

MORE MILLIONS!

Giant Supplementary Estimates for Railway Construction.

Parliament May Possibly Close Its Work About the Second Week of August.

Subventions for the Winter Steamship Trade of St. John—Sir Richard Cartwright's Nasty Fling at this Port—How Fisher Takes Back Water.

OTTAWA, July 28.—This morning Postmaster General Mulock introduced the Pacific cable resolution. He stated that at least the influence of the great eastern extension monopoly, which was opposing the project, had been overcome. The postmaster general is of opinion that while the proposed cable is not intended, as a dividend paying institution, it would doubtless pay its expenses and interest on its cost.

Sir Charles Tupper gave the history of the negotiations, and congratulated the government on the prospective accomplishment of this great enterprise.

Mr. Charlton informed the house that his constituents were opposed to the scheme, and he thought it would be better to spend the money on a railway to the Yukon or to Hudson Bay, or in constructing the Georgian bay canal.

Mr. Craig, Mr. Oaler, Bostock, Prior and Casey spoke in favor of the enterprise, and the resolutions passed committee.

The house went into supply, taking up the customs estimates. Mr. Wallace brought up a case of fraud on the customs by which foreign goods were imported as British for the sake of the preference.

The customs estimates were passed at midnight and the house adjourned.

On the appropriation act Sir Mackenzie Bowell urged delay. The clause which gave the government power to appropriate railways required in connection with public works should have careful consideration.

Hon. Mr. Mills called attention to the case of St. John, and said that the work of improving the terminal facilities of the intercolonial there necessitated this change.

Sir Mackenzie Bowell asked if the minister meant that in the case of St. John the government had tried to expropriate and found that they had not the power.

Hon. Mr. Mills replied that the government had not tried to expropriate. The interests of a railway company should not be considered paramount to the rights of the crown.

Hon. Mr. Mills replied that the government had not tried to expropriate. The interests of a railway company should not be considered paramount to the rights of the crown.

Hon. Mr. Mills replied that the government had not tried to expropriate. The interests of a railway company should not be considered paramount to the rights of the crown.

Hon. Mr. Mills replied that the government had not tried to expropriate. The interests of a railway company should not be considered paramount to the rights of the crown.

Hon. Mr. Mills replied that the government had not tried to expropriate. The interests of a railway company should not be considered paramount to the rights of the crown.

Davies and Russell, who ask all sorts of irrelevant questions. The ministers and their supporters usually arrive late, and the proceedings to begin without a quorum unless the ministers are there. The witnesses are examined at the rate of four in a forenoon, which will require about a fortnight to get through with the trial.

The government cannot this year pay the pay of other ministers. The change is made retrospective. Sir Henri Joly and Mr. Patterson are to get the extra two thousand dollars a year from mid of June, 1898, so that each will be entitled to over two thousand dollars back.

OTTAWA, July 28.—The privileges committee sat all day today. At 10 o'clock the government once more intervened with Mr. Fisher's motion. The change is made retrospective. Sir Henri Joly and Mr. Patterson are to get the extra two thousand dollars a year from mid of June, 1898, so that each will be entitled to over two thousand dollars back.

The most enthusiastic meeting of the session was held this morning. Sir Charles is to start for England on Aug. 3rd, but the government will not be allowed to rank all manner of details through parliament in the last few days of the session without consideration and discussion.

OTTAWA, July 27.—This morning Mr. McNeill again arose to discuss his preferential trade resolution. He could not see why Sir Wilfrid should object to a resolution passed in his own name.

This morning Mr. Flaherty moved the house in committee on the dockyard resolutions. He made a brief explanation to the effect that as larger ships were coming to our shores than formerly, it was necessary to make provision for them.

Mr. Sifton said that Mr. Dyke was a most valuable officer and the government had taken cognizance of the difficulty. He would be entitled to high consideration.

On the immigration vote a striking speech was made by Mr. Oliver. He said that he felt it his duty to rise and warn the government of the serious dangers and injuries resulting from the large and increased settlement of Galicians and Russians in the west.

On the items of \$7,000 for service between St. John and Glasgow, and \$20,000 now paid to the Halifax and Newfoundland line, Sir Richard said it was the intention to remove these contracts and also that with the Head line. He also expected that the service now performed by the Furness line would be maintained.

