

Years.

temporary relief. A

ment.

5 years I suffered un-
I have spent about
treatment with phy-
mors removed, but ob-
can tell, but can now
ely cured, and by one
eight in gold."

or piles, and has never
ale by all dealers or

land Kersey, some the
people, while others say
e of miners will operate

ess Louise will sail for
hern British Columbia
k to-night from Tunes
Capt. H. R. Foote will
bridge, having been re-
McCroskie. Capt. Foote
mand of the Danube,
being luxuriously fitted
Vice Capt. Meyers, who
for England. Pursuer
like the retiring master,
lands during his service,
hore, having tired of the
Mennie, a popular officer
will replace him. The
a number of passengers
freight.

aturday's Daily) re-
port from Washington
toria of the Northern
se charter was reported
yesterday, is not the
tored to carry horses to
sponse to the recently
of General Otis for 4,000
in the Philippines dur-
ign, the quartermaster's
chartered three more
of carrying "half" that
of which probably will
ugust 10. The vessels se-
nted States government
are the erstwhile treasure
which is now at Tacoma
another voyage to St. Mi-
Albert, which is now on
port from the Hawaiian
Islands, which is coming
with passengers and
erstwhile collier Siam
cisco. It is doubtful if
ill make another trip
being turned over to
government. One report
is will go North and be
her return, while from
is reported that she will
at once. If so Mr. Water-
operating the big steamer,
stability secure another
see her on the St. Michael
t. Albert on her arrival
to Esquimaux drydock for
to be placed in the hands
rers. The Siam left Na-
morning with 5,000
uver Coal Co.'s coal for
She has completed her
the New Vancouver Coal
be turned over to Uncle
cargo is discharged. The
given up by the Northern
on her arrival from the
ek.

until 11 o'clock this morning.
after her scheduled time.
per Princess Louise was
ay on her voyage to Nans-
s. Freight continued to
s, as fast as the deck crew
shed more was piled up
er waited. She was well
at length left port. Her
was somewhat lighter

OF EXPERIMENTING

suppositories and ointments
the surgical operation, scores
have turned to Dr. A. W.
ent and found in it an ab-
ples. The first application
from the terrible itching
sion that nothing but
to effect a permanent cure
ood that Elihu Root, of
ill succeed General Alger as
war.
k-Rousseau, France's new
most famous orator of the

Art Classes

adian Royal Art Union
of Montreal, Canada.

conveys in art to those
ame. The course includes
and painting from time
and for magazine work.
urses are absolutely free.
tion for admission may
at any time.
adian Royal Art Union
is founded for the pur-
of encouraging art, and of
drawings, which are held
day of each month.
ter particulars apply to

adian Royal Art Union, Limited,
and 225 St. James st.,
Montreal, P. Q.

ng, Monday, July 31st.

OL & STEEL PILLS

ADIES)

EDY FOR IRREGULARITIES.

ister Apple, P. Cichia, Penny

royal, Soc.

all chemists, or post free to

VANS & SONS, LTD.,

Pharmaceutical Chemists

Eng.

Dominion Parliament

Sobriety in Canadian Military
Camps—Dr. Borden's Reply to
Major Campbell.

Senate Reform—Letter Carriers'
Salaries The Usury Bill
Reported.

Grand Trunk Lease—Bill Passed
Through Committee Stage in
the Senate.

Traffic Agreement May Be Ter-
minated After Six Months'
Notice.

Ottawa, July 14.—In the House of Commons yesterday, on motion to go into supply, Dr. Borden brought up a matter referred to in a newspaper report of the meeting of the Ontario Alliance in Toronto. The report said that, at an evening session, resolutions were adopted against military camps. In the discussion Major Campbell, of Orillia, was reported as having taken the Minister of Militia severely to task.

This statement, Dr. Borden said, made it necessary that in justice to himself and the officers of the department, he should put forward the facts briefly. When he assumed office he found a regulation in existence, passed in 1883, forbidding the sale of intoxicating liquors in military camps of instruction. It was his endeavor to have this order strictly enforced in the approaching camp."

