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**Our Ottawa Letter.**  
THE LEGISLATIVE TOUR.  
The famous Algoma Legislative tour is now a matter of history and the tourists have returned to their homes, but it will be long before the benefits thereof, both to the participants and to the district visited, will cease to have their effect. The country through which the trip was taken is as little known as any part of the Province, for even those whose business it is to know the country—the legislators who make its laws and the pressmen who write its history—found that their knowledge was superficial and inaccurate.

For nearly two weeks the party travelled by rail and water over hundreds of miles of territory, through districts containing thousands of acres of splendid agricultural land and hundreds of square miles of mineral country holding millions of dollars worth of many of the most valuable products of the mine, instead of a barren desolate waste of rock and swamp where nothing of service to man could be produced, they found vast tracts of country capable of growing wheat, hay and vegetables in abundance, and favored with a climate exactly suitable for their production. Dotted along the route in districts where ice and snow is properly supposed to hold undisputed possession almost the year round they found thriving homestead and prosperous farms; here the hardy and industrious settler was living in comfort and contentment while interspersed with these, were rich tracts of mineral land, where the mining shaft had been sunk and the busy stamping mill was wresting the precious metals from mother earth.

All this was being done in spite of the insurmountable difficulties which arose not from any incompleteness in the work Nature has done, but in the lack of enterprise on the part of men to take advantage of that work. In that country of immense distances, far removed from the centre of commerce there are little or no means of transportation; the widely separated settlers, and the far removed mines are without means of communication, one with another and with the outside world. Railroads and highways are wanted, rivers need bridges, and rapids must be made navigable, the country is there teeming with possibilities, but it is out of reach. The cause of the neglect to provide all this is lack of knowledge of the necessity. The purpose of the tour was to remove this ignorance, and now that the legislators know the facts and the press are enabled to disseminate that knowledge among the people, there is good hope that much of the needed work may be undertaken, slowly and by degrees perhaps, in comparison to the great need, but still it can be commenced, and immense impetus given to the development of as rich a section of new and comparatively unoccupied territory as exists in the Dominion to-day.

The excursion was happily conceived and admirably carried out and the weather from start to finish was all that could be desired. The choice of route was well made, in view of the purpose for which the trip was undertaken. At Sault Ste. Marie, which was the practical starting point, the tourists obtained some idea of the necessity of a railway to open up the country running north toward James Bay. The trip to Silver Mountain Mine, back of Port Arthur, gave a peep into the mineral resources of that district, while north of Fort William the rich agricultural stretches of the Slate River Valley afforded many a magnificent object lesson, of what industrious and intelligent farming could do and this was repeated at Dryden on the way to Rat Portage. The second week of the trip, spent in the mining districts of the Lake of the Woods and Rainy River, and among the farms skirting the Canadian banks of that noble stream, was a revelation as startling as it was gratifying. The more detailed story however must be left for a second article.

**POLITICS IN MANITOBA.**  
Local politics are at boiling point just now in the Province of Manitoba, and both political camps are getting everything in readiness for the general election which will take place sometime this fall. The Greenway Government will appeal to the electorate with a twelve years' record of clean, progressive administration, during which the Prairie Province has made marvellous headway in every direction. In that period the country has been settled at a most satisfactory rate. The increase of area under cultivation has nearly quadrupled; the total yield of wheat in 1889 was little over 7,000,000 bushels while it has been estimated that in 1900 the Province will have 50,000,000 bushels for export in addition to what will be required for home consumption. Railway construction is being pushed forward at an unprecedented rate and the Province has under the present adminis-

tration constructed more miles of railway than Ontario, British Columbia and the Maritime Provinces combined, and at a much less proportionate cost.

