

DOMINION PARLIAMENT.

AN INTERESTING DISCUSSION ON SCIENTIFIC FARMERS.

Mr. McMillan Welcomes a Practical Man to Take Charge of the Experimental Farm - Theories of Scientists Are Not Welcome When They Disagree.

OTTAWA, July 24—When the House met at 11 o'clock today, Dr. Renfrew moved the first reading of the bill respecting the experimental farm, which was carried through by Mr. Dandurand.

In reply to Sir Charles Tupper, the minister of railways said that the railway subsidies would be brought down tomorrow, or Wednesday at the latest.

Mr. McMillan (North Bruce) said that he would with the concurrence of the first minister bring in a resolution regarding it to be the duty of the government to use every effort to obtain in the British market a preference for Canadian products.

It is said that the resolution will be of a character that will be acceptable to both parties.

The minister of agriculture said that the item of \$4,000 for the year book was cut down to \$3,000.

On a vote for the experimental farm, Mr. McMillan expressed his surprise at the poor quality of the stock.

Mr. McMillan said that the farm was worthless except for the master of seed grain. He agreed with what had been said about the stock. Practical managers should be put in charge.

When the house resumed at 3 o'clock Mr. McMillan continued his remarks on the experimental farm. He wanted the farm conducted in such a way as to make it worth the while for farmers from Great Britain to visit it.

It was not what it should be at present. He was glad to know that a practical young man, Mr. Grisdale, had been appointed to take charge of the farm.

The system of bookkeeping should be changed. It was not right, as was now the case, that one man's work on other farms should in many cases go for as far as two men's work on this farm.

Hon. Mr. Fisher thanked Mr. McMillan for his criticism, which coming as it did from a man of his experience, was worth considering.

He thoroughly agreed with him in many of his observations. One reason for the increase of the vote this year was that some years ago tuberculosis had ravaged the dairy herd.

During the past year many farmers had bought high bred stock which would be of great value in building up the quality of the herd throughout the country.

He had arranged for a number of thoroughbred animals of the most useful breeds to be placed in this section.

Referring to Mr. Grisdale, the new agriculturalist, Mr. Fisher said that he was receiving only \$1,500 a year—the smallest salary of any officer at the farm.

He had passed with honors at the Guelph agricultural college and the Iowa agricultural college, and he had taken first prize as judge against keen competitors at the Toronto and Montreal exhibitions.

contribute five-eighths of the cost of a cable from Canada to Australia. The postmaster general said that the resolution was one on which there could be no difference of opinion.

Although the primary object was to connect with the Australian colonies it was equally desirable that any British power should stand in the way of the empire being able to obtain connection on fair terms with the Eastern Extension Company's line.

Not only would the project be of importance to the British empire, but of direct benefit to Canada commercially. The commercial aspect of the question was not, however, the most important.

The occasion of the imperial committee of 1897 was that the cable would cost about \$1,400,000. Since that time the increase in the cable material would bring it up to \$1,500,000.

Mr. Mulock explained that the plan of construction, which was that New Zealand, New South Wales, Victoria and Queensland should bear two-eighths each of the cost, and that the balance, ten-eighths, should be borne between Canada and the mother country.

Mr. Mulock quoted from Sir Charles Tupper's report that the cable would earn in the first year of operation (1902) \$114,151; in 1903, \$188,031; in 1904, \$197,376; and in 1905, \$249,144.

The scheme was not to have a financial lesson for Canada, and therefore he had much pleasure in commending it to the house.

Mr. Mulock said that Mr. Chazotte always opposed any Canadian scheme when it was in rivalry with an American one. More especially was this the case when it was in rivalry with an imperial character.

He was pleased to see that the government were pushing forward the project and that success was likely to attend their efforts.

The resolution was adopted and a bill bonded thereon and read a first time. The house then went into supply, and the customs estimates were then taken up.

Mr. Wallace pointed out that charges of fraudulent enterprises were made against importers, and said the duty of the government was to protect the honest trader. He referred to two cases in particular.

The first brought up was that of Levison, of New York, who shipped goods to Toronto which he had sold to John MacDonald & Co. to pay duty on a valuation of \$2,100.

MacDonald & Co. refused to do so because the invoice price showed a valuation of \$4,100. The goods were then taken back to New York, sent to Liverpool and shipped back to Toronto under the preference tariff.

The matter was reported to the board of trade in Toronto. The other case was that of Schaffhausen, of Montreal, who was accused of defrauding the revenue to a large extent.