The major-general in reply observed that the order would be strictly enforced. Case in London. After the London camp he had received a letter from Mrs. Thornley, of the W.C.T.U. of London, quite a long letter, alleging that drunkenness had existed in the camp to a greater extent than in any other camp in Ontario. The writer carefully refrained from giving the name of any person as authority for this statement, simply putting it down as current rumor. He had at once forwarded the letter to the major-general and received the following reply:

Laprairie, June 23, 1899. In reply to your note forwarding a letter from Mrs. Thornley I shall be much obliged to the lady if she will give me any confirmation, directly or indirectly, of the statement in regard to the sale of liquor in the camp. I was personally in command of the camp at London, and as my duty required was frequently within the lines. Mrs. Thornley is entirely in error in the statement that she was drinking in the camp. During the whole period of my command there I never saw a drunken man, and I have never seen a camp of young soldiers with better discipline. If there was any drinking on the night of arrival at camp it was because the men brought the liquor with them or got it in the town. The only canteen was one at which the sale of liquor was prohibited.

On receipt of this letter Dr. Borden explained that he had forwarded a copy to Mrs. Thornley, requesting that she either withdraw the charges or name the witnesses who could give evidence. No answer had as yet been received to this letter.

A canteen was a shop where everything that a soldier might require was sold. As to Major Campbell's charge in the Dominion Alliance Dr. Borden thought that if he was correctly reported it would be impossible for any man to condense into so short a space a greater number of inaccuracies than a more un- just attack upon himself or upon the gentlemen in charge of the administration of the militia department.

Sir Charles Tupper was glad to know that Dr. Borden had seen fit to put this matter right.

Col. Hughes, speaking of the Niagara camp, bore out what Dr. Borden had said. He had hardly thought it possible to get so many men together and have so little drinking.

Mr. Pratt (Prince Edward) said that in the same camp he had never seen a private or an officer intoxicated till the city battalions arrived on the scene.

St. John Long Wharf.

The Minister of Railways drew attention to editorials in Montreal and Ottawa papers concerning the purchase of the long wharf property at St. John, which represented that the owners asked only \$100,000, while the government, because the valuers set it down as worth \$115,000, "spoke up and offered \$115,000." He suspected the statements were the outcome of an organized bureau of misrepresentation, and of a conspiracy to misstate to the public the facts as laid before parliament. A hundred thousand dollars was the only amount the government had ever agreed to pay and the government had given no hope to the owners of getting more.

Senate Reform.

Sir Charles Tupper asked whether the Premier had abandoned his intention of introducing resolutions this session with regard to his plan of Senate reform. He had hardly thought that the government would have left till the hundred and the bringing in of so important a matter and hoped that the Premier would be able to announce that the question would be allowed to stand over till next session.

The Premier was sorry he could not start this wish. The tenor of the resolu-

tions was perfectly well known and no good purpose would have been served by bringing in the resolutions earlier when the time had been fully occupied to this moment.

In Aid of the Empire.

Lieut.-Col. Sam Hughes thought that Canada would do well to follow the example of Queensland in tendering the offer of a regiment for service in the Transvaal in defence of Great Britain's suzerain interests in the Transvaal in case of trouble with the Boers. Thousands of Canadians would willingly volunteer for the service either in the Transvaal or elsewhere.

The Prime Minister hoped there would be no necessity for Queensland or any other part of the Empire to send troops for active service in South Africa. His hope was that the difficulty would be adjusted without the sword being unsheathed. He did not think it was too much to expect that the Boers would come to a recognition of the desirability of equal justice being meted out to all and if this were done there would be no occasion for sending troops into the field.

Sir Charles Tupper thought that it was quite apparent that British public opinion backed the stand which the government had assumed. The knowledge that the various units of the Empire would share the burden with the Home Government would contribute to a settlement of the difficulty.

Letter Carriers' Salaries.

In committee of supply the civil government estimates for the postoffice department were first taken up. Lieut.-Col. Prior brought up the question of the salaries paid to letter carriers throughout the Dominion, which he considered far too small. These officers received the sum of \$20 and his impression was that the maximum salary to which they may attain is but six hundred per annum. They were a hard-worked and a capable body of men and the least the government could do for them was to grant their annual increases.

The Postmaster-General did not think the letter carriers were being harshly dealt with. Last year all carriers received not more than \$70 had been granted an increase of \$8 and his impression was that the increases had all been allowed in 1898.

