OTTAWA LETTER

Mr. Blair's One Hundred Thousand Dollar Pienie.

Solicitor General Waved the Quebec Banner, Supported by Monk, Bourassa and Other Boer Sympathizers.

Mr. Mulock and the Montreal Star Have Their Own Kind of Provincialism—The Ways of Hon. Mr. Mills Are Not Sunny.

the morning until the small hours of value make them national journals. the next morning, and is proceeding Montreal members, such as Mr. Quinn on business principles. Yesterday two or three bills were put through committee and probably three hundred that Mr. Mulock's bill is unfair to the items in the estimates were passed, involving expenditures away up in the millions. Mr. Muleck, as acting minister of works, had a good time. Two hundred votes for harbors and rivers went through in less than two hours. Once in a while Mulock was annoyed by some absurd opposition member who wanted to know where the required work was located and what the nature of it was. Of course Mr. Mulock did not know and did not like to confess his ignorance, and the event usually passed off with a joke. This is supposed to be election year and we have an uncommon number of votes for the beginning of public works, respecting which there are no plans or estimates. The suspicion arises that the money will not be spent at all, and that the vote is merely a padding of the list for campaign purposes. As a rule when the head of a department seriously intends to build a breakwater a plan is procured and an estimate of the cost made before any money is voted. But there are now a dozen cases in succession where no such preliminary information was available in the pre-

surrender on the part of the minister of militia. Every man must make a eacrifice at times and Dr. Borden is giving up his civilian colonels. Col. Laurier, Col. Sir Louis Davies, Col. Dobell will be lonesome unless they resign their commission. The mould in which Dr. Borden cast their honorary titles is broken. The minister of militia is not making any more officers who are no soldiers. This is the result of the protest against the legislation proposed a few weeks ago when the minister asked parliament to give him power to appoint the peaceful colonels whom he had already appointed. Col. Laurier, who like Adam in a miracle play, has been walking across the stage preparatory to being created, says he is now willing to resign his commission. Col. Dobell signifies a willingness to follow the example, but Col. Sir Louis Davies hangs back. He is said to have already ordered his gold lace uniform and yearns for an opportunity to wear it. These three premature colonels will be allowed to parade their uniform and their titles to their heart's content. 'They are not likely under the circumstances to be too ostentatious, especially if they have a sense of humor.

The first business of the day was

Col. Borden has not done anything so popular since he become a minister as when he acted on the advice of Col. Tisdale and Sir Adolphe Caron to give up the infant industry of making civilian colonels. He has blown up his establishment and will turn out no more goods. We shall ctill have honorary colonels, but they will be men who have worked their way up and performed long and distinguished service with the force. When the passing stranger witnesses a big parade and sees a colonel in full outfit, he will know that the officer has borne the burden in the heat of the day unless the parade includes Col. Laurier, Col. Davies and Col. Dobell.

Mr. Mulock also found a place of repentance. He cuts down newspaper postage unwillingly as in his capacity as postmaster general, though as a recently initiated newspaper proprietor his feelings may be the other way. Two years ago Mr. Mulock made newspaper postage half a cent a pound, allowing six months at a quarter of a cent for the newspapers to get used to it. There was a good deal of protest and he compromised at the beginning by allowing a 20 mile belt of free postage for local weeklies. This he afterwards extended to 40 miles, with certain conditions for the shifting of the centre of the circle to make up for wafer area, in which newspapers could not profitably circulate. Mr. Mulock has heard a good deal from the newspapers since then, especially from Mr. Tarte's Patrie and Mr. Pacaud's Soleil. Perhaps he has heard from the management of the Toronto Star, which is Mr. Mulock's own newspaper venture. and represents some \$20,000 or more of his ancestor's savings.

So Mr. Mulock has come down with a project to relieve newspapers of three quarters of their postage so far as it is collected on circulation within the province of publication. The Toronto Star does not circulate in Quebec. but its Montreal namesake shines in all the provinces. La Presse, which claims the largest circulation of any paper in the government, goes everywhere that French speaking people are found in Canada and New England. The question discussed yesterday was whether all circulation should be treated alike, or whether a higher tax should be placed on newspapers which ventured beyond the bounds of their own pro-

Mr. Foster holds that the provincial line is in theory narrow and sectional, and that in practice it imposes a fine

OTTAWA, July 12 .-- The house of on those papers which have the larcommons now sits from 11 o'clock in gest enterprise and whose merit and and Mr. Bergeron, speaking in the interests of their own city, complain great journals of that town, such as La Presse, the Star and the Witness. Montreal is not far from the Ontario border and an English weekly published in Montreal has more readers outside the province than in it. It is claimed that some papers, like Mr. Mulock's Star, will have their postage cut down to one quarter, while the Montreal Witness will still pay three-quarters as much as it does now. The Witness is putting in a vigorous protest against the discrimination, but the ministers do not care much for the Witness, which, though a liberal paper, finds it impossible to digest Mr. Tarte.

