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PARLIAMENT.

A Long Debate on the Railway Subsidy Resolutions.

An Amendment Offered by Mr. Richardson Finds Three Government Supporters.

What Was Done in the Privileges and Public Accounts Committees—The Senate.

OTTAWA, Aug. 1.—Before the privileges committee this morning, evidence was called to establish the whereabouts of Thomas Farr, deputy returning officer at Collingwood, at whose poll the manipulation of ballots took place. The bookkeeper of the firm by which Farr was employed testified that Farr suddenly and unexpectedly asked to be paid off, stating that he intended to leave the place. Farr stated that there was trouble about the election. The witness heard that Farr had received $500 and a ticket for Dakota, and had gone thither. On motion of Mr. Russell this evidence was struck out as not admissible.

Dan McGillicuddy, called by the government, testified he printed ballots for the Huron election. The number ordered was 6,150. These were, so far as he knew, delivered. He printed 6,500 and produced 300 which were not delivered. He supposed the other 50 were destroyed or miscounted. He could not swear that there were not printed hundreds of extra ballots, but did not think it could be so. After part of the order was filled witness had changed the quality of paper, using thicker stock for the rest.

To Mr. Powell, witness stated that he was interested in the election, and that Cap. Sullivan, Malloy, Lewis and other members of the machine who attained notoriety in Elgin were in Huron during the campaign.

The most interesting evidence of the day, if not of the whole enquiry, was given to Mr. Powell by Harvey, a paper maker and expert for the Eddy Paper Mill. He brought the instrument called a micrometer, by which the thickness of paper is measured. Applying this instrument to the 14 so called "bogus ballots" found in the Colborne box initialled in ink and marked for Holmes, Harvey found that twelve of them were printed from sheets of the thickness of four one-thousandths of an inch and two from a sheet of three one-thousandths of an inch.

Mr. Powell then handed him the pad from which all the ballots used at this poll were supposed to have been torn. The stubs, ninety-eight in number, were all measured and found to be of a uniform thickness of two one-thousandths of an inch.

Harvey swore positively that it was absolutely impossible that the ballots could have been torn from these stubs. It follows inevitably that these 14 ballots at least, were smuggled in from some foreign source, though they came originally from Mr. McGillicuddy's printing office. It also follows indubitably that 14 genuine ballots, supposed to be torn from the stubs by the returning officer and handed to voters, were somehow got out of the way. The number of ballots so substituted corresponds to the deficiency of ballots which electors have sworn that they marked for the conservative candidate.

When the house met at three this afternoon Sir Wilfrid Laurier addressed Clerk Bourinot and the members, explaining the qualifications required for the speakership. The premier expressed the opinion that these qualities were found in Thomas Bain, member for Wentworth. This announcement of the decision reached at a cabinet meeting this morning was received with applause.

Sir Cahrles Tupper briefly expressed his approval of the choice made, and Mr. Bain, after a unanimous election, expressed his acknowledgment.

The house adjourned for an hour, when the governor general came down to the senate, and on Mr. Bain presenting himself with the commons, his excellency approved of his appointment.

On returning to the chamber, Sir Wilfrid stated that the railway resolutions would come up tomorrow, and that tomorrow the appointment would be made of a county court judge for Prince Edward Island.

The house went into supply.

The commons went into supply on the militia estimates. A long discussion took place on the clothing contracts, which in some cases were given to the highest tenderer. On the item for armories Dr. Borden stated that Sussex would get $3,000 for an armory for the Hussars.

Mr. Borden of Halifax brought to the attention of the house and government the case of Major Maxwell of Halifax, who was thrown from his horse while riding for the purpose of military training in connection with his equitation course.

The minister of militia admitted that the case was a hard one, but said that after consultation with his colleagues he had reached the conclusion that it was not a case on which he could properly ask parliament to vote money.

Mr. Borden of Halifax said Maxwell was taking an equitation course, and though the accident occurred out of hours, it happened while he was endeavoring to perfect himself in equitation. He could not see any difference between this claim than if Maxwell had been killed while on the school course at Toronto, and held that the claim was as strong as that of Capt. Stuart of Ottawa, then before the house.

Hon. Mr. Fielding said his natural inclination was to support Maxwell's claim, but he was forced to the conclusion that the case was not of the same class as that which the government had recognized.