Mr. Clarke Wallace referred to the petition which the letter carriers of Canada had addressed to the Postmaster-General asking that the statutory increases be continued from year to year, as was the case under the Conservative regime. He was inclined to think for his own part that this parsimonious striking off of increases was aimed at a time when the revenues of Canada had reached a tide of unequalled buoyancy. If the people knew that their reduction in the postal rate from three to two cents was secured through the grinding of these hard-worked employees of the department the policy was one which they would hardly sanction.

The Postmaster-General promised that in the estimates for the current year provision was made for an increase in the salaries of the letter carriers. He did not reach six hundred dollars.

Mr. Wallace thought this clearly constituted an acknowledgement of a mistaken policy in the last few years. Montreal Postmaster. In reply to a question by Mr. Bergeron as to when the vacant postmasterhip at Montreal is to be filled the Postmaster-General stated that he had found the Montreal postoffice managed on some ancient lines. He had therefore deemed it advisable before making the appointment to inaugurate an up-to-date system so that the new appointee may be given a fair chance at the start. He had been thinking of the maintenance of the standard of efficiency. Two officers of his department, Messrs. Armstrong and Bennett, both experienced men, had been charged with the reorganization and already have things on a much more satisfactory basis. The Montreal office was a very important post and he expected to have matters so regulated that an appointment may be made during the summer.

Mr. Bergeron made enquiry as to the trouble which occurred some time ago through the Montreal mail carriers losing their right to travel on the electric cars. The Postmaster-General replied that this had been occasioned through a difficulty as to the contract price. The figure allowed the street railway company had been \$2,400 a year, but they had demanded a payment of \$800 a month. The department could not sanction an outlay and an arrangement had been framed by which special tickets secured at a low rate were issued to the carriers. By this means the service was had at a slight saving on the old contract figure.

Railway Mail Contracts.

Mr. Clarke Wallace raised the question of the remuneration allowed to railway companies in Canada for the carriage of mails, which amounts to \$1,253,000. A year ago the Postmaster-General had taken a vote for a commission to investigate the existing arrangements, but the money was never used. To his mind the railway companies were very much overpaid.

The Postmaster-General replied that the Grand Trunk, Canadian Pacific, Michigan Central and other Canadian lines considered themselves very much overpaid. Comparison with the prices paid in the United States showed very much to their advantage. The system which he now followed was one which had been sanctioned by long usage. It was true that he had taken a vote for a commission of enquiry into this matter, but had refrained from putting that plan into effect on the suggestion of a former occupant of the post he now filled.

In reply to a question by Mr. Powell (Westmoreland) the Postmaster-General stated that the letter rate was two cents a mile. By order-in-council the rate had been fixed at four cents for baggage and eight cents for postal car service and these had been the rates for years. In the I.C.R., G.T.R., and C.P.R. this amounted to about \$19 per annum per train mile.

The estimates for the postoffice department were all disposed of, after which the committee resumed the consideration of items for the department of railways and canals.

IN THE SENATE.

The Senate yesterday dealt with Senator Dandurand's Usury Bill, which gave rise to a protracted discussion, and was

finally reported from committee, with a number of amendments. The measure met with strong opposition, several amendments being introduced. The bill respecting the Banque Du Peuple also passed its third reading in a slightly amended state.

Senator Miller asked to have his name added to the minority vote on the Grand Trunk agreement bill. The name was added by consent.

Banque Du Peuple.

Senator Forget moved the adoption of the report of the banking committee on the bill respecting the Banque Du Peuple.

Senator McMillan promised to oppose the bill at a later stage.

Senator Drummond thought nothing could exceed the disastrous character of the collapse of this bank. If a banking institution was managed by a dishonest manager or cashier, no vigilance could prevent dishonesty. He favored the bill with the amendments already proposed, and possibly one or two more. From his knowledge of the directors, he thought they were unfortunate, nothing more.

Senator McMillan wanted to know if Senator Drummond thought an amendment would be a fair one, which would be that as soon as the assets of the bank were distributed among the depositors to the extent of the amount named in the bill, all assets in excess of the amount so named should be distributed among the shareholders pro rata, and for the purpose of administering such assets the Hon. A. Desjardins, of Montreal, should be named and remunerated for his services at such an amount as might be agreed upon by the present directors and trustees of the bank.