> Mr. Mulock makes defence that a newspaper is largely merchandise. He says that one-eighth of a cent rate makes only \$2.50 a ton. The government really cannot afford to carry a ton of newspapers from 1,000 to 3,000 miles Mividing it up into 20,000 pieces. delivering each to its proper destination, wall for \$2.50 a ton, or less than a railwayccompany wouldcharg e for carrying a ton of coal a much less distance. It is pointed out to him that when he makes a rule of that kind as to newspapers, he takes the exactly opposite position to that he takes in the matter of letters. Mr. Mulock takes as much money for carrying a letter from the writer to his neighbor in the next street, or the next town, as he does for conveying it some 5,000 miles to the Yukon. Lately he claims to have arranged for the transmission of letters to the ends of the British empire, which is the end of the earth, for the same price as he charges for carrying it half a mile. Here is a strange conflict of theories on the part of the postmaster general.

Mr. Mulock is carrying papers from towards Winnineg for an eighth of a cent a pound, while from Montreal 60 miles towards Ontario he charges four times as much. If he is going to be logical and fix the rate accordbetter way of arriving at the object. it will if it goes to Edmundston or miles in their own province. All of ed that he had no race prejudices. which rather makes against Mr. Mulock's freight bill.

Mr. Bourassa came out as a cosmo politan. Other members intimated that this was because he had recently he believed in treating Canada as one country and not as a number of separate countries to be distinguished in postal rates. Mention was :nade of the recent speech of Sir Wilfrid Laurier, in which he protested against provincial prohibition on the ground that it set up sectional differences between provinces. Mr. Mulock is charged with violating the same conditions. Much of the opposition to the province line rule was made because it was felt that Mr. Mulock was striking at the Montreal Star, which is not now much approved by the government, and from which it is said Mr. Mulock is gathering in some \$29,000 a year in postage. No one remarked in their protest against provincial line that the Star itself has a habit of drawing the line at the province boundary by making the subscriptions one-third as much in other provinces as they are in Quebec. Mulock and the Star have each their own kind of provincialism.

The reduction of postage from half a cent to an eighth of a cent was warmly endorsed by nearly everybody and especially by the government supporters, who supported the inrease from nothing to a quarter of a cent and from a quarter of a cent to half a cent. Your genuine liberal of the new school appears to be ready to vote in opposite directions so long as he votes with the government.

The question of the affair of Mr. Wood got into parliament a day too soon. If Mr. Wallace had been doing it he would have brought it in on the 12th of July. Mr. Monet preferred the 11th. Probably many of the readers of this paper have seen Mr. Wood's letter and know the story. He is collector of customs at the port of St. Johns, a busy and thrifty Quebec town not far from Montreal in the Canada, and is a thorn in the side of constituency represented by Mr. Tarte. Collector Wood will presently lose his official head because he told one Mr. Potvin that the British hanged several men like him in 1837 and should have hanged more. Mr. Wood said it in a moment of anger, and Mr. Monet would have forgiven him on account of the provocation if he had dropped the matter there or had apologized. But Mr. Wood afterwards wrote a letter in which he explained the circumstances, and it is on account of this letter that Collector Wood must

go, if Mr. Monet and Mr. Bourossa have their way.

Mr. Wood did not write his letter until Mr. Potvin had made a complaint, and until Mr. Tarte's Patrie and a journal called the Canada Francais had denounced him and demand-ed his dismissal. They repeated his language, which certainly called for an explunation and as the story was told, something more than an explan-

Mr. Wood explained. He said that he was living in a town where half the people were Boer sympathizers, and had become annoyed at hearing them rejoice over every defeat of the British in Africa. This exasperated him, and when Mr. Potvin said that "The government had no right to send men to Africa, that our soldiers had no business there, and that he hoped they would all be shot and not one ever return," it was then that Mr. Wood offered the remark that the British had hanged several men like him and they ought to have hanged more. Mr. Wood is forgiven for making that observation, but condemned for explaining why he made it.

