in this campaign. Railways had to make business, whether in coal, or gold, or copper, or timber, or other resource to be brought to market—and all of these Vancouver Island possessed, and the world asked for. But all these things would not come till Victorians put themselves on a level with the rest of the world, showing that they were alive and prepared to exert themselves. Port Angeles was alive, and Port Angeles knew it was. He looked upon the Victoria-Port Angeles combination as illustrating most aptly and effectively the true meaning of the Anglo-American alliance. Angeles and Victoria should be the twin-apples of the Golden Pacific—the Anglo-American twins—and in years to come politicians would point to these two mighty cities, each bound up in sympathy and interest with the other, each ready to fight for the other, and each great in her commerce and importance, as the best possible object lesson of Anglo-American union in fullest development.

Then came a Victorian, Mr. John Jardine, who after warmly complimenting both Mr. Atkinson and Mr. Corrigan upon their presentation of "the facts of the case," said that he thought the time had arrived for Victoria to give this proposition thorough consideration. They well knew that Vancouver had outstripped them in the race for commercial supremacy, thanks to the great Canadian monopoly, and it was for Victorians to decide now how best to alter the condition of affairs. The merchants were not the only ones to be considered. It was becoming necessary to do something for the patient mechanics. He, for one, was quite willing that his property should bear the slightly increased taxation necessary to carry out this project—and it was not really so serious a thing when it was found that a per capita collection of 75 cents per annum would in 20 years dispose of it. The project appeared to be a very good bargain, and he accordingly moved the resolution printed in the introduction to this report.

The resolution was seconded by Ald. MacGregor, who thought that the time had arrived when Victorians should awaken to their own interests. He had given the matter of railway connection very careful consideration, and had come to the conclusion that Victoria was under the thumb of a giant corporation and could not expect to make progress until some leverage was obtained against that corporation. With reference to this proposal, Victoria had a home company, the C. P. N., connecting Victoria by steamer with the C. P. R., and working in conjunction with that railway. There were, however, certain features in connection with this local company that placed Victoria in bondage. It was that a number of business men and shippers were stockholders in the C. P. N. Co., and did not wish to see any connection obtained that would conflict with their personal interests. Without a railway Victoria would not grow, and unless the city grew and did business, what was to become of the laboring classes? A few wholesale men might make money under the present regime, but there were others to be considered also. He believed the only hope for Victoria lay in an American connection. The C. P. R. would certainly not come to Victoria unless forced to, and this was the only lever that could be used to bring the C. P. R. to terms and make the C. P. R. treat Victorians in accordance with their deserts. There was no rational reason why the N. P. R. should not give the traffic arrangement that had been asked for by the Port Angeles Eastern, for the new road would become an excellent feeder and was therefore to be encouraged as much as possible. At present the C. P. R. got fully 80 per cent. of Victoria's business, but given this connection with the American system, and the condition would be reversed for a time at all events. Until it was so reversed, Victorians could not hope for an era of progress. The lesson of telegraph competition was very much in point, for while it was declared wires could not be kept up nor rates lowered, as soon as the Western Union came in, the C. P. R. found they could quite meet the wishes of Victorians, and the two companies served Victoria admirably.

Mr. Corrigan—And don't forget, the new line came in by way of Port Angeles.

Concluding, Ald. MacGregor said that he had seen no proposition of the many that had been put forward which was as likely to do the good that this one was. A mainland connection at a cost of a third of a million, divided over a period of twenty years, was worth going in for, and he for one was quite willing to pay his share.

Mr. D. W. Higgins, M. P. P., also cordially endorsed the proposition as contained in the resolution, and this being carried unanimously and with applause, the meeting adjourned after passing the customary votes of thanks.

A large number of ratepayers remained behind, and subscribed to the formal petition for a loan by-law.

WILL BE INVESTIGATED.

Attorney-General's Department Inquiring Into the Methods of Divine Healers.

