

DOMINION PARLIAMENT.

What the Legislators of the Country are Doing at Ottawa.

THE PACIFIC CABLE.

The Postmaster-General, according to arrangement, proposed that the House proceed into committee on his resolution providing for Canada's assuming five-eighths of the cost of a cable line between this country and Australia. The question, he thought, was one on which there was no difference of opinion, while the primary object in view is to secure cable connection with the Australasian colonies. It was inconceivable that any British power should stand in the way of the Empire's obtaining cable connection on fair and reasonable rates over the Eastern Extension Company's line to China and Japan, which would practically give us complete cable connection with China and Japan. The enterprise would be of importance not only to the whole British Empire but of direct benefit to Canadian commercial interests. The financial aspect of the case was based upon the report of the Imperial committee of 1897, which was favored with the advice of Lord Kelvin, the distinguished scientist. Their calculation was that the cable would cost in round figures £1,492,000. Since then an increase in the cost of the cable material has brought the proposed cost up to £1,592,000. The plan contemplates that the cost should be divided in the proportion of five-eighths each by Great Britain and Canada, and two-eighths each by New Zealand, New South Wales, Queensland and Victoria. In committee he would propose an amendment that the representation on the board should be two members from Canada and three each from Great Britain and the Australasian colonies. Sir Sanford Fleming had calculated that the cable would earn with a due allowance for Asiatic business in its first year of operation, 1902, £114,157; in 1903, £153,031; in 1904, £197,375; and in 1905, £249,144. From these figures and the opinion of all who had given the question study, it was apparent that the proposition had no financial terrors for Canada. It would tend to bring us trade and to build up our own telegraph lines and would, he felt certain, commend itself to the favor of this country.

Sir Charles Tupper congratulated the government and the Postmaster-General upon this move and commended Sir Sanford Fleming's interest in the subject as having done more than anything else to insure the success of the scheme. Sir Charles gave an exhaustive history of the movement for this cable, and took the ground that Britain had but acted fairly in toeing the mark as she had.

Mr. Craig took an optimistic view of the project and urged that the benefit would be great to the Empire and form some return for her fostering care.

Messrs. Osler, Prior and Bostock also spoke in favor of the resolution. The bill was read a third time.

THE EXPERIMENTAL FARM.

Mr. McMillan said that none but a practical farmer should be at the head of the Department of Agriculture. He was a farmer himself; but could not run a brewery; the same thing was true of the premier in regard to the farming business. Nothing short of a resolution was needed at the farm. They had now a practical man in Mr. Grisdale, at the farm, and with a practical farmer like Mr. Fisher, at the head he looked for great improvement in the management of the farm. The system in vogue at the farm might have been all right years ago, but it was not up to date to-day. The work done here was of no value to farmers in Western Ontario, the West and the Maritime Provinces.

Mr. Fisher appreciated the way in which Mr. McMillan had dealt with this question, and the suggestions from a practical farmer like him were of special value. He promised more information in the annual reports concerning dairy requirements, which would remedy a defect. The condition of the stock was due to an outbreak of tuberculosis some time since. A few thoroughbred cattle had been purchased to make up the loss, and the present appropriation would allow new purchases. Thoroughbred cattle would cost a large sum, and it was a matter in which he could not but go very slowly. He also proposed purchasing a herd of sheep for the central farm. Mr. Fisher made reference to the useful experiments which are being carried on in the direction of determining the cause of what is known as soft pork.

ILLUSTRATION STATIONS.

A vote of \$20,000 for illustration stations elicited the information from the Minister of Agriculture that this was a new feature of the department's work from which good results are expected. In France they had been of great service. While throughout the country many farms were to be found in splendid shape, many others were in sore need of advice such as a station run on modern lines would afford. They were to be located at suitable points.

Sir Charles Tupper agreed with those who had spoken that these stations would be of no value.

Mr. Stenson, Richmond and Wolfe, was in favor of the proposal. They could be adapted to the various localities. The farmers of his district would be sorely disappointed if this vote were knocked out.