Mr. Patterson did not know very well how much information he would be justified in giving the committee in regard to the case, as it was before the courts. The department of customs had referred it to the department of justice, and that department had appointed a judge to hear the case.

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Mr. Fielding moved the house into committee on the resolution regarding public assistance for dockers. In 1882 a statute was passed granting 2 per cent. of a subsidy on the outfit for building dry docks, not to exceed \$10,000 per year.

Owing to the increased size of steamships, larger docks are now required and the resolution proposed to increase the amount of the subsidy to two per cent on the cost of the work for 20 years, but not to exceed \$30,000 per year.

The docks which were built under the statute can get advantage of the new act if the size is increased. The resolution was adopted, Sir Charles Tupper agreeing with it.

The Pacific cable bill was taken up in committee. It was passed and read a third time.

The loan companies bill from the senate, which makes provision for companies to be incorporated without consent of parliament, was taken up in committee. The bill was read a third time.

Mr. Foster, Sir Wilfrid Laurier and Mr. Mulock moved the house into committee on the resolution regarding the railway subsidies.

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ing, after having passed the immigration items except one, which was reserved for further consideration.

Mr. McNeill, on motion of going into supply, once more brought up the question of the house the question of preferential trade. He said that he had been very sorry he could not accept.

He was already almost humiliated at having had to chase the government as he did in respect of this matter. He read the resolution which the premier had handed him. It was as follows: "That this house believes that it is expedient by all reasonable means to develop and to promote imperial trade, and that such an object ought to be reached by mutual concession and approval of the features of the Canadian tariff whereby the government of Canada enjoys preference in the market of Canada."

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In regard to \$5,000 for communication between a port or ports in Prince Edward Island and a port or ports in Great Britain Sir Richard said that this service was experimental. Two trips were made by the Beaver Liner, Lake Haron and one by the Gaspesia.

Mr. Foster—Was the Gaspesia to do the service this year?

Sir Richard Cartwright—No. Has the Gaspesia got out of the ice yet? (Laughter.)

Mr. Foster—By the way, was the Gaspesia paid while floating in the ice?

Sir Richard Cartwright—No, we are going to try and make five trips this season.

Mr. Martin attacked the service as not being satisfactory.

Sir Richard Cartwright—But he must remember his own friends should not do anything.

Mr. MacDonald (P. E. I.) said that the service was of some benefit to the island last year.

On the item of \$5,000 for South Africa, Sir Richard said that the service was purely experimental in view of the exhibition at Johannesburg. The vote was being taken merely to be ready, if an opportunity rose, to take advantage of it.

The item of \$35,000 for a service between St. John and Halifax and Manchester was allowed to stand at the request of Mr. Foster who was leaving the house.

Very good progress was made in supply at the evening session. All the main estimates were passed through, one or two items being held over.

The prohibition resolution comes up tomorrow.

Senator Landry moved that the senate adjourn to Wednesday next. The motion was declared lost, as Hon. Mr. Mills said that such an adjournment would result in the lower house waiting the assembling of the senate for the prorogation of parliament.

On July 23—in the house today Mr. Foster asked about the reduction of cabinet ministers.

Sir Wilfrid Laurier replied that there were no Liberal members in the cabinet who had never made a party principle. He had never favored reduction. The large area of Canada was such that the different sections desired and were entitled to cabinet representation. As to the question of increasing the salary of cabinet ministers, Sir Wilfrid said that it should only be done in conjunction with the other ministers.

Sir Charles Tupper suggested that the salary of cabinet ministers be reduced by one-third. Sir Wilfrid Laurier said that he had no objection to the creation of the department of trace and commerce and to making the controllers of such important departments as customs and inland revenue cabinet ministers.

There was considerable discussion on this subject.

Sir Richard Cartwright pointed out that a reduction could only be made by the appointment of a number of under-secretaries in each of the British departments. Sir Charles Tupper said that if he were an under-secretary in the royal navy, he would not be troubled very long.

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A New Church Bell. HARVEY STATION, July 24—The bell which was ordered for the Presbyterian church at the Station some time ago arrived last week and has been placed for the first time last evening and was found to be entirely satisfactory.

A Hero of the Sudan. QUEBEC, June 30—Major J. Gironard, R. E., D. B. O., the young Canadian officer who achieved such a splendid reputation by his speedy construction of the railway for the conveyance of British troops in the Sudan arrived here last night on the Dominion liner Vancouver.

Alliance Denied. PEKIN, July 30—The rumors regarding the formation of a China-Japanese alliance was semi-officially denied, and it is asserted the envoys recently sent to Tokyo were appointed simply to seek to promote friendly relations between the powers.

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