On the item for the St. John and Digby service, Mr. Henderson of Halifax, Ont., read a petition from the Ogilvie, the Lake of the Woods Company, and other millers, stating that if topwater is charged on Digby flour it will be impossible for them to ship flour to Digby and points by way of St. John. Otherwise the trade will go by way of Boston.

On the West India steamship subsidies, \$78,000, Sir Richard explained that it was proposed, by co-operation with the imperial government, to subsidize a fortnightly service instead of a monthly service. Faster ships would be put on, but otherwise the service would be under the same contractors as a five years' contract. Pickford & Black had promised to lease one faster boat and to re-engage the Taymouth and Duart Castle, and by next year to procure two ships of a better class. It would require only a small addition to the present subsidy.

Mr. Sifton defended the policy of the government in respect to European immigration. He explained that Preston of election machine fame was inspector of the agencies at a salary of \$3,000 a year.

Mr. Sifton defended the policy of the government in respect to European immigration. He explained that Preston of election machine fame was inspector of the agencies at a salary of \$3,000 a year.

Mr. Sifton defended the policy of the government in respect to European immigration. He explained that Preston of election machine fame was inspector of the agencies at a salary of \$3,000 a year.

Mr. Sifton defended the policy of the government in respect to European immigration. He explained that Preston of election machine fame was inspector of the agencies at a salary of \$3,000 a year.

Large were of such a character that it became necessary for him, and really necessary for his employers, that he should leave the country. He did not believe the government would dismiss him or dare to dismiss him. The government was afraid to recall him, and Preston knew it well.

Hon. Mr. Sifton said that when anything was done against Preston, he would dismiss him; but he wanted it understood that he would dismiss no man because he was abused by Tories. He pounded the desk with much fury, and proceeded to denounce the conservatives with penetrating electioneering tirades in 1891. He asserted that there were not enough Tories in Canada to get Preston out of his place under present circumstances.

Mr. Bennett said this was not a case for bluff and bluster. It was not the place of private parties to convict Preston. The minister of the interior had to do with the government, and had to do with the government, and with its own officers. He remarked that while Sifton appeared to think the government all powerful, Mr. Davies had heard some news from Prince Edward Island which did not make him happy.

Mr. Gulliver of West Ontario told of the operation of Preston's kind of despatch in Northumberland county. Mr. Davis pointed out that Preston's appointment to his present office was made a day after he wrote the "big machine" letter.

Mr. Gulliver of West Ontario told of the operation of Preston's kind of despatch in Northumberland county. Mr. Davis pointed out that Preston's appointment to his present office was made a day after he wrote the "big machine" letter.

Mr. Gulliver of West Ontario told of the operation of Preston's kind of despatch in Northumberland county. Mr. Davis pointed out that Preston's appointment to his present office was made a day after he wrote the "big machine" letter.

Mr. Gulliver of West Ontario told of the operation of Preston's kind of despatch in Northumberland county. Mr. Davis pointed out that Preston's appointment to his present office was made a day after he wrote the "big machine" letter.

Mr. Gulliver of West Ontario told of the operation of Preston's kind of despatch in Northumberland county. Mr. Davis pointed out that Preston's appointment to his present office was made a day after he wrote the "big machine" letter.

Mr. Gulliver of West Ontario told of the operation of Preston's kind of despatch in Northumberland county. Mr. Davis pointed out that Preston's appointment to his present office was made a day after he wrote the "big machine" letter.

Mr. Gulliver of West Ontario told of the operation of Preston's kind of despatch in Northumberland county. Mr. Davis pointed out that Preston's appointment to his present office was made a day after he wrote the "big machine" letter.

Mr. Gulliver of West Ontario told of the operation of Preston's kind of despatch in Northumberland county. Mr. Davis pointed out that Preston's appointment to his present office was made a day after he wrote the "big machine" letter.

Mr. Gulliver of West Ontario told of the operation of Preston's kind of despatch in Northumberland county. Mr. Davis pointed out that Preston's appointment to his present office was made a day after he wrote the "big machine" letter.

Mr. Gulliver of West Ontario told of the operation of Preston's kind of despatch in Northumberland county. Mr. Davis pointed out that Preston's appointment to his present office was made a day after he wrote the "big machine" letter.

Mr. Gulliver of West Ontario told of the operation of Preston's kind of despatch in Northumberland county. Mr. Davis pointed out that Preston's appointment to his present office was made a day after he wrote the "big machine" letter.