Sir Henry Joly de Lotbiniere was certain that illustration stations could teach our tobacco growers much to their advantage regarding curing. This

last year between eight and ten million pounds had been cultivated in Essex and Kent counties and as much more in Quebec, while only two and a half million pounds passed through our factories. If the farmers could see put in practice before their eyes the theories taught them in books they would pick them up more easily.

Mr. Fisher, in reply to some of the objections raised, stated that the principle of these stations was the same that had worked out so well in the case of the cheese trade. He had acted upon the petitions and applications of farmers from all over Canada seeking extension of the experimental farm work. The question was discussed at some further length and finally the item stood over.

PREFERENTIAL TRADE.

Sir Wilfrid Laurier informed Mr. McNeil that the resolution which the latter had prepared in reference to Canada's desire to obtain a preference in British markets was not satisfactory to him. The Premier said that he had prepared one of his own and would show it to Mr. McNeil. Probably they would agree about it.

TO ENLARGE DRY DOCKS.

Mr. Fielding moved the House into committee on a resolution regarding public assistance to dry docks. In 1882 a statute was passed granting 1 per cent. of a subsidy on the outlay for building dry docks, but 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 2 per cent., on the cost of the work for 20 years, but not to exceed \$20,000 per year. The locks which were built under the statute can get the advantage of the new act if the size is increased.

The resolution was adopted. Sir Charles Tupper agreeing with it.

LOAN COMPANIES' BILL.

The Loan Companies' Bill from the Senate, which makes provision for companies to be incorporated without coming to Parliament for their charters, was taken up in Committee. The bill was read a third time.

THE CLASS OF IMMIGRANTS.

The immigration estimates were then taken up in supply. Mr. Sifton, in reply to Mr. McDougall, said that he had been taking out a plan whereby something might be done in the way of inducing farmers from the Old Country to take up lands in the unsettled parts of the older Provinces.

RAILWAY SUBSIDIES.

Sixty millions or more is the sum which is to be voted by Parliament at the present session. The estimates already down exceed \$55,000,000; the railway and bridge subsidies, of which Mr. Blair gives notice to-night, including revotes, amount to \$6,540,295.

THE SUMMARY STATEMENT OF THE RAILWAY RESOLUTIONS IS AS FOLLOWS:

- Bay of Quinte railway, for branches to mines or woodlands in Peterborough, Northumberland, Hastings, Lennox and Addington, Frontenac or Leeds, 10 miles, revote.
- Hawkesbury to South Indian, 35 miles.
- Sault Ste. Marie to Michipicoten harbour and main line of C.P.R., 40 miles.
- Branch line from main line of O. A., and P.S. railway to Parry Sound town, five miles.
- Haliburton, via Whitney, O. A., and P.S., towards Mattawa, 20 miles.
- Extension of Tilsonburg, Lake Erie, and Pacific railway from Tilsonburg to Ingersoll or Woodstock, 28 miles.
- South Shore railway, Sorel to Lotbiniere, 82 miles.
- Fort Frances westerly to mouth of Rainy river, 70 miles.
- Canadian Northern from the Winnipeg Great Northern north of Swan river to Prince Albert, four miles.
- Edmonton, Yukon, and Pacific railway, from South Edmonton to North Edmonton, thence westerly through Yellow Head pass, 50 miles.
- Bay of Quinte Railway Co., for extension westerly from Deseronto, two miles, and for extension from Tweed northwesterly, five miles.
- Ontario, Belmont, and Northern railway from present terminus at Iron Mines, north-westerly, five miles. Also for extension southerly to the Central Ontario junction of the Ontario Pacific railway, two miles.
- Pembroke Southern, from Golden Lake toward Irondale, Bancroft, and Ottawa railway, at Bancroft, 20 miles.
- Lake Erie and Detroit River Railway Co., from Ridgetown to St. Thomas, 44 miles, with running rights over the Canadian Southern.
- Kingston and Pembroke railway, branches from main line to Bluff Point iron mine and Martelle mine, five miles.
- Parry Sound, towards Sudbury, 20 miles.
- Ontario and Rainy River Railway Co., from Stanley station on the P. A., Duluth, and Western to Fort Frances, 140 miles, at \$5,400 per mile, not exceeding \$800,000.
- Quebec Bridge Company, towards construction of bridge over the St. Lawrence and Chaudiere basin, near Quebec, \$1,000,000, payable 40 per cent. on monthly progress estimates approved by the Government engineer.
- Massawippi Valley Railway Company extension to Stanstead Plain, Que., 31-2 miles.
- Port Hawkesbury, N. S., to Cariboo Cove, 10 miles.
- Fort Frances, Ont., to mouth of Rainy river, 70 miles.
- Central New Brunswick railway, from Newcastle coal fields to Gibson, N.B., 30 miles.
- Antler Station to Moose Mountain, Man., 50 miles.
- Sunny Brae to Country harbour, and from Country harbour to Guysboro', N.S., 15 miles.
- Port Clyde to Lockport, N. S., 20 miles.
- From I.C.R., near Halifax to Central railway, Lunenburg, N.S., 20 miles.
- From Labelle, P.Q., to Momaningue, 22 miles.
- Western Alberta railway, N.S., boundary to Anthracite, 50 miles.
- Restigouche and Western, continuation from western end of 25 miles, subsidized, towards St. John river. 15

