

## NEAR THE END

(Special to The Daily News.)

OTTAWA, July 7.—The premier made his special announcement on the subject of legislation to be introduced when the house opened this morning. Supplementary estimates, railway subsidies, Quebec bridge, measure to provide new courts in Northern Ontario, extension of Manitoba, Ontario and Quebec boundaries. All the measures except the railway bill are ready, said the premier.

As a consequence of this statement it is said that the Hudson's Bay railway bill has been dropped, unless provision is made in connection with the railway subsidies.

A big deputation from North Bay and towns in Ontario will appear before the premier on Friday to urge that the Georgian Bay canal be begun. The deputation will point out that by only deepening French river, grain and freight boats could reach North Bay where two lines of railway could carry the freight on to the sea and so avoid any annual congestion.

Premier Scott of Saskatchewan and Hon. J. A. Calder arrived here and are laying the case of Saskatchewan before Laurier, with the view of obtaining an extension of the boundaries to the shore of Hudson's bay. The bill dividing up the unorganized territory is now ready and it is understood that nothing has been done for Saskatchewan since Scott will emphasize the paramount interest of his province in the Hudson's Bay railway.

During the afternoon sitting of the house Hon. Sydney Fisher declined to accept the proposal of Mr. Blain to amend the civil service act by providing that civil servants should not be allowed to act as deputy ministers or officers.

Hon. Mr. Fisher moved an amendment debarring members of the inside and outside civil service from taking part in dominion and provincial elections, but making it clear that they have a right to vote. The bill was given a third reading.

On a motion to go into supply, E. A. Lancaster, Lincoln, moved an amendment to limit the speed of trains in thickly settled portions of cities and towns, moved that an amendment to the bill adopted in the senate, be considered.

Hon. Mr. Graham said he thought it would be unwise at this stage of the session to take up public bills and orders. These bills would all have to be dropped.

Mr. Lancaster demanded a vote with the result that the proposal was negated on a straight party division of 83 to 42. This means that the bill has once more been killed.

Hon. Mr. Foster inquired for particulars of a flotation recently of a loan in London.

Hon. Mr. Fielding explained that the loan, which is for \$25,000,000, will be used for the most part to pay off a loan maturing in November. It is for a short term of four or five years at 3 and 3-4 per cent. It has been correctly stated that the public has not subscribed largely for the loan, which is not to be wondered at, in view of the large number of municipal and other loans being offered. The underwriters, however, would experience no difficulty in supplying the terms stated.

At the evening session in the house the vote of \$30,000,000 for the National Transcontinental line was sidetracked till tomorrow, the minister demurring at the array of figures produced by the opposition leader and the executive.

Mr. Borden quoted exhaustive figures to show that the G.T.P. obligations were now \$249,353,823 as compared with the estimate minister's estimate of 1908 of \$100 millions. Mr. Borden added that his own estimate at the time was 75 millions and that this was laughed at as excessive at the time.

Referring to the question raised this morning about fanatics in the northwest, so far as can be learned tonight, the government has not changed its policy of leaving the dealing with the fanatical intruders to the provincial authorities and the mounted police.

In committee on supply a breeze arose when Dr. Reid, Grenville, charged that J. T. Sobor, Glenora, was responsible for the break in the Cornwall canal, because he had recommended as superintendent a Mr. Stewart, who was a school teacher and possessed no qualifications for the work.

Mr. Schell denied that he had recommended the appointment of Stewart.

R. A. Pringle, Cornwall, expressed the opinion that the canal was a failure and that the work would be reduced to a charge of the canal. He was glad that a change had been made and that Stewart now had charge of the men only.

Both opposition and government members have by mutual agreement, fixed on Saturday, July 18th as the day on which the business of parliament for this session shall be finished, and with this end in view, it has been agreed that the remainder of the session's agenda shall be put through with as little delay as possible. The house, by working long hours each day has about 100 hours for the discussion of the remaining legislation of the session and putting through the balance of the estimates. This time has been allotted to the committee on each item still to be considered and it is expected that with the limitation of debate agreed upon that the last item on the order paper can be reached on Saturday week with proportion probably on the following Monday.

In the upper house senator Loughheed questioned the advisability of doubling the railway commission. In reply to Hon. Scott's plea of increased business and jurisdiction, Mr. Loughheed said he thought that with the establishing of precedents and decisions on most questions, the work would be reduced. He thought the appointment of an assistant to the chief commissioner would be sufficient. The bill was reported from the committee.