Mr. Monet and Mr. Bourassa do not eem to be troubled over what most of us would regard as the offensive part of Mr. Wood's letter, that is the statement that one-half the people where he lives are Boer sympathizers. His rash retort to Potvin under the circumstances seems to be excusable, but the deliberate charge against the residents of St. John's is one that a collector of customs in the place should be very slow to make. Strange to say, Mr. Bourassa is quite pleased with that. He finds it important that a collector of customs "should deliberately write a letter stating that in the particular locality in which he resides more than half the people think and speak exactly in the same way as a few members of this house have had he courage to think and speak." Mr. Bourassa is one of the few members. He went on to say that in his own speech in parliament he had declared that the people of Quebec were opposed to the offer of troops, and he had now this proof from Collector Wood, that so far as one town was concerned he was cor-

Mr. Monet demands the head of Mr. Wood. Mr. Bourassa says that a man in Ontario was dismissed from office because he went on the platform to advocate annexation to the United States. Mr. Wood ought therefore to be dismissed for his political utterances. Sir Wilfrid Laurier says that Mr. Wood's language is altogether unjustifiable. He also repudiates the statements of Mr. Potvin. But somehow the premier has worked himself into the belief that Mr. Wood has suggested that all the French-Canadians are Boer sympathizers, and that all ed. Mr. Foster and Clarke Wallace tried to show him that what Mr. Wood really said was that men like Potvin ought to be hanged, Potvin having expressed the hope that the Canadian soldiers in Africa would all be shot. moderate and serious tone, with an evident sense of responsibility. Mr. Bourassa was furious and Mr. Monet earnest, as he always is. Clarke Wallace spoke in a defiant tone, assuming ing to distance, he should strike some that Mr. Wood was to be dismissed and suggesting significantly that the This is Mr. Davin's argument and affair would be watched very closely, Mr. Ellis gives it a specific application and that the premier would be held to near home by pointing out that a St. account for his treatment of the case. John paper will pay four times as He pointed out to the house that Mr. much postage if it goes to Digby than Bourassa and Mr. Monet were full of anger over Mr. Wood's retort, but had Campbellton. An Amherst paper sent | no word of reproach for Mr. Potvin, four miles towards Sackville, or a the real offender in the case. Mr. Wood Sackville paper sent four miles to- had spoken in the highest terms of wards Amherst, will pay four times Pelletier, Fiset and other Franch-Canas much as either paper sent 200 adians serving in Africa, which show-

The minister of justice has done it again. He did it twice yesterday. The Quebec Judges' Bill was amended the day before by the senate striking out the part relating to the Quebec judges, paid a visit to Manitoba. At all events leaving it like the play of Hamlet without Hamlet. Mr. Mills moved that it be sent back to committee to have the judges put in again, and his motion was defeated. If he had met the request of Mr. Boker to have it left over from the day before, it is probable that it would have gone through, and everybody would have been happy. But Mr. Mills does not understand the art of conciliation. His ways are not sunny.

The second time he did it was when he moved against concurrence in a change made by the commons in the senate criminal code. The common's made a number of changes, but Mr. Mills would not accept this one. The senate agreed with Mr. Mills, and then went on to decline concurrence with some other commons changes. Mr. Mills protested that if the senate did cencur in these changes it would kill the bill. He was informed that he had hmiself set the example of non-concurrence. Mr. Mills explained that he had reason to believe the commons would acquiesce in what he had done and would not acquiesce in the action suggested by his other senators. Somehow the other senators could not seco the point of Mr. Mills's declarations. and declined to recognize him as the mouthpiece of the commons. So they followed Mr. Mills's example of nonconcurrence even where Mr. Mills wanted to concur. Then Mr. Mills grew angry and said the bill was S. D. S.

O'TTAWA, July 13.-The most interesing thing said yesterday on Parliament Hill was the statement of the minister of justice that in his opinion a fraud had been practised on the government in the matter of the emergency food. 'This opinion of Mr. Mills is expressed a few days after the whole party, with the exception of ten and those others who could not be got into the house, had voted that there was no fraud and that everything was correct. It must be uncomfortable reading for the premier and the other ministers who voted for Dr. Russell's report. It is a poor reward for Dr. Russell's committee after their laborious efforts to convince the country that the transaction was not only honest and prudent, but in every way praiseworthy. All those government supporters who were bullied or coaxed into voting this report through and commending Dr. Devlin will feel a little sore to find



The engineer misunderstood the signals and there was a frightful railroad collis ion, with terrible loss of life. The whole on, with terrible loss of life. The whole country was appalled by that accident.