miles, and for the railway from St. John river near Grand Falls or St. Leonard to Campbellton, N.B., 12 miles, in all 27 miles.

St. Francis to mouth of St. Francis river, N.B., 9 miles.

Canada Eastern, Nelson to Chatham N.B., 21-4 miles.

Paspebiac, P.Q., to Gaspé, 82 miles.

THE REVOTES.

The following are revotes:—
Central Ontario Railway Co., extension from Coe Hill to Bancroft, 21 miles.
Great Northern Railway Co., Montreal and St. Titus Junction, on the Lower Laurentide railway, Que., 53-1-2 miles, for branch from main line to Shawanigan, 6 1-2 miles.

Phillipsburg Railway and Quarry Co. shortage to Government wharf at Phillipsburg, Que., 66-100 miles.

Strathroy and Western County railway, Strathroy, via Adelaide and Arkona to Forest, Tedford or Parkhill, 24 miles.

St. John Valley and Riviere du Loup railway, Fredericton to Woodstock, 59 miles.

Port Hawkesbury, N.S., to St. Peter's 30 miles.

Windsor to Truro, N.S., 58 miles.

Brookfield, N.S., on the I. C. R., to Eastville, 25 miles.

Cross Creek Station, N.B., to Stanley village, N.B., 6 miles.

St. Remi to Stottsville, or some point on the Grand Trunk in St. Valentine parish, 19 miles.

Pontypool and Bobcaygeon, via Lindsay, 40 miles.

Pontiac and Pacific Junction railway, Aylmer to Hull, nine miles.

Portage du Fort and Bristol branch railway, for branch from P. P. J., at Qugon, 15 miles.

Oxford Mountain railway and Lawrenceville, or Eastman to Waterloo, 13 miles.

Atlantic and Lake Superior, Caplin to Paspebiac, 80 miles.

United Counties railway, branch from St. Robert to Sorel, 61-2 miles.

And from Mount Johnson to St. Gregoire station, one mile.

Central railway, Lunenburg, N.S., to Liverpool, via Caledonia, 63 miles.

Indian Garden, Queen's County, N.S., to Shelburne, 35 miles.

Quebec and Lake St. John railway Deepwater to Ha-Ha bay, 12 miles.

BRIDGE SUBSIDIES.

The following are the bridge subsidies:—

Quebec	\$1,000,000
Yamaska	50,000
Sorel	35,000
St. Francis river	50,000
Nicolet	15,000
Midland railway over Shubenacadie river, N.S.	33,750
River du Loup	15,000
Lac river	15,000

RAILWAY ACCIDENT.

Terrible Smash-Up on a New Line in Nova Scotia—Two Workmen Meet Death.

A despatch from Windsor, N. S., says:—A serious accident was reported Friday afternoon on the Midland railway, which is being built from Windsor, where the big fire occurred two years ago, to Truro. A train has arrived at Windsor from the scene of the accident.