Mr. Gulliver of West Ontario told of the operation of Preston's kind of despatch in Northumberland county. Mr. Davis pointed out that Preston's appointment to his present office was made a day after he wrote the "big machine" letter.

Mr. Gulliver of West Ontario told of the operation of Preston's kind of despatch in Northumberland county. Mr. Davis pointed out that Preston's appointment to his present office was made a day after he wrote the "big machine" letter.

BARGAINS IN LADIES' COTHS CAPES AND BOUSES.

CLOTH CAPES in Cardinal, trimmed with Black Jet Beads, very pretty. Former price \$3.00, now \$1.00. DARK GREEN CLOTH CAPES, same as above, now only \$1.00. Also GREEN CLOTH CAPES, very pretty braided. Former price \$3.00, now \$1.00. BLACK CORDED CLOTH CAPES \$1.00, worth \$3.00.

BLOUSE WAISTS. 75c Blouses for 39c. 85c Blouses for 50c. \$1.15 Blouses for 85c. \$1.50 Blouses for \$1.00.

DOWLING BROTHERS, 95 KING STREET.

combine and pay large subsidies to Rainy River—sixty miles. Central railway, New Brunswick, extension from Newcastle coal fields to Gibson, N. B.—thirty miles. Another station to Moose Mountain, Manitoba—fifty miles. Sonny Brae to County Harbor, Nova Scotia, and thence to Gaspere, additional mileage—fifteen miles. Port Clyde to Lockport, N. B.—twenty miles. From Intercolonial near Halifax to Central railway, Lunenburg—twenty miles. Labelle, Quebec, to Nainique—twenty-two miles. Western Alberta railway, from U. S. boundary toward Athabasca—fifty miles. Restigouche and Western, in addition to twenty miles previously subsidized, continuing westerly toward St. John river, a further distance of fifteen miles, from a point on the St. John river near Grand Falls or St. Leonard and extending easterly towards Campbellton, twelve miles—in all twenty-seven miles. From St. Francis branch—three miles. Canada Eastern from Nelson to Chatham, Paspébe to Gaspere—thirty-two miles. Haliburton, Ontario, towards Mattawa—twenty miles. Tilsonburg, Ont. to Ingersoll or Woodstock—twenty-eight miles. From points on Winnipeg Great Northern railway to Prince Albert—one hundred miles. Owen Sound, Ont. to Meaford—twenty-one miles. Ottawa and Gatineau railway through Hull—four miles. Edmonton, Yukon and Pacific railway from South Edmonton to North Edmonton, thence westerly through Yellow Head Pass—fifty miles. Asbestos—two miles, and for extension from Tweed northward—five miles. Ontario Belmont company—seven miles. Pembroke Southern Ontario railway at Bancroft—twenty miles. Lake Erie and Detroit company from Ridgeway to St. Thomas—forty-four miles. Kingston and Pembroke railway for branches to Iron Mills—five miles. Ferry Sound toward Sudbury—twenty miles. Ontario and Rainy River Co., from Stanley station on the Port Arthur and Duluth railway, to Fort Francis—one hundred and forty miles, \$1,400 per mile, not exceeding in the whole \$885,000. Quebec bridge—one million dollars, payable forty per cent on monthly progress estimates.

THE RE-VOTES INCLUDE: Central Ontario railway—twenty-one miles. Great Northern railway, Quebec—fifty-three miles, with branch to Shawangan Falls, seven miles. Stratroy and Western Counties, Ont.—twenty-four miles. St. John Valley and River du Loup railway, Fredericton to Woodstock—fifty-nine miles. Fort Hawkesbury, C. B., to St. Peter's—thirty miles. Windsor to Truro—fifty-eight miles. Brookfield, N. S., to Eastville—twenty-five miles. Cross Creek station, Canada Eastern, to Stanley Village—six miles. At St. Valentine, Que.—nineteen miles, of which twelve is re-vote. Pontypool and Boboagren, Ont.—forty miles (thirty-three re-vote). Fontaine and Pacific Junction, Aylmer, to Hull—nine miles. Portage du Fort, Quebec—fifteen miles. Orford Mountain, Ont.—thirteen miles (four miles being re-vote). Caplin to Paspébe—seven miles. Sorel to St. Robert—thirty-five miles. From Central railway in Lunenburg to Caledonia, and Liverpool—sixty-three miles. Indian Garden, Queens, N. S., to Shelburne—thirty-five miles. Quebec and Lake St. John—twelve miles. The resolutions for the subsidies to the Rainy river line and some of the western roads contain clauses forbidding amalgamation with other lines. All subsidies of \$3,200 are for roads costing \$100,000 per mile or less. The condition is contained that railways costing above this figure may get an additional subsidy equal to half the excess of such cost, with the maximum allowance of \$5,400 per mile. There is a provision that subsidized lines shall furnish the government transportation for men, material and mails at such rates as may be agreed upon between the government and company, and in case of disagreement, at rates approved by the government and towards this amount the government shall be credited by the company with a sum equal to three per cent of the subsidy received after this act.