**A GENEROUS POLICY.**  
Generous cash grants have been made for public services, as for example: for educational purposes \$1,525,420, agricultural \$185,205, municipal \$433,032, hospital \$240,070, or a total of nearly \$2,400,000 out of the current revenue of the Province. Not one cent of this has been paid out of the \$2,500,000 of borrowed money, though assertions to that effect have been persistently made by the Opposition. That borrowed money has been spent in railways, public buildings, interest on railway bonds issued by the present administration's Conservative predecessors, and for the wiping out of the deficit which existed when Mr. Greenway assumed office.

The population of the Province has doubled in the last twelve years, but the cost of administration is less, for the public accounts of 1898 shows a saving in this item of nearly \$53,000 over the last year of Conservative rule, a condition of affairs probably unique in the Dominion and an indication of the care and economy exercised in every department of the administration. This is a record with which any government might go to the country in the full confidence of receiving popular endorsement.

The Redistribution Bill has been given its third reading. The debate on the 2nd and 3rd reading has developed no new features nor is there any indication in the country that any effect has been produced by the unsupported charges of the Opposition that the measure is unjust and unconditional. All who are open to conviction at all fully recognize the justice of the Government's action in removing the monstrous anomalies of the existing law, and it has been clearly shown by the fullest statistics, and by reference to British precedent that the underlying principle of the bill, namely the adoption of municipal boundaries for electoral purposes, is the only right and safe principle to go upon. The minor objection, that the bill is not constitutional, inasmuch as the British North America Act calls for a Redistribution Bill after every decennial period—though it does not, of course, forbid such a measure intermediately—was fully answered by the Premier when he observed that, "it was always constitutional for the Government to right a wrong."

**IRREPRESSIBLE MR. DAVIN.**  
The incidents attending the sittings of the House on Wednesday afternoon are instructive in more ways than one. Almost the entire session till six o'clock was taken up by a discussion upon the Yukon matter, precipitated by Mr. Davin, the irrepressible talker from Regina, who, upon the flimsiest pretext, once again brought up the subject which had already been thrashed thread-bare during the course of two exceptionally lengthy debates. As the premier subsequently pointed out, Mr. Davin was guilty of a flagrant abuse of the privileges of the House in thus introducing a matter which had been so thoroughly disposed of, and no one, even on his own side, was able to discover any reason for the hon. gentleman's conduct, for he had absolutely nothing new to say upon the subject.

It is only fair to add that Sir Chas. Tupper exonerated himself from any complicity in the irregular and indefensible course pursued by his lieutenant, for he assured the House that he had no idea that the matter was to be brought up again and he was entirely unprepared for the course his supporter had taken. While it is satisfactory to the country to know that the Opposition leader is no party to such tactics, it is significant that a gentleman like Mr. Davin, who considers himself so prominent a member of the party, should thus take the bit in his teeth and utterly ignore his leader in a matter to which he apparently attaches so much importance.

**Vaughan Council**  
Vaughan Council met at the Town Hall, on Tuesday, the 11th of July. Members present, Messrs. Bryson, (reeve) Kirby, Boyle, Watson and Malloy.  
Minutes of last meeting read and adopted.  
Boyle—Watson—that the treasurer be and is hereby authorized to pay the following road accounts:—  
Jas. Kaiser, 38 yds. gravel... \$13 30  
H. Sutton, 23 1/2 " " " 10 06  
J. Marshall, 36 1/2 " " " 12 77  
J. Stevenson, 30 1/2 " " " 14 17  
Geo. Gordon, 13 1/2 " " " 4 72  
A. Lankin, 8 " " " 2 80  
Alex. Black, 6 1/2 days work on 7th con " " " 6 50  
Jas. A. Stevenson, 2 day's work " " " 2 00  
Robert Topper, 205 loads gravel " " " 20 50  
Wallace Black, 60 loads gravel " " " 4 20  
Alex. Black, breaking stone, 6th con " " " 12 00  
Mrs. Thompson, 45 loads gravel " " " 4 50