It appears that a ballast train, consisting of five cars, in charge of Conductor Kelley and Driver McCurdy, after being unloaded was backing down grade to the gravel pit at Mosherville, about 15 miles from Windsor, when four cars loaded with workmen jumped the track. One car remained on the track, but the others went over an embankment.

Mahinny, about forty years of age, said to belong to Halifax, was thrown from one car a distance of thirty feet down the embankment against a stump, and the car falling upon him, pinned him there. He was instantly killed, his body being badly mangled. Eddie Slater, water boy of the train, who was 16 years of age, and a son of R. J. Slater, of Brooklyn, was caught in the wheels of one of the cars and was almost mutilated and instantly killed.

Six other workmen were more or less hurt, but none dangerously. They were flung against one another, and thrown off the cars. The engine did not leave the track. The road where the accident occurred is said to have been in good order for a new road, it being ballasted.

Dr. Maurice Weeks, of Brooklyn, telephoned for Dr. W. Reed, of this town, who accompanied Dr. Morris by special train. These three medical gentlemen attended to the wounded. Dr. Weeks took charge of the two dead bodies, and will hold an inquest at Brooklyn.

IS THE CZAR GOING MAD?

Report That Pressure on the Brain Threatens Insanity.

A despatch from Stockholm, says:—Private letters received from St. Petersburg declare that no doubt exists in the minds of persons of the inner court circle that the Czar intends soon to make his brother, the Grand Duke Michael, regent of the empire. This arrangement will be temporary, its permanency being contingent on the Emperor's regaining his health through an operation—trepanning—which he is about to undergo.

The birth of the Grand Duchess Olga in 1895 was a grievous disappointment to the Czar, who had his heart set on the birth of a son.

In 1897 came Tatiana, also a girl, and since that time his Majesty has prayed incessantly for an heir.

The recent birth of a third daughter, followed by the death of his brother, the Czarowitch, is said to have plunged him in melancholy, and his physicians fear that unless the pressure on the brain, which they have diagnosed, is relieved, his reason may be permanently impaired.

NEIGHBORS SMELT SMOKE.

A MONTREAL MAN'S NARROW ESCAPE FROM DEATH BY BURNING.

Was Found in Bed in a Half Suffocated Condition.

A despatch from Montreal, says:—Joseph Paquin, living at 97 Chaussee street, had a narrow escape from death during Sunday night. At 2 a.m. the people living in the house above him was aroused by a smell of smoke. Investigation showed that Paquin's dwelling was on fire and filled with smoke. The house was entered, and Paquin himself was found in bed apparently suffocated by the smoke. The firemen were called, and although the nearest box is about a quarter of a mile away, they were on hand in time to save the house from total destruction.

Paquin was resuscitated with great difficulty. He had a very narrow escape from death. It is believed that in lighting a lamp when he went to bed a piece of the brimstone or a piece of the burning match must have fallen on the table cloth, which is said to have communicated the fire to a cradle near by. The clothes apparently smouldered until the outbreak was discovered just in time to save Paquin's life.

VERITABLE CAMP OF DEATH.

Wild Story Related by a Returned Gold-Seeker—Dying Like Sheep.

A despatch from Vancouver, B.C., says:—They were dying like sheep all around me," said C. W. Petrie, just back from a fifteen months' trip up the all-Canadian route to Klondike, via the Stricken river, "I cannot give details; I cannot remember names. Myself and another French-Canadian reached eighty miles up the Teslin, where a number of men were prospecting with great luck. It was a rich diggings. We set at work at once and struck it lucky right off. On the second day we became sick with a strange malady, and crawled to another tent for help. Here we found one man dead and two dying. They told us that the whole camp was dying off like sheep. At another tent we found two sick men. One told us that the dead bodies of miners who had scurvy had been thrown into the river near the diggings, where almost still water existed, that the bodies had tainted the water, and that all who drank it were taken sick—that most were dead. That corpses were lying all over the ground or had been rolled into the river. "We crawled away from the pestilential spot for we couldn't walk. We peeped into each tent as we passed. All were dead. Everyone seemed dead but us. We reached a mountain stream at last, where the Mounted Police overtook us. I was delirious and remember little. Finally we became well enough to reach the coast.