On the second reading of the bill to restrain juveniles from the use of tobacco senator Ross thought there should be a proviso to compel a convicted youth to tell where the tobacco was secured. He would find the dealers with little resistance for the law.

Hon. Mr. Scott, in charge of the bill, in approving, said he hoped Mr. Ross

would move the amendment in committee.

Sensor Ross regretted that members did not set an example, referring to the increased use of the fragrant weed within the precincts of parliament. The bill was read a second time.

On motion of sir Richard Cartwright, the grain bill was referred back to committee and senator Davis' amendment regarding re-classification of grain was stricken out. A proviso from senator Young was inserted, making the act to become effective in September, 1908. The bill stands for amendments with the third reading tomorrow.

OTTAWA, July 7.—The feature of the session of the house of commons today was a statement presented by R. L. Borden, giving his estimate of the cost to the country of the National Transcontinental railway. Mr. Borden stated that his figures were based on his own research and the estimates doled out reluctantly by the government. The speech was delivered when the motion was made to go into supply taking up the vote of \$30,000,000 for the construction of the National Transcontinental. Mr. Borden estimated the cost of the railway from Winnipeg to Montreal at \$63,427 per mile for a total of \$111,533,783. He put the interest payable on the money during the construction at \$10,009,454, making the total \$124,403,237. To this must be added seven years' interest at 3 per cent after completion, during which the Grand Trunk Pacific is to pay no rent, or \$26,124,676. To this must be added a further amount of \$11,196,290 for interest for three years after completion and which the contract calls for payment by the government should the earnings of the railway be insufficient to meet the obligations. This makes the total cost of the railway to the country, to the year after completion of the road, \$161,724,185. To this must be added the cost of the Quebec bridge, on which \$5,423,235 had already been expended, for which \$10,000,000 more is required. The cost of the terminals at Quebec, Winnipeg and at Montreal is estimated at \$4,470,000. Then there is a further liability for the guarantee on the mountain section for which there is no resource, or \$6,889,400, bringing the total cash expenditure up to \$191,305,823. In addition the government is liable for the payment of interest on the bond guarantee of \$58,948,000, making the total liability on all heads the sum of \$249,353,823. This was the staggering figure, and the total debt of the country, which was estimated at \$100,000,000 before the road was paid for. This was without assisting the other transportation systems. He hoped there would be some statement from the prime minister.

He hoped the minister of railways would make some examination of his figures and be prepared to make some statement.

This Mr. Graham agreed to do tomorrow and in the meantime the matter was allowed to stand over.

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OTTAWA, July 8.—During the afternoon session of the house today, F. B. Carvell, Kingston, B. apostrophized the discussion of the subject so late in the session, entered into a lengthy analysis of major Hodgins' charges, which, he said, were the result of unreasoning jealousy. The minister replied, was a man of honor. The difference between the major's estimate and the actual cost of steel bridges and cuttings was estimated at six millions, whereas the increase was only four millions. The arbitration board was engaged in settlement of the matter, which the major had so much trouble.

S. Barker, Hamilton, interposed, saying that the agreement for arbitration was never signed. The memorandum bore the initials of the government. Mr. Borden added that his own estimate at the time was 75 millions and that this was laughed at as excessive at the time.

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OTTAWA, July 7.—Resolutions in favor of the All Red project were introduced in the commons by the premier this morning. In introducing the matter Laurier said that when the proposal was brought to the attention of the imperial conference last year, it had met with very general approval, although dissent and carping criticism was heard in certain quarters. One thing was certain, vessels of the Lusitania's class would make the route of travel not only between England and Australia, but between Europe and the orient. Canada had the advantage of geography in this matter. Vessels of the Lusitania's class would make the voyage across the Atlantic in four days, but the commercial success of these vessels was not yet established and perhaps they would have been satisfied with vessels of 20 or 21 knots which would make the Atlantic voyage in five days. The Transcontinental railway was to be made to run across the continent in five days.

As to the service on the Pacific, sir Wilfrid said he hoped a 20-knot service would be feasible, but perhaps an 18-knot service would be as much as could reasonably be looked for. The government he said in conclusion, was not yet prepared to submit any scheme but was anxious to be placed in a position to approach New Zealand and Australia on the subject, so that whatever was agreed to might be presented to parliament on a later date.