There is doubtless a far greater loss of life occurring every day, in various sections of the country, for which the only excuse is,—"the doctor didn't understand the symptoms." These cases are not the subjects of special inquest or the country would be aghast at the sacrifice of life to ignorance.

It has been the experience of Dr. R. V. Pierce and his staff of assistant physicians, that ninety-eight out of every hundred persons submitting to their treatment can be cured. People given up by the local physicians, weak, ema-ciated, with stubborn coughs and bleed-ing lungs have been absolutely cured by the use of Dr. Pierce's Golden Medical Discovery.

Sick people are invited to consult Dr. Pierce by letter free. All letters are held as strictly private and treated as sa-credly confidential. Answers are mailed in plain envelopes without any printing on them.

on them.

"Last spring I was taken with severe pains in my chest, and was so weak I could hardly walk about the house," says Mrs. G. E. Kerr, of Fort Dodge, Webster Co., Iowa. "I tried several physicians and they told me I had consumption. I heard of Dr. Pierce's Golden Medical Discovery and I thought I would try some of it. Before I had taken the first bottle I was very much better; I took five bottles of it and have not yet had any return of the trouble." any return of the trouble.

themselves dropped into the pit in this unceremonious way by the minister of justice.

It is said in explanation, that Mr. Mills had not carefuly studied the question and examined the report. But if we assume this we must conciude that Mr. Mills has a poor opinion of his colleagues and supporters in the house and of Dr. Russell's committee, when, without examining the question, he jumps at the conclusion that they are wrong. Mr. Mills has been with Dr. Borden long enough to know what sort of a minister he is. and probably judges his conoduct on general principles. It is only a few days since the representative of the department of justice in the other chamber was defiantly daring Mr. Monk to say that a fraud had been allowance will be less than one-third committed. All sorts of threats were the interest on the smallest subsidy held over the head of Mr. Monk that is paid. Boers sympathizers ought to be hang- if he should venture to suggest fraud in connection with Dr. Devlin and the department of justice. Now Mr. Mills has said what Mr. Monk was denounced by the other ministers for daring to say. The confession of the minds. If his colleagues scolled beminister of justice, following hard on the arraignment made George M. Grant is a bitter cup to the whitewashers in parliament. Dr. Grant's whirlwind of indignation gives expression to the sentiment that seems to prevail everywhere. Dr. Russell and his friends have discovered that they might "as well defend Sodom.'

> In the commons a matter of three and a half million dollars was voted in the afternoon and evening by the members without turning a hair. The railway subsidies involved much larger obligations than this, as the resolutions provide for doubling up the subsidy on expensive roads. Moreover, many of these subsidies are the beginning of a vote for railways which are to be extended and subsidized for a greater distance afterwards. The obligations assumed this session will probably involve the payment of nearer ten millions than three.

A sharp little controversy took place asked why he did not bring down the nected with these railways. He at once declared with his usual positiveness that such a thing was never heard of before. He professed to be amused at the hardihood of Mr. Foster for even suggesting it. Mr. Foster rose with dangerous calm in his tone, and, picking up the first Hansard available, read an indignant protest made by Sir Wilfrid Laurier in 1894 against the conduct of the late government in bringing down at a late hour the very papers which Mr. Blair said had never been brought down at all. Sir Wilfrid then asserted that only a few hours before the minister had placed on the table a great bundle of letters and Mr. Foster only asked that they should Mr. Blair, who did not bring them at all, had coolly declared that he had examined the whole record and found that the submission of these papers had never been heard of before.

While he was about it Mr. Foster reproduced the fine burst of anger with which Sir Wilfrid Laurier denounced the late government for subsidizing branch railways, and especially for bringing down the subsidy bill after four months of the session. It was grand language and full of invective, and was supported by Mr. Mulock, Sir Richard Cartwright, Mr. Mills and other men who are now ministers, each one speaking more strongly than the man before him, until at the last there was a perfect tearing to tatters of all human passions. There was great laughter as Mr. Foster went on with his reading, and then reminded the minister that he brought down his subsidies in the sixth month of the session. After denouncing railway subsidies, as the whole party had done, arguing that they were bribes to districts, and to promoters, and sources of election funds, this party had not only increased the number of subsidies but increased the amount per mile. The climax of absurdity was reached when Mr. Foster read Mr. McMullen's nathetic wail uttered in other years over the iniquity of these subsidies.