An investigation at least will be held into the circumstances surrounding the death of the little son of Capt. McCoskrie, of the steamer Princess Louise, for which the captain holds "Evangelist" Brooks, of the Zion Divine Healing Mission, responsible. The attorney-general's department has taken the matter up, and it is probable that the body will be exhumed to-day to ascertain the cause of death. Upon the result of this examination largely depends the future action of the department, but should Brooks return to the city this evening, as expected, it is likely that he will be compelled to remain until after the enquiry.

No Cure for... Bright's disease

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Hospital Board In Session.

Movement to Provide Better Residence for the Medical Officer.

All Supplies in Future to Be Purchased Upon Requisition.

When the board of directors of the Jubilee hospital met last evening there were present the president, Mr. H. Dallas Helmcken, Joshua Davies, Alex. Wilson, Thomas Shotbolt, J. L. Crimp, A. Stuart Yates, E. A. Lewis, H. M. Grahame, C. A. Holland and R. L. Drury. During the course of routine business a warm discussion developed over the awarding of a fish contract, and the system on which the hospital has been securing its supplies. The contract was that of Messrs. Brown & Cooper, who at the previous meeting submitted their tender for the year around at the rate of 7 cents per pound. The tender was then accepted, but through the intervention of one or more members, the contract was never entered into, it having been found that another fish dealer, C. K. Chungranes, would fill the contract cheaper, and this was what brought about the discussion. The Secretary had reported accordingly, and his action in not notifying the tenderer was approved of by a number of the board, but Mr. Lewis took exception to it, and considered that if the wishes of the previous meeting were not carried out, the resolution then passed should be rescinded, and new tenders be invited. It was not the right thing to do, he thought, to give Chungranes the contract when he had not sent in any tender.

Mr. Drury was of the same opinion, but Mr. Davies thought that a hard-and-fast contract should never have been entered into regarding fish, but that the purchase of it should be left to the steward, with an understanding that he distribute his patronage and always buy the cheapest and best. It was the one article that had to be obtained perfectly fresh.

Mr. Yates contended that the contract with Messrs. Brown & Cooper was not binding, if the firm had not been notified that their tender had been accepted, and he moved that the resolution of the board passed at the previous meeting be rescinded.

This was done, and Mr. Davies' motion to leave the matter of buying fish in the hands of the steward, to divide his patronage as much as possible between the different stores where prices and quality were not found to differ too widely, was carried.

Mr. Drury then asked who authorized the purchase of sundry supplies, and being informed that the hospital staff had the necessary power, some cross-firing between the different members ensued. The system was condemned, and Mr. Davies moved that any article out of the ordinary line for the hospital's use be secured on a requisition signed by some member of the board. The motion was carried.

Among the correspondence read was a letter from Miss E. Carr, secretary of the ladies' committee of the R. C. Orphans' Home, stating that application had been made to the committee for a boy to assist in light work at the hospital, and she thereupon recommended a little fellow. The letter was received and filed.

Mr. Robert Hutcheson, the electrician, who had charge of the testing of the X-ray apparatus, wrote, suggesting that a testimonial be addressed to the makers of the machine, the purchasing of an "adapter" and some extra tubes, and recommending the making of a standard of rates to charge for use of the X-ray plant.

In connection with this matter, Dr. Hasell explained that he had done some photographing and had charged $5 and $2.50. He desired the board to fix a rate that would meet the expense, and thought it expedient that three or four tubes should be secured, as they do not last long.

The maximum rate the board placed at $7.50, but the minimum was left to the doctor to average. The purchasing of an "adapter" was left over, and the tubes it was decided to have. A vote of thanks for Mr. Hutcheson's free services was then passed.

A member of the Women's Auxiliary wrote reporting that $500 had been received from a friend for a residence for the medical health officer, and she said that $500 more would be added to it some time during the year as the result of a ball to be given by the ladies. She wanted to know why the gentlemen could not provide the balance, $1,000 being all that was necessary to erect the building.

Mr. Wilson objected to any such plans being carried out by the ladies before additional accommodation was provided for pay patients, but his objection was overruled, and on motion of Mr. Yates, seconded by Mr. Holland, the matter was left in the hands of a special committee to report at the next meeting of the board as to the best method of carrying out the suggestions.

The motion was carried and the chair named the mover, seconder and Mr. Drury to form the committee.