Wm. Lawrie, 35 loads gravel... \$ 3 50  
Thos. Dunn, hauling material, 3 culverts, &c. .... 12 00  
Joseph Weatherel and John Natress, hauling stone and building abutments, con. 9... 22 00  
Willis Bros., 4 loads picked stone 4 00  
James Devine and Samuel Plunkett, for brush, building breakwater, putting up guarding, &c. .... 264 00  
R. Watson, 140 loads gravel at 10c. per load ..... 14 00  
H. McEachren, drawing material and putting in culvert on 5th con ..... 10 00  
Wm. Glass, drawing material and building culvert ..... 7 00  
J. Savage, 44 loads gravel at 10c. per load ..... 4 40  
H. Fisher, 63 loads gravel at 10c. per load ..... 6 30  
E. Langstaff, 14 loads gravel at 10 cts. per load ..... 1 40  
J. Page and Geo. Bowes putting in 2 culverts con. 2 ..... 7 00  
M. O'Brien, putting in culvert on 4th con ..... 5 00  
A. Finlay, repairing bridge, 4th con ..... 3 25  
Jas. H. Kirby, freight on car of cedar ..... 26 88  
R. Davies, drawing material and putting in culvert ..... 2 50  
Robt. Rumble, unloading car of cedar ..... 3 00  
Watson Bros.:  
moving 115 yds. gravel at 15 cts. 17 25  
drawing 35 1/2 yds. gravel at 40c. 14 20  
35 loads gravel at 10 cts. .... 3 50  
Wm. Matheson, grading Hum-ber hill, drawing material and putting in culverts on townline, con. 8 ..... 6 00  
Jas. Neal, jr., 3 days work with team and 1 day work with man repairing hill, con. 6 lots 15 and 16 ..... 8 00  
Hy. W. Ellis, operating road mach. 4 days at \$1.25 a day ..... 5 00  
Solomon Ellis, drawing material and putting in 4 culverts con. 8 ..... 8 31  
Jno. Ringwood, drawing material and putting in 1 culvert and grading road, con. 7... 80 0  
David Blain, 38 lbs. spikes at 5c. 1 52  
Wallace Bros., gravel for break-water ..... 15 00  
John L. Card, as per bill for work and material ..... 95 37  
David Huson, drawing gravel... 1 76  
Geo. Baggs, " " " 1 76  
Robt. Topper, " " " 1 76  
Wm. Wallis, " " " 1 76  
Chas. Huson, " " " 1 76  
Jas. Huson, " " " 1 76  
H. Sutton, " " " 1 76  
Chas. Huson, 100 yds gravel .... 7 00  
Jas. Castle, 2 days' work ..... 2 00  
Geo. Baggs, " " " 2 00  
Jas. Huson, " " " 2 00  
Hy. Sutton, 1 " " " 1 00  
Fred Baker, 1 " " " 1 00  
John Whitmore, hauling sewer pipe from Toronto ..... 3 00  
Ont. Lime Association, for sewer pipe ..... 20 00  
Samuel Plunkett, guarding at lot 5, con. 7 ..... 1 00  
John McGillivray, operating road machine 9 days at \$1.25 per day, and 8 days at \$1.50 per day ..... 23 25  
John McGillivray, drawing material and putting in culvert 3 00  
Yonge St. acct. half to be paid by Markham:

**Jefferson**  
The following are the successful candidates for Entrance and Promotion Examinations:  
To Sen. IV—Mary Gorman, Aggie Gamble, Alex. Newberry.  
To Jun. IV—Gladys Legge, Leonard Glass, Ella Casely.  
To Sen. III—Georgie Brown, Jennie Gamble, Gladys Saieon, Frank Grady, Charles Hart.  
To Jun. Part II—Lorne Clubine, Stella Murphy, Emly Dibb, Leonard Duncan, Eli Bales.  
No. on Roll for Markham, 19.  
No. on Roll for Vaughan, 35.  
Average attendance for the six months, 32.  
Ethel and Stella Clubine have attended every day since Jan. 1st.  
H. J. SAIGEON, Teacher.

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