Poor Mr. McMullen rose amid great merriment and tried to explain himself away. He admitted that he had learned a good deal since the change of government. Some things which he

thought were vicious found to be necessary and inevitable He really didn't know in old times how hard it was for ministers to get along, until he had witnessed their tribulations on his own side of the house. Mr. McMullen is now full of sympathy for ministers, and they reciprocate by showing deep sympathy for him. He has relatives. Besides, Mr. McMullen is a director of a railway which has obtained a charter this year through party influence, and before twelve months he will be after a subsidy. In his capacity as subsidy hunter the member for North Wellington is not half so interesting as he was in the capacity of a defender of the treasury.

He has another explanation. He solemnly assured the house with unconscious mendacity that he would have opposed the subsidies if the minister had not taken steps for their repayment. Mr. McMullen and other government supporters are reconciled to the subsidy by the knowledge that the postmaster general is going to have his mail carried over these roads, and that Mr. Flair will take three per cent. interest of the subsidy money from the amounts that Mr. Mulock would be indebted to the railway. In this way the ministers and their supporters flatter themselves that the subsidies will not cost the country anything.

A glance at the auditor general's report would show how feeble is the ground for this hope. The interest on a \$3,200 subsidy would be \$96 a year, and that on a \$6,400 subsidy \$192 a year for each mile of road. Now if anyone will examine the report he will perceive that the branch roads subsidized do not earn anything like the smaller sum in carrying mails. We find that of the Nova Scotia roads which have been subsidized and are now doing business with the post office department the largest sum per mile paid is \$29 to the Springhill and Parrsboro. The Joggins line gets \$23 and the Nova Scotia Central the same. In New Brunswick we find the following rates per mile: Canada Eastern.. \$25

Caracuet..... 19 N. B. Central.... 11 Elgin and Havelock 25 Kent Northern ... 25 Sackville and Cape Tormentine 16 Salisbury and Harvey 50 In Quebec the principal subsidized

lines were paid as follows: Taie des Chaleur..... Pontiac and Pacific...... 33 00 Quebec and Lake St. John 32 00 Most other lines are paid \$25 or less. In Ontario the Parry Sound road earned \$26 per mile, and it is called a

trunk railway. Other of these local roads receive anywhere from \$30 down to \$5. Taking all through the mail

Mr. Blair is also apologetic. He admits that ministers of today used to condemn the practice of subsidizing roads, but all great men change their cause the railway subsidy bills were brought down late it does not follow that the minister whom they scolded was wrong. They did not know the lets and hindrances. In other words, the minister defends his colleagues and himself from inconsistency on the rlea of ignorance.

On the question of increasing the subsidies from \$3,200 to a maximum of \$6,490, Mr. Blair, supported by Mr. Fielding, argues that it is fair. They say that it is not fair to pay the same subsidy for a road that cost \$20,000 a mile as for one which cost \$10,000. But it does not seem to have occurred to the finance minister that the change is entirely in favor of the railway builders. The government in fixing a percentage basis took care to make the previous scale the minimum. No railway, however cheaply built, gets any less than the largest rate paid by the previous government. More expensive roads get double the rate. If it had been proposed to adjust the subsidies around an average cost of at the beginning. Mr. Blair was \$15,000 a mile, the logical way would be to reduce it below \$3,200 for cheaper correspondence and applications con- roads and make it higher for dearer ones.

The bill before the house provides that the cost of the road may be determined by inspection after it is built and by an examination of the accounts. Mr. Blair says that the bill means this much, but the same clause was in force last year, and of the three roads which got additional subsidies only two, if any, exposed their accounts to the railway department. The minister says that the Adirondack road, owned by a United States company, was obviously so costly that he paid the \$6,400 without looking at the accounts. The Tilsonburg road, he papers relating to the subsidies. Now says, had no accounts, and therefore he could not look at them. This shows be brought down at the last hour, and a happy-go-lucky way of building railways. But the house seemed to be skeptical as to the facts. There is a vague suspicion that some accounts were kept in connection with the building of this road, though it is possible that the company kept its record by notches in a stick. At all events the precautions required in the resolutions were not taken in the case of payments hitherto made. There is no reason to suppose that Mr. Blair will look into the accounts more closely in the future than in the past.