"I can say with all truthfulness that eighty miles up the Teslin there are dead miners lying around everywhere and miners' kits strewn all over. There is lots of gold there, but it is guarded by the angel of death. Some day it will be known as the richest diggings in Klondike country."

TERRIBLE ACCIDENT.

Cable Car Fell Six Thousand Feet—One Passenger Killed, Others Fatally Injured.

A despatch from Vienna, says:—A frightful catastrophe is reported from Meran, in the Austrian Tyrol, the health resort where the crown Prince Alfred of Sax-Cobourg, grandson of Queen Victoria, met his death last spring. A party of tourists was going up the side of the Schneeberg when the cable by which the car is moved broke while the car was near the summit. The car, which was filled with passengers, was precipitated a distance of 6,000 feet, and was dashed to pieces in the valley below.

One of the passengers, Prof. August Herbert, the violin virtuoso, was instantly killed. George von Ompsteda, a popular German novel-writer, was so badly injured that he cannot recover. There were 12 passengers in the car. Of these, five are fatally injured, while the others are suffering from broken limbs and bruises, and from prostration by shock.

The Schneeberg is one of the highest mountains in the Austrian Alps. At its foot, by the Rivers Passer and Adige, is the town of Meran, a celebrated health resort, containing 8,000 inhabitants. It is noted for grape-cure and whey-cure establishments. Here also is Dr. Kahn's famous sanitarium, the place where Crown Prince Alfred of Sax-Cobourg was sent to recuperate.

HORSE STEPS ON BABY'S HEAD.

Left Alone in the Guggy It Was Thrown Out—Mother Prostrated.

A despatch from Chatham, Ont., says:—Thursday afternoon Mrs. Isaac Brown, of the 11th concession of Dover, and a neighbour drove into the orchard to get some apples. The horse was tied to a tree, and the seven-months' old baby of Mrs. Brown was left in the rig. The horse, standing uneasily from the flies, threw the baby over the dashboard, and it fell beneath the horse's feet. Before the horror-stricken mother could reach her baby she saw the horse plant one of its feet on the infant's head, crushing its brains and life out. The mother was completely overcome by the awful occurrence.

MARKETS OF THE WORLD.

Prices of Grain, Cattle, Cheese, &c in the Leading Ports.

Toronto, Aug. 1.—At the cattle market to-day we had a total of 65 loads, including 1,500 hogs, between eight and nine hundred sheep and lambs, thirty calves, and a few milk cows.

The cattle trade was very dull, both for export and butcher stuff, the result being that several loads were unsold.

The enquiry for shipping cattle is quiet, principally on account of the London and Liverpool markets, where low prices which are prevailing in the values have been for a few days something very like demoralized. We had some good stuff here this morning, but quotations ranged from \$4.50 to \$4.80 per cwt., with \$5 as about the limit for prime cattle, a lot or two of selections were said to have fetched a York shilling more; but anything beyond \$5 was in no sense a representative figure. The trade is in bad shape just now.

Butcher cattle was also dull, and all grades—except a little extra choice stuff—sold slowly at from \$3 to \$3.75; and for the best \$4 to \$4.25-1/2 per cwt. At the close some cattle was unsold.

Stockers and feeders are unchanged. Good bulls are worth from \$3.50 to \$4 per cwt.; the enquiry was slow to-day.

Milkers range from \$25 to \$47 each, and a few choice cows are wanted.

Calves were easy at from \$2.50 to \$6 each, but a few choice calves will sell well.

There was a fair demand for shipping sheep at steady unchanged prices, but inferior grades were a shade more easy. The best sheep sold up to \$3.60 per cwt., as a top figure.

Lambs fetch about six cents per lb., or from \$3 to \$4.50 each. Choice lambs are in fair demand.

Too many light hogs continue to come forward, but we had only a small run to-day, and prices are steady and unchanged.

Prime hogs, scaling from 160 to 200 lbs., 5-1-8c per lb. was paid; for light, fat and heavy fat the price is 4-3-4c per lb., but poor, lean hogs are not fetching more than 4c per lb.