The amendment proposed by Senator McMillan was then adopted, with a few verbal amendments, and the bill was read a third time and passed.

The Usury Bill.

The House then went into committee on the Usury Bill, taking up an amendment to the first clause proposed by Senator Dandurand, and which provided that no person shall stipulate for, allow or exact on any negotiable document, contract, or agreement, the principal of which is under \$1,000, a rate of interest or discount greater than twenty per cent. per annum, and the said rate of interest shall be reduced to the rate of ten per cent. per annum from the date of the issue of process in any suit, action or other proceeding for the recovery of the amounts due.

Speaking in support of his amendment Senator Dandurand said that the British House of Lords in its bill allowed fifteen per cent. on sums over \$500.

The Hon. David Mills suggested reducing the amount to which the bill would be applicable to \$200.

Senator Dandurand agreed to accept this suggestion as the sums mostly borrowed by young men where what he wanted to protect, and they ranged from \$100 to \$150.

Senator Wood pressed that the bill be allowed to stand over for another year in order to allow the House time to fully consider the whole question.

Senator Power did not think that by the passage of this bill an injustice would be done to any money-lender. The provisions of the bill did not claim that it was a perfect measure. It was an effort in the right direction, and he thought the bill should be passed in a form that would not inflict an injustice and allow it to meet its fate in the House of Commons.

Senator Dandurand said he had copied the words from the translation of the Quebec Civil Code. The words were replaced by the words "due and payable," and the clause was adopted. The remaining clauses of the bill were adopted with a few slight verbal amendments, and the committee rose and reported progress.

Penitentiary Bill.

The Senate then went into committee on the bill to amend the Penitentiaries Act. The Hon. David Mills said the cost of the penitentiaries was decreasing. If they could liberate convicts on tickets of leave the cost would be still further reduced.

Senator Dandurand wanted to know if the convicts could not be employed making public roads, as they were in the United States? The committee rose and reported the bill and it was read a third time and passed.

Other Government Bills.

The bill to amend the act respecting the Department of the Interior was passed by the committee, read a third time and passed.

On the second reading of the bill to amend the customs act Senator Power vigorously opposed the principle of allowing the exportation of deer. It would open the door to the destruction of game. The bill was read a second time and the Senate adjourned at ten o'clock.

Ottawa, July 14.—The House of Commons at yesterday's sitting made phenomenal progress upon the voting of supply for the services of the current fiscal year. The votes for the departments of railways and canals, finance, interior, and Indian affairs, were all disposed of before the House rose at midnight.

Supplementary Estimates.

Sir Charles Tupper was anxious to know when the supplementary estimates would be brought down.

The Finance Minister replied that he had strong hopes of being able to do so on Monday. The Senate resolutions would be ready then.

The bill to incorporate the British American Pulp and Paper Company was read a first time.

St. Lawrence Canals.

In committee of supply, the canal estimates were first dealt with. Some attention was devoted to the question of the construction of the Galop canal, for which the government asked \$688,400. The estimated cost of the canal is \$4,500,000. It was \$1,123,000 had been spent to May 31, and about \$100,000 during June, leaving some \$1,078,000 yet to be expended.

The estimate for the cost of the St. Lawrence canal was \$6,500,000, of which \$4,500,000 had been expended to April 30.

An item of \$350,000 for Port Colborne harbor was, he explained, "on account," and would need to be supplemented by another vote in the supplementary estimates for the construction of a breakwater. Mr. Hargart did not believe in a three hundred foot channel through Lake St. Francis, believing that in such

could well see to this session. It was not until a bill became law that one could see its defects, and it was much easier to perfect a law on the spot than to look back to frame a new law perfectly.

Senator DeBoucherville said that there was great rejoicing in Montreal among the workers, when it was reported that the bill had been killed.

Senator Baker said he strongly condemned the bill for its ex port fact aspect.

Senator Ferguson said that the main opposition to this bill came from the Bankers' Association, and not from the users. He strongly urged Senator Dandurand to accept the inevitable, and agree that the bill, as returned from committee, should be reported and printed for distribution.

Senator Dandurand said that unless the bill became a government measure it might as well be disposed of now. The vote was taken on the motion that the committee rise, and was lost by a vote of 17 yeas and 23 nays.

