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&c. Gents Furnishing including a
large stock of Stanfield and Penmans
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CANADIAN PARLIAMENT.

Movement to Prevent Norwegian Vessels from
Controlling Canada's Coasting Trade--
Ross Rifle Discussed.

Ottawa, Jan. 15.—Mr. Lennox in-
troduced in the house yesterday his
bill of last session to prevent judges
of provincial courts doing any out-
side or extra work.

Mr. Kennedy, New Westminster, in-
troduced a bill to amend the railway
act so that parties could recover
damages, by sparks from locomotives
for any property destroyed. The act
now confines this to crops, line fences
buildings and their contents.

In reply to Mr. Martin (P. E. I.),
Hon. Mr. Emmerson said the depart-
ment of railways has decided to use
motor cars in connection with P. E.
I. railway. They would be first test-
ed on the I. C. R. branches. He ex-
pected that by the use of these cars
a saving of 50 per cent. would be ef-
fected.

Replying to Mr. Martin (P. E. I.),
Mr. Fisher said that very satisfac-
tory progress was being made by the
tuberculous cattle brought up from
the experimental farm at Nappan (N.
S.) and now taking the open air cure.

Col. Worthington, of Sherbrooke,
moved for a return in regard to the
efficiency of the Ross rifle. What the
people would like to know was
whether the Ross rifle was as good
as could be obtained. The price was
high. Although the arm had been
placed in the hands of marksmen none
of them was enthusiastic over it. It
had many drawbacks, including an ac-
curacy at long range. The Ross
rifle was inferior to the new Spring-
field rifle of the United States, al-
though it cost a third more.

Sir Frederick Borden went into the
whole matter very fully. He quoted
the opinion of the board that tested
the Ross and Lee-Enfield rifles to-
gether. The Ross arm came out
first. The ministers read letters
from Col. Sam. Hughes and Col. An-
derson, who spoke very strongly in
favor of the rifle. Sir Frederick ad-
mitted that there were defects in the
Ross rifle. Experts from the British
army were employed. The difficul-
ties were considered and the means of
remedying the trouble was found out.
Sir Frederick read a report to show
that there were more defects in the
Lee-Enfield than in the Ross rifle.

Mr. Bergeron and Mr. Foster dis-
cussed the matter at some length, af-
ter which the motion for papers was
passed.
Dr. Black moved the following res-
olution:
That the government of Canada
should take such steps as will secure
for Canada the capability of exist-
ing coasting privileges now enjoyed
by foreign countries, under imperial
government with a view to the abroga-
tion or amendment of such treat-
ies."

He was told that Americans did
most of the coasting trade on the
Pacific coast. On the Atlantic coast
he said that the Norwegians had
driven the Nova Scotia vessels from
the sea. One firm had forty vessels
in the coal trade. And why was it
that Norway had done this? In the
first place a Norwegian would work
for very much less wages than a
Canadian. He would live on food
that a Canadian would not eat. They
were engaged at a couple of years or
so at \$8 a month. Norwegians
brought up their food with them.
Canada spent money on her har-
bors and why should foreigners get
all the advantage? The remedy he

proposed was to cancel the privilege
now given to foreign bottoms and to
give them a license for coast trade.

In addition to this there should be
government assistance to the ship-
building industry. There ought to be
a bonus for iron ships.
Mr. Laurence (Colchester), gave
figures to show the decline of ship-
building in the Maritime Provinces.
The carrying trade of Canada was
going to foreign countries and Brit-
tain. Canada had only 12 per cent
of her own water carrying trade.
This was the result of our own laws
by ourselves and therefore some re-
lief ought to be given by parliament.
It was with that view that it was
brought forward.

Hon. Mr. Patterson, minister of
customs, said it was a question of
great importance. The government
had it under consideration for some
time. The order-in-council giving
this privilege to Norway was passed
because of treaties with which Brit-
tain was connected. He was happy
to say that as far as he could an-
swer for the Imperial government,
it was extremely doubtful if any of
those treaties were binding upon Can-
ada now, whatever they might have
been in the past. If that was correct
then these orders-in-council granting
the coasting privileges to foreign
countries could be cancelled. That
was a subject which the Dominion
government was also considering the
question of adding shipbuilding and
had been doing so for some time.

R. L. Borden supported the resolu-
tion.
Mr. MacDonald (Pictou), went very
fully into the question, and said that
it would only be proper to give a
reasonable notice to Norway before
withdrawing the coasting privileges.
Dr. Stockton said that a good
many of Canadian ships were run un-
der the British flag. There was a
fleet in St. John.

Mr. Fielding pointed out that it
did not follow that the trade would
go to the Canadian ships. The Brit-
ish registered ship would come in
taxing British ships, he saw no way
of accomplishing what was desired
unless by granting a bounty. This
would not alone benefit the ship-
building trade in the Maritime Pro-
vinces but on the Great Lakes and
the Pacific as well.

Mr. Emerson spoke in favor of
the resolution.
Mr. Fisher taunted the government
with adopting the policy of protec-
tion, of the Conservatives, which the
latter consistently pursued.

Sir Wilfrid Laurier said that even
free trade countries tried to retain
their coasting trade but the late gov-
ernment passed an order-in-council ad-
mitting foreign vessels to crowd out
its own.

Dr. Black said that as his object
had been accomplished in bringing the
matter before the house he asked
leave to withdraw the resolution,
which was granted.

HIS CONGREGATION OF ONLY
ONE MAN.

Famous Minister's First Sermon Was
Preached to a Lone Shepherd.

Edinburgh, Jan. 12.—The Rev. Dr.
Cameron Lees, the well-known min-
ister of St. Giles Cathedral, Edin-
burgh, celebrated his ministerial an-
niversary a few Sundays ago. He took an
interesting and remarkable way to do
it. Along with his friend, the Rev.
Dr. Mitford Mitchell, the moderator-
elect of the general assembly of the
church of Scotland, he travelled to
the little Highland village of Carnoch,
in Strathconan, Ross-shire, and
preached a sermon in the same little
church where he was ordained fifty
years ago. Few Highland glens ex-
cel Strathconan in loveliness, but at
this time of the year the hills are
bleak and the river Meagie rolls down
the strath in a wintry flood.

Fifty years ago, when young Cam-
eron Lees was ordained parish min-
ister in Carnoch, he preached his first
sermon under circumstances which
would have discouraged most men.
The disruption of 1843 had not
subsided. When in that year the out-
going minister had joined the Free
Church he made his Celtic and obedi-
ent congregation hold up their hands
and swear that they would never
darken the doors of the parish church
again. And they kept their vow.

PIERCE STORM RAGING.

On the morning of Dr. Lees' first
Sunday at Carnoch the ground was
white with snow and a fierce gale of
wind and sleet was raging. At the
hour of service only one worshipper
appeared—a shepherd—who had walk-
ed far to church. He was invited to
the manse for shelter and refreshment
and it was suggested that a short
service might be held there. But this
sturdy Presbyterian preferred that it
should be in the church, and he re-
quested that the service should not
be curtailed. And so the minister
and the shepherd proceeded to the
church and the service was conducted
in the usual order, only the praise

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manners, but has a fund of hum-
or, and his large stock of excellent
highland stories used to greatly
amuse her late Majesty. Among oth-
er works Dr. Lees is the author of a
splendid history of St. Giles Cathed-
ral from its foundation in pre-Refor-
mation times down to the present
day. To him the cathedral is in-
debted for the erection in it the oth-
er day of a memorial statue of John
Knox, who also was a minister of
St. Giles.

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