Sows are fetching 3c per lb. Stags sell at 2c per lb.

Store hogs will not sell. Following is the range of current quotations:—

	Cattle.		
Shippers, per cwt.	\$4.25	\$5.00	
Butcher, choice do.	3.75	4.25	
Butcher, med., to good.	3.20	3.50	
Butcher, inferior.	3.00	3.25	
Sheep and Lambs.			
Ewes, per cwt.	3.25	3.60	
Bucks, per cwt.	2.50	2.75	
Spring lambs, each.	3.00	4.50	
Milkers and Calves.			
Cows, each.	25.00	45.00	
Calves, each.	2.00	6.00	
Hogs.			
Choice hogs, per cwt.	4.75	5.12-1/2	
Light hogs, per cwt.	4.25	4.37-1/2	
Heavy hogs, per cwt.	4.25	4.37-1/2	

Buffalo, July 31.—Spring wheat—Quiet; No. 1 Northern, spot, 75-1-2c; No. 2 Northern, 71-3-4c; No. 1 hard, spring, 76-1-2 to 76-3-8c. Winter wheat—Dull, weak; No. 2 red, 72c, asked. Corn—Easy; No. 2 yellow, 38-1-2 to 38-3-4c; No. 3 yellow, 38-1-4c, No. 2 corn, 38c; No. 3 corn, 37-3-4c. Oats—Quiet; unsettled; No. 2 white, 28-1-2 to 29c; No. 3 white, 27-1-2c; No. 4 white, 26c; No. 2 mixed, 26-1-2c; No. 3 mixed, 26c. Barley—New crop offered to-day; good weight; fair color, held at 42c; dark, 40c asked. Rye—Nothing doing; No. 1, on track, quoted at 57c. Canal freights—Quiet. Flour—Quiet; unchanged.

Detroit, July 31.—Wheat—Closed—No. 1, white, cash, 72-1-4c; No. 2 red, cash, and July, 72-1-4; September, 74c; December, 76c.

Milwaukee, July 31.—Wheat—No. 1 Northern, 72-1-2c; No. 2 Northern, 71c Rye—No. 1, 52-1-2c. Barley—No. 2, 40c sample, 35 to 40c.

Toledo, July 31.—Wheat—No. 2, cash and July, 71-1-2c; September, 72-5-8c Corn—No. 2, mixed, 34c. Oats—No. 1 mixed, cash and July, 23-1-2c. Rye—No. 2 cash, 52-1-2c. Cloverseed—Prime cash, new, \$3.95. October, \$4.45. Oil—Unchanged.

Minneapolis, July 31.—Flour—Unchanged. Bran, in bulk, \$0.75 to \$1.00. Du'uth, Minn., July 31.—Wheat—No. 1 hard, cash, 73-3-8c; July, 73-3-8c; No. 1 Northern, cash, 70-5-8c; July, 70-5-8c, September, 70-1-8c; December, 71-1-8c; No. 2 Northern, 66-1-8c; No. 3 spring, 63-5-8c.

WILL DEPORT CANADIANS.

Washington Authorities Making an Investigation at Niagara Falls.

A despatch from Niagara Falls, N. Y., says:—Inspector Estle, of Washington, and Commissioner Silver, of Buffalo, came here on Wednesday and issued 13 subpoenas for as many employees of the Onida Community Company, Limited, thus making public an intention to begin an investigation of the Canadian alien contract labour question at this port. For some little time there has been a strike among the employees of the company referred to, and the ousted union men have made complaint in regard to an alleged violation of the law. The company have engaged Attorney Eugene Cary to guard its interests at the investigation which commenced this afternoon, which commenced this afternoon.

155 PERSONS WERE DROWNED.

A Cargo Ship and a Passenger Steamer Collide on the Volga.

A despatch from Berlin, says:—A despatch received here on Thursday from Nijni-Novgorod reports that a cargo and a passenger steamer collided on the River Volga and that the latter sank, drowning 155 persons. The captain of the cargo ship has been arrested for disregarding signals.