Senator McMillan then moved an amendment that six per cent. remain the rate after maturity and that the rate of interest should apply only to loans made within thirty days. The amendment was declared lost.

Senator Wood moved to change the amended clause by substituting the words "date of judgment," for the words "issue of process."

The Hon. David Mills said that he had suggested to Senator Dandurand that the operation of the bill should be confined to money-lenders, leaving all the rest free. The House could then make the bill as strong as it wished against the money-lenders.

Senator Wood expressed himself as satisfied with this arrangement, and temporarily withdrew his motion.

Senator Dandurand moved then, as clause two of the bill that the expression money-lender should include any person who carries on the business of money-lending, or advertises or announces himself or holds himself out in any way as lending or making a practice of lending money at a higher rate of interest than ten per cent. per annum, but did not include any registered pawnbroker.

Senator Power suggested the adding of the words "as such," after the word pawnbroker.

Senator Dandurand said he had followed the English act in framing the new clause; but accepted the addition, and the clause, as amended, carried.

Senator Dandurand then proposed to amend clause three of the bill by making it read "in any suit, action or other proceeding concerning a loan of money by a money-lender, the principal of which was originally under five hundred dollars," etc. Meantime Senator Dandurand accepted the suggestion of Senator Wood confining the reduction of the rate of interest after maturity from the date of judgment.

Senator Loughheed moved to insert an amendment excluding taxable charges from operation of the act. This was accepted by Senator Dandurand, and the clause, as amended, was carried.

On the next clause Senator Loughheed doubted whether the bill was intra vires in dealing with the principal of a loan or loans.

The Hon. David Mills reminded him that the Privy Council had decided that where any powers of legislation were distinctly given in the British North America Act, the power included the right to deal with incidental matters. This judgment covered the clause in the bill.

Senator Loughheed concurred in this view, and suggested that the words "due and payable" be altered.

Senator Dandurand said he had copied the words from the translation of the Quebec Civil Code. The words were replaced by the words "due and payable," and the clause was adopted. The remaining clauses of the bill were adopted with a few slight verbal amendments, and the committee rose and reported progress.

Penitentiary Bill.

The Senate then went into committee on the bill to amend the Penitentiaries Act. The Hon. David Mills said the cost of the penitentiaries was decreasing. If they could liberate convicts on tickets of leave the cost would be still further reduced.

Senator Dandurand wanted to know if the convicts could not be employed making public roads, as they were in the United States? The committee rose and reported the bill and it was read a third time and passed.

Other Government Bills.

The bill to amend the act respecting the Department of the Interior was passed by the committee, read a third time and passed.

On the second reading of the bill to amend the customs act Senator Power vigorously opposed the principle of allowing the exportation of deer. It would open the door to the destruction of game. The bill was read a second time and the Senate adjourned at ten o'clock.

Ottawa, July 14.—The House of Commons at yesterday's sitting made phenomenal progress upon the voting of supply for the services of the current fiscal year. The votes for the departments of railways and canals, finance, interior, and Indian affairs, were all disposed of before the House rose at midnight.

Supplementary Estimates.

Sir Charles Tupper was anxious to know when the supplementary estimates would be brought down.

The Finance Minister replied that he had strong hopes of being able to do so on Monday. The Senate resolutions would be ready then.

The bill to incorporate the British American Pulp and Paper Company was read a first time.

St. Lawrence Canals.

In committee of supply, the canal estimates were first dealt with. Some attention was devoted to the question of the construction of the Galop canal, for which the government asked \$688,400. The estimated cost of the canal is \$4,500,000. It was \$1,123,000 had been spent to May 31, and about \$100,000 during June, leaving some \$1,078,000 yet to be expended.

The estimate for the cost of the St. Lawrence canal was \$6,500,000, of which \$4,500,000 had been expended to April 30.

An item of \$350,000 for Port Colborne harbor was, he explained, "on account," and would need to be supplemented by another vote in the supplementary estimates for the construction of a breakwater. Mr. Hargart did not believe in a three hundred foot channel through Lake St. Francis, believing that in such

could well see to this session. It was not until a bill became law that one could see its defects, and it was much easier to perfect a law on the spot than to look back to frame a new law perfectly.