The minister explained that the capital charge of $128,000 included ten thousand dollars for engineering corps. There were two such bodies, one in New Brunswick and one in P. E. Island. They had never been provided with an equipment, and it was the intention to devote five thousand dollars to each organization.

Col. Domville made a characteristic speech, in which he protested, among other things, against the importation of a commanding officer from England, the retirement of colonels after five years, sham fights and other manoeuvres, and generally all the projects of General Hutton, whose administration he said he intended to criticize more sharply next year. If this "noisy militarism" went on, the militia would soon cost twenty millions a year.

Hon. Dr. Borden said he did not share the views or the gloomy apprehensions of the member for Kings.

The house passed to railways and canals, nearly completing the Intercolonial vote.

The house was still sitting at two a. m.

THE SENATE.

The Transvaal resolutions adopted yesterday in the house were passed by the senate today, on motion of the minister of justice, who made a long and able speech, giving a full historical account of the history of the Transvaal and of the troubles of the Outlanders.

Sir Mackenzie Bowell, in seconding the motion, said that there was no call now for a vote of money or men, but he was sure the senate would support such request if it were ever needed.

Senator Primrose supported the motion in a spirited speech, and Senator Gowan spoke in favor of it with great earnestness.

Senator Kerr closed the debate. When the resolution passed the senators rose to their feet and sang the national anthem.

OTTAWA, Aug. 2.—The house this morning was in committee on the Washington of the North resolutions, under which an allowance of $60,000 a year is granted for the purpose of improving the streets of Ottawa and beautifying its parks and open spaces.

Mr. Fielding explained the personnel of the commission which would have charge of this grant. Part of the money would go as a contribution to lighting streets and to the water and fire service, part for asphalting streets and part for the parks.

The general railway subsidy resolutions were brought before the house in order that Sir Charles Tupper might address the house on that subject before he went away.

The opposition leader said he had always favored subsidies for railways of general public benefit. The liberal party when in opposition had strongly condemned this policy, but had since abandoned their principles in this as in other things. Sir Charles did not take up the proposed subsidies individually, except those for the South Shore railway and the Quebec bridge. He pointed out that the government had practically increased the liabilities of the country by seven millions. The route followed did not pass through any large communities, and now the government found it necessary to spend several millions in providing rival lines to take away business from the railway which had been bought.

A large part of the afternoon was devoted to the appropriation of $232,000 for payment of the old claim of the Hugh Ryan estate, growing out of the Sault Ste Marie contract.

In the evening $150,000 was voted for Port Colborne harbor improvements. The scheme, which involves the ultimate expenditure of several times that amount, led up to the discussion of the respective claims of the Welland canal route, the Georgian bay, the land and water route and the Ottawa river route.

On the bill for the construction of a railway from Charlottetown to Murray Harbor, Messrs. Foster and Haggart compared the programme of the present government with that of the previous administration. Both ex-ministers accepted the claim of Prince Edward Island for greater consideration. They adhere to the plan laid down by the late government by which 105 miles of railway would have been constructed, bringing the main line into connection with many points on the coast and inland that are now shut out from communication during the great part of the year. They accepted the government proposition as partially meeting this needs of the case, but regretted that so long a time had been lost and that no action was yet taken to meet the requirements.

Some of the Ontario members criticised the proposed expenditure, contending that this was practically a new subsidy.

This claim was met by Messrs. Macdonald and Martin, who showed that their province had been passed over in all the railway subsidy votes of the last twenty years, while millions were expended in the larger provinces for public and private railways and for canals.

The whole of the evening was occupied with the Port Colborne vote and a general discussion of transportation routes.

The house adjourned at 12.20 a. m.

THE SENATE.

In the senate today Hon. Mr. Ferguson asked for information regarding the supply of lubricating oil for the Intercolonial, and moved for a return giving particulars of the contract. He complained that the contract awarded the Galena Oil Co. was not awarded on the specifications of tenders made by other competitors. The contract guaranteed a saving of ten per cent., but instead an increased expenditure of thirty-four per cent. on car mileage, an increase of six per cent., had been the result. The gentleman who represented the company had first appeared in New Brunswick during a by-election, in which the minister of railways was a candidate, and he took an active part in politics. Senator Ferguson thought the matter would bear looking into.

The motion was agreed to.

The secretary of state moved the second reading of the Pacific cable bill. After tracing the negotiations which led to the imperial government promising assistance and the other colonies taking part in the enterprise, he said that the cable was to be in all respects a British cable. He dwelt upon the services rendered by Sir Sandford Fleming in securing the adoption of this scheme.