Accounts for the month of July amounting to $2,062.50 were passed.

Mr. Shotbolt on behalf of the committee on obtaining drugs for the hospital reported that the committee agreed on buying all dressings from the manufacturers direct.

Mr. Wilson, as chairman of the committee on bread reported in favor of continuing the services of the present contractor, and Mr. Crimp as one of the committee on groceries reported in favor of Erskine, Wall & Co. All these reports were accepted.

The regular report of the medical health officer showed a daily average attendance during July of 40.8, a daily average cost per patient of $1.40, and a total days' stay of 1,320. It also mentioned the appointment of W. Woods as gardener, which the board approved of, and the proposed resignation of A. T. McPherson as male nurse, which the board and doctor both regretted.

The following donations by friends of the hospital were then acknowledged: Two vases and four bowls, Mrs. Goodacre; flowers, Christ Church cathedral; flowers and magazines, Mrs. Christopher; old cotton and linen, Mrs. Musgrave; flowers, Mrs. Gillespie; flowers, Colquitz mission church, per Rev. J. W. Flinton; bed rests, B. C. Furniture Co., per Mrs. Page; reading matter, Mrs. Gillespie; magazines, Albert Chudley; old cotton, Miss Angus, Belcher street; two resting chairs, two screens and three feeding cups, Cowichan friends, per Mrs. Musgrave; old cotton, Mrs. Harvey, Belcher street; basket cherries, Mr. F. Sears; keg of cider, Mr. Savory; six large iron drums for holding water, Powder company; and magazines, Mrs. Burton.

The work of the training school the matron reported to be progressing satisfactorily under the circumstances, as it was much handicapped by lack of nurses.

Both the matron and steward asked for holidays, and while the former's request was granted, the latter's was left in the hands of the president.

"TIMES HAVE CHANGED."

From the Ottawa Journal.

In the last week of a five-months' session of Parliament, the Laurier government has proposed railway subsidies to the amount of six and a half million dollars.

"Times have changed," as the Toronto Mail and Empire is careful to point out.

At the end of the session of 1894 the then Conservative Government proposed railway grants aggregating three millions. Some liberal leaders, all of them members of the present government, made remarks as follows:

"Mr. Laurier—The session has lasted four months, and the government have had more time than was necessary to prepare these resolutions intelligently, covering as they do about sixty different railway schemes, and involving as they do over three millions of dollars? It is quite impossible under such circumstances that any man in this house can give intelligent attention to this question. I protest against such proceedings.

"Mr. Mills—We are in the fifth month of the session, and we now have for the first time brought under our attention a number of railway projects, the merits of which we have no opportunity to consider.

"Sir Richard Cartwright—This abuse is one of long standing, and therefore all the worse. We ought in all conscience at the time of the budget or about that time to get a description of what our obligations are and what further obligations it is proposed the country should incur. The practice of putting these resolutions off until the end of the session is carried in for the express purpose of stifling and preventing enquiry.

"Mr. Mulock—To-day we have scarcely more than one-half the House sitting and not one of us has had the opportunity of communicating with the outside world before we are asked to vote away public money. It is on the line of the whole financial administration of this government. They are practically engaged in wrecking the finances of Canada."

This week, the same gentleman, upon equally short notice demand that the country shall be pledged to double the expenditure.

Who says that Hansard is no use?

WIND WORKS DESTRUCTION.

Bessemer, Mich., Aug. 11.—A fierce wind at Ora and rain storm last night tore the roof from the electric light plant, destroyed several business houses, and moved 20 buildings and the opera house from their foundations. The mines are all shut down for want of light.

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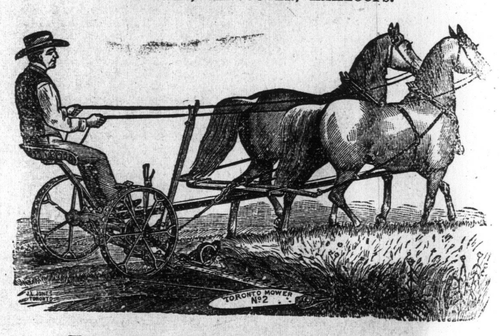

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