Senator DeBoucherville said that there was great rejoicing in Montreal among the workers, when it was reported that the bill had been killed.

Senator Baker said he strongly condemned the bill for its ex port fact aspect.

Senator Ferguson said that the main opposition to this bill came from the Bankers' Association, and not from the users. He strongly urged Senator Dandurand to accept the inevitable, and agree that the bill, as returned from committee, should be reported and printed for distribution.

Senator Dandurand said that unless the bill became a government measure it might as well be disposed of now. The vote was taken on the motion that the committee rise, and was lost by a vote of 17 yeas and 23 nays.

Senator McMillan then moved an amendment that six per cent. remain the rate after maturity and that the rate of interest should apply only to loans made within thirty days. The amendment was declared lost.

Senator Wood moved to change the amended clause by substituting the words "date of judgment," for the words "issue of process."

The Hon. David Mills said that he had suggested to Senator Dandurand that the operation of the bill should be confined to money-lenders, leaving all the rest free. The House could then make the bill as strong as it wished against the money-lenders.

a strong current barges could not be kept in the channel.

I.C.R. Freight Rates.

Sir Charles Tupper read a letter complaining of a rise in the local freight rates between Halifax and Chatham, and Mr. Blair replied that the general tendency in the classification of freights on the Intercolonial had been toward a reduction, there might have been increases in a few instances.

Robert (Halifax) read a resolution of the Halifax Board of Trade, referring to the loss sustained in the cheese trade through a lack of cars.

The minister promised to do his best to meet the requirements, and new cars would be procured at the earliest possible moment.

Salaries of Civil Servants.

When the railway and canal estimates had been passed the committee went on to the estimates for the finance department. In connection with a small salary any vote the minister stated that a bill to amend the Civil Service Act would probably be brought down this session. The law as it stands allows only of the appointment of temporary clerks at \$400, or second-class clerks, \$1,100. It is difficult to get clerks capable for certain classes of work at \$400; and, yet, the departments may not care to give as much as \$1,100. The amendment would aim at provision for cases of this nature.

The Hon. David Mills.

Mr. Bifton, in explanation of the vote which he is taking for the visit of a commission to the Indians of the Athabasca district, stated that he was moved to this step through the hostility they have been showing towards the ingress of gold seekers in the Peace river and other parts of the same district on the road to the Yukon. The government had, therefore, thought it better to bring them under treaty. In this district the half-breeds who had the greatest influence with the Indians had claims for scrip which it was desirable to settle at the same time.

There was a long discussion on the question of Indian industrial schools. The government was not increasing the number of these institutions, believing that they have not produced results commensurate with the expense.

On an item for Dominion lands the Minister of the Interior said that he would have a bill ready next session respecting the indebtedness of bondsmen for parties owing the government for seed grain in the West. The amount involved is now considerable and as the obligation on the bondsmen is indirect the government is of the opinion that they will be cleared of their liability.

THE SENATE.

Ottawa, July 14.—The bill providing for the Grand Trunk lease to the government of its terminals at Montreal and road between Montreal and St. Rosselle, passed through the committee stage in the Senate yesterday and stands for third reading.

Sir Mackenzie Bowell has incidentally brought down upon his own head the denunciation of many of his Conservative friends, but has won the thanks of those who have at heart the true preservation of the country's interests.

The Minister of Justice explained that he was willing to accept an amendment to clause 4 of the bill on the lines which he had before suggested, allowing the government to terminate the traffic agreement at any time upon one year's notice. The bill as it stood provided for the continuance in force of the traffic agreement for twenty years.

Senator Bowell has been objected to and the amendment which he had read would annul the existing agreement in so far as it gave the government the option of terminating the traffic agreement on short notice.

Sir Mackenzie Bowell had also given notice of an amendment to this part of the bill, but on mature consideration he had decided to cut out some portions of it. He did not think they were necessary and fair play. Reviewing the history of the construction of the Intercolonial he pointed out that the road had always been an incubus financially upon the country because of the insistence on the part of the British government when it was constructed that it should be a military rather than a commercial railway.

Sir Mackenzie then altered his former amendment to give the government power to abrogate any part of the traffic agreement without giving notice of the construction of the Intercolonial he pointed out that the