Hon. E. B. Foster, replying on behalf of the opposition, said that sir Wilfrid Laurier did not seem to be as confident upon this matter as he had been at the imperial conference. The credit for the All Red line scheme did not belong to Laurier. In 1887 the conservative government had presented proposals to parliament for improvement of the means of ocean communication, but these had been opposed by the liberal opposition of that day, including sir Wilfrid, sir Richard Cartwright, sir Louis Davies and others. The credit for the scheme, therefore, belonged to the liberal government of that day, including sir Wilfrid, sir Richard Cartwright, sir Louis Davies and others. The credit for the scheme, therefore, belonged to the liberal government of that day, including sir Wilfrid, sir Richard Cartwright, sir Louis Davies and others.

the government to hold an inquiry into the matter. The government, however, had higher education. A division was taken and the amendment was rejected by 55 to 39.

Hon. Foster moved to amend the residence clause of the grant of homesteads by providing that the residence of the mothers of a family may be accepted as a substitute for the residence of those mentioned in the bill required to secure permanent settlement on lands. This was negated on the same division as the preceding and the bill was read a third time.

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The government gives up all interference with British Columbia lists. The government wholly abandons interference with the preparation of the voters' lists in Manitoba, leaving provincial authorities to determine absolutely who shall vote in that province. The government will not interfere with the various polling subdivisions, as they do now.

In six constituencies in New Ontario district judges are authorized to make a first revision of the voters' lists. This is to be according to seniority, and have absolute authority to appoint enumerators and control the whole machinery.

Mr. Borden comes out of the struggle with great credit. He has conducted the affair with dignity and manliness, holding to the position he has taken, and not allowing himself to be blustered, showing no irritation, but calmly and firmly holding his ground. He was always willing to confer with his opponents, but he was not willing to accept an understanding that would allow business to go on. The premier could never misunderstand Mr. Borden's position. He was not willing to understand the power of resistance, and the strength and determination of his followers. Throughout the struggle, the opposition leader was not able to shake the support of every member of his party, and knew that they would stay with him as long as it was necessary to win the fight.

On the other side sir Wilfrid was uncertain and ambiguous. It was impossible to learn what he intended to do, and he was not able to give a statement he made in public was capable of various interpretations. The premier of Manitoba thought he had an understanding with the opposition leader, but he was not able to keep his hands off Manitoba. But when Mr. Roblin was gone, no distinct statement to that effect could be obtained from sir Wilfrid, and the latter was not able to keep his hands off Manitoba. But when Mr. Roblin was gone, no distinct statement to that effect could be obtained from sir Wilfrid, and the latter was not able to keep his hands off Manitoba.

Mr. Aylesworth withdrew his proposition with every sign of annoyance. He spent some two hours praising the features which he withdrew in the remaining hour of his speech, and finally explained that the abandonment was the request of the premier. The applause which Mr. Aylesworth enjoys was wanting on that sorrowful occasion. Behind him were members who in several instances had declared that the bill must be forced through, under close if necessary. The rank and file are now much confused and disgusted. They do not know exactly who is to blame for the disagreeable situation, but they confess that they are trying to follow a leader who is no longer able to lead, and are supporting him, and yet persist in all sorts of desperate measures.

In the committee stage of the Aylesworth election bill, the opposition offered as substitutes for various clauses the stringent provisions against fraud which were included in the conservative bill introduced by Mr. Alcorn. These included sections providing:

1. That any contribution to election funds be paid to the legal agent of the candidate, who must furnish a sworn statement with vouchers giving every detail of election expenditure.

2. That no person shall be permitted to be prohibited under severe penalties from subscribing to election funds.

3. That officers of the federal and provincial governments be prohibited under severe penalties from acting for candidates, from canvassing, or engaging in any form of campaign activity.

4. That any person who is engaged in the general manager's office of the coal company building this afternoon, when the office staff gathered there for the purpose of making a presentation to the R. W. Conithard, sales agent of the

line at contractors. In these days of over-classification opportunities, and of 900 per cent profits on marine department contracts, contributions from this source must not be shut out.

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Parliament has been sitting seven months, and is within two or three weeks of the end of the session. Yet the government has not brought down the supplementary estimates, which will probably contain several hundred items, and involve votes of ten to twenty millions.

The Hudson's Bay railway measure, calling for some \$15,000,000 appropriation, is also withheld.

June financial returns show a continued falling off in the dominion revenue. The amount for the first quarter of the fiscal year is more than \$4,000,000 behind the same three months of 1907.