BRIDGE SUBSIDIES. Besides the million dollars for the Quebec bridge, the resolutions include the following bridge subsidies: (Continued on Page Eight.)

REVOTES 600 miles at \$3,200—\$1,920,000. New votes at \$3,200, 878 miles—\$2,811,600. Rainy River at \$4,400—\$396,000. Quebec bridge—\$1,000,000. Other bridges in Quebec—\$201,425. Bridges in Nova Scotia—\$33,750. Total new votes—\$2,811,600. Total new and revotes for railways and bridges—\$5,540,285.

HAWKESBURY TO SOUTH INDIAN RIVER, Ontario—thirty-five miles. Saint Ste Marie, Ontario, toward Michipicoten river—forty miles; at Perry Sound, five miles. Extension at Stanstead, Quebec—three miles. Port Hawkesbury, Cape Breton, to Cariboo cove—ten miles.

On the item for the St. John and Digby service, Mr. Henderson of Halifax, Ont., read a petition from the Ogilvie, the Lake of the Woods Company, and other millers, stating that if topwater is charged on Digby flour it will be impossible for them to ship flour to Digby and points by way of St. John. Otherwise the trade will go by way of Boston.

On the West India steamship subsidies, \$78,000, Sir Richard explained that it was proposed, by co-operation with the imperial government, to subsidize a fortnightly service instead of a monthly service. Faster ships would be put on, but otherwise the service would be under the same contractors as a five years' contract. Pickford & Black had promised to lease one faster boat and to re-engage the Taymouth and Duart Castle, and by next year to procure two ships of a better class. It would require only a small addition to the present subsidy.

Mr. Sifton defended the policy of the government in respect to European immigration. He explained that Preston of election machine fame was inspector of the agencies at a salary of \$3,000 a year.

Mr. Sifton defended the policy of the government in respect to European immigration. He explained that Preston of election machine fame was inspector of the agencies at a salary of \$3,000 a year.

Mr. Sifton defended the policy of the government in respect to European immigration. He explained that Preston of election machine fame was inspector of the agencies at a salary of \$3,000 a year.

Mr. Sifton defended the policy of the government in respect to European immigration. He explained that Preston of election machine fame was inspector of the agencies at a salary of \$3,000 a year.

Mr. Sifton defended the policy of the government in respect to European immigration. He explained that Preston of election machine fame was inspector of the agencies at a salary of \$3,000 a year.

Mr. Sifton defended the policy of the government in respect to European immigration. He explained that Preston of election machine fame was inspector of the agencies at a salary of \$3,000 a year.

Mr. Sifton defended the policy of the government in respect to European immigration. He explained that Preston of election machine fame was inspector of the agencies at a salary of \$3,000 a year.

If you want the BEST SOYTHES MADE see that the name DUNN EDGE TOOL CO. is stamped on them. The Brands are—

CLIPPER FINEST CUTLERY STEEL GIANT HAND MADE WARRANTED

TO BE HAD FROM MOST DEALERS, AND

W. H. THORNE & CO. Ltd. MARKET SQUARE,

HENRY T. SEARS, M. D. 475 Massachusetts Avenue, Boston, Mass.

and Thomas Evans, of Mr. P. went to and assisted in the Mr. P. brothers has Friday.

Qua, July 24.—The case of George F. Bell, own confession with erranda letter, began D. Gordon Smith's day bar, in which paper as published, was the objection made to Bell's statement as lengthy delay. The General Government were in attendance as a large number detectives.

the Semi-Weekly Sup-