The minister says that he has only naid extra subsidies in three cases. He does not say that he will not pay them in the case of other roads which have been completed and are now pressing for extras. More will be known about these after the election. In the meantime the Hon. Wm. Pugsley, M. P. P., is likely to find his professional services in demand.

Now as to bridges. Two subsidies in these resolutions call for public at-The Grand Trunk railway tention. built the Victoria bridge at Montreal 40 years ago. That bridge was rebuilt during the last three years. The minister claims that the rebuilding cost \$2,000,000. It is not usual to subsidize the reconstruction on a raliway, especially when it has already been subsidized. But in this case the parliamen voted 15 per cent. on the cost of rebuilding, which is a pretty handsome contribution. That \$300,000 has been taken and the bridge is completed under the contract. It is perhaps not

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necessary to say again that the department of railways, besides paying 15 per cent. of the cost of the bridge, is paying \$40,000 a year for the privilege of running trains over it, this being 3 per cent. on two-thirds of the cost. The Intercolonial runs one train where the Grand Trunk runs four. Moreover, the bridge has a carriage and footway and collects excessive tolls from all who cross over it. A man who walks pays 5 cents, a carriage pays 25 cents, a farmer's wagon pays 40 cents, and so on. It was in the agreement or understanding that the bridge should also contain a passage for electric roads between Montreal and the extensive suburbs across the river. When a road was completed it was declared to be too narrow for the purpose, and this part of the programme was not carried out.

After the Drummond raliway deal was completed the president of the Grand Trunk addressed the shareholders in London. He told them that a great bargain had been made with the dominion government, and that as a result of it the Victoria bridge would be rebuilt and double-tracked without costing the company a cent. This announcement was greeted with loud cheers, though some shareholders were incredulous. Sir Rivers Wilson's statement is true, and he added to it the prediction that the company would also receive a subsidy of 15 per cent. of the cost. This \$300,000 would be clear gain.

Everything predicted has come true have this year \$200,000 voted to the Grand Trunk after the bridge is completed, and after the company has received, according to the statement of its own president, \$300,000 more than was necessary to rebuild the bridge without a cent of cost to the company. This is generosity. This is bounty. Surely there never was so grateful a country as Canada. It may be remarked that Mr. Wainwright, retired manager and now chief lobbyist of the Grand Trunk, has been practically living in Ottawa for weeks, and almost sleeps with the minister of railways.

There is another subsidy to be considered. A bridge is under construction across the Ottawa from Major Hill Fark to Hull. This bridge, which was estimated to cost \$750,000, is likely to cost mere. It had a subsidy cf \$212,000 from parliament with other bonuses from the province of Quebec, and \$100,000 from the city of Ottawa. The contracts were made on this basis. The bridge is partly completed, though the work has not been very rapid.

Two years ago, and again last year, another company asked for a charter to build a bridge across the Ottawa from Bank street, above the parliament buildings, to Hull. They did not ask a subsidy but only for the privilege of building with a view among other things of giving access for the Hull electric railway to this city. This charter was opposed by the other bridge company end also by the Electric Railway Company of Ottawa. which naturally desired to retain its monopoly. In both sessions the opponents prevailed, though the vote in the railway committee was very close. Having thus secured their monopoly the other bridge company vent on with their building.

Now Mr. Blair comes down and obtains a vote of an additional subsidy of \$100,000 for the first bridge The bridge would be built without it. If it did not there would still be the other bridge company, which wants to build without any subsidy. It remains to be seen whether the Grand Trunk company and the bridge company here will be satisfied, or whether we shall have another set of subsidies for the same bridges next year. One sees no reason why the process should stop. So long as parliament is willing to make presents there will probably be no lack of applications.

OTTAWA, July 14 .- The first two sittings yesterday were devoted by the Quebec supporters of the government to the task of making sectional capital against the conservatives. The third sitting was a struggle on the part of Mr. Foster, Mr. Haggart and Mr. Powell to discover why Mr. Blair did certain things. If Mr. Bourassa and his friends did not succeed better in making capital than the opposition members did in obtaining information they are to be pitied.

When the senate amended the judges' bill so as to leave out the judges the premier informed Mr. Foster that the government would not concur. Mr. Foster and Sir Wilfrid agreed that the question had already been well discussed in both houses. Mr. Foster said that if the government was determined to push it

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