Canadian failures for the first six months of 1908 were \$81, or 308 more than in the same period last year. The liabilities increased from \$5,426,433 to \$5,835,725.

The private secretary of the Minister of Marine has been telling the public accounts committee how Mr. Brodeur and his merry party managed to spend so much money on their "official" visit to Europe. The secretary's own personal expenses ran up to \$956. He gave \$41 in one day in tips for the group. The party evidently moved in Oriental splendor.

IRRIGATION CONVENTION

Meetings to be held at Vernon commencing August 10.

VERNON, July 10.—In pursuance of the arrangements made at the last convention of the Western Canadian Irrigation association, the executive board has already held several meetings to settle details in connection with the coming gathering, which, it has been decided, will be held during the week beginning Monday, August 10.

It is expected that a most interesting program will be carried out, which, it is hoped, will include papers from Prof. L. G. Carpenter, director and professor of irrigation, Colorado Agricultural college; Fort Collins, Col.; senator W. C. Edwards; A. E. Ashcroft, Esq., C. E., of Coldstream; J. S. Dennis, of Calgary, and others. Another important feature will be the presentation of the "Water" bill, which is the subject of water legislation. Further details will be furnished in a later circular. It has also been arranged to charter a steamer and to have the delegates a trip down Okanagan lake, stopping at various points to view the systems of irrigation now in operation or in course of construction. This three-day excursion down the lake should be one of the most attractive features in connection with the convention.

The following is the skeleton program for the week:

Monday, August 10.—Arrive Vernon, 11 a. m. Three business sessions, at 11 a. m., 2 p. m. and 8 p. m.

Tuesday, August 11.—Three business sessions, 9:30 a. m., 2 p. m. and 8 p. m.

Wednesday, August 12.—Drive over Kelowna and return to Vernon. Evening session at 8 p. m.

Thursday, August 13.—Leave Vernon for Kelowna, 7:30 a. m. Drive over the Okanagan river and return to Vernon. Evening session at 8 p. m.

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It had been expected that in addition to the increases of salaries provided by the civil service bill for inside service, that an increase of ten per cent to cover the increased cost of living would be given all round. It is now understood, however, that there will be no increase other than that provided in the bill as it would entail a larger amount than is generally supposed, and the question is postponed until next session for further information.

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An amendment was accepted which provides that summaries of important judgment must be printed in the annual report of the board.

The bill to restrain the use of tobacco by young persons was advanced a stage. On motion of senator McMillen, an amendment forbidding all persons to chew on the streets was adopted.

END OF LONG STRUGGLE

LIBERAL GOVERNMENT ABANDONS ELECTION BILL

CLOSE OF THE SESSION LOOKED FOR ON JULY 18

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Mr. Borden comes out of the struggle with great credit. He has conducted the affair with dignity and manliness, holding to the position he has taken, and not allowing himself to be blustered, showing no irritation, but calmly and firmly holding his ground. He was always willing to confer with his opponents, but he was not willing to accept an understanding that would allow business to go on. The premier could never misunderstand Mr. Borden's position. He was not willing to understand the power of resistance, and the strength and determination of his followers. Throughout the struggle, the opposition leader was not able to shake the support of every member of his party, and knew that they would stay with him as long as it was necessary to win the fight.

On the other side sir Wilfrid was uncertain and ambiguous. It was impossible to learn what he intended to do, and he was not able to give a statement he made in public was capable of various interpretations. The premier of Manitoba thought he had an understanding with the opposition leader, but he was not able to keep his hands off Manitoba. But when Mr. Roblin was gone, no distinct statement to that effect could be obtained from sir Wilfrid, and the latter was not able to keep his hands off Manitoba.

Mr. Aylesworth withdrew his proposition with every sign of annoyance. He spent some two hours praising the features which he withdrew in the remaining hour of his speech, and finally explained that the abandonment was the request of the premier. The applause which Mr. Aylesworth enjoys was wanting on that sorrowful occasion. Behind him were members who in several instances had declared that the bill must be forced through, under close if necessary. The rank and file are now much confused and disgusted. They do not know exactly who is to blame for the disagreeable situation, but they confess that they are trying to follow a leader who is no longer able to lead, and are supporting him, and yet persist in all sorts of desperate measures.

In the committee stage of the Aylesworth election bill, the opposition offered as substitutes for various clauses the stringent provisions against fraud which were included in the conservative bill introduced by Mr. Alcorn. These included sections