Sir Mackenzie Bowell gave the history of the cable scheme and an account of the conferences in which he had himself participated. Under the present scheme Canada was paying her full share and perhaps a little more, but he would not object to a generous contribution to such a truly important purpose. Those who had formerly most vigorously protested against this project were now its warm friends. Referring to the route, Sir Mackenzie said that Necker Island would have been under the British flag before now if certain colonists had not taken too much in Honolulu.

Senator Power said the adoption of this project showed the existence of a strong imperialist sentiment. There was no other reason for the contribution by Canada of so large a share of the cost of this enterprise.

NOTES.

Sir Charles Tupper left this afternoon to take the Parisian for England tomorrow. All the conservative members, except two or three who remained to watch the estimates, went to the station to see the leader off. Mr. Taylor, the chief whip, on behalf of his fellow members presented Lady Tupper with a bouquet of flowers. Sir Charles was kept busy shaking hands and as the train pulled out three rousing cheers were given. Sir Charles expects to attend a meeting of his mining company immediately after his arrival, and hopes to be in Canada again early in September.

The agitation for increased indemnity, which was suppressed a week ago, has broken out again, and it is reported that the majority of the government supporters have already signed a demand on the government for an additional $500. Several opposition members have also signed. The government will have difficulty in refusing the insistent demand, which is now made by a large number of the strongest and most influential friends of the premier.

In reply to Mr. McAllister of Restigouche, Mr. Blair promised to look into the matter of restoring a night agent at New Mills station, and of providing better accommodation for the station agent at Nash's Creek.

OTTAWA, Aug. 3.—At eleven o'clock this morning the house went into committee on the railway subsidy resolutions on motion of Mr. Blair, who admitted that the amount was unusually large, but said that usually not more than half the sums voted were ever earned. He said he was relieved from the necessity of defending the resolutions by the fact that Sir Charles Tupper had endorsed the general principle of the resolutions, while condemning some details. Sir Charles had condemned the government for spending a large sum to extend the Intercolonial to Montreal, south of St. Lawrence, and then voting a million dollars to connect the Intercolonial with the north shore of the St. Lawrence, but in Mr. Blair's view this would have caused great delay. Moreover, he did not think as good an arrangement could have been made with the Canadian Pacific as with the Grand Trunk. Most of the subsidies provided by the bill were $3,200 per mile, but in addition to these for which double that rate was voted, some might get an additional subsidy by reason of the extra percentage for more expensive lines. Mr. Blair dwelt upon the provision by which the government would secure repayment of interest out of mail contracts. He explained that it was not intended to charge up his interest, but every year would pay for itself, and any part of the interest not repaid in any year out of that year's contracts would not be collected at all.

Mr. Foster pointed out that the railway subsidy bill of this year was three times the average of the last ten years. He deprived Mr. Blair of the satisfaction of claiming Sir Charles Tupper as an ally. Sir Charles, of course, stood by the principle which he had maintained when in power, but that was no justification for the party which had condemned the policy. Mr. Foster approved of some of these subsidies but not all of them, and every opposition member was free to oppose some or all. Mr. Blair had expressed the hope that the railway mileage would increase to forty thousand miles. Mr. Foster hoped so too, but hoped that it would be brought about by the investment of private capital.

AFTERNOON SESSION.

In the afternoon Mr. Davin read the platform of the liberal party condemning railway subsidies, and had some fun with Laurier about his change of policy.

Ross Robertson (independent conservative) said he had supported the Intercolonial railway to Montreal, and would have supported this measure if he could see anything in it but deception. The late government had made mistakes in subsidizing railways. This ministry had collected all the mistaken policies of their predecessors and embodied them all in one measure, leaving out all redeeming features. It seemed to be impossible for this government to get away from Mackenzie and Mann. That firm held up the local government of Ontario and Manitoba and was now compelling the dominion government to stand and deliver. The government might as well hand over the whole treasury to this contracting firm and be done with it.

Mr. Richardson (liberal) of Lisgar, said since confederation the dominion government had given to railways seven years' revenue of country, besides an area of land equal to half of Great Britain and Ireland. Yet five-sixths of the products of the whole northwest reached the market over United States transportation routes. The bonusing of railways had become Canada's great national industry. Taking up the Rainy River railway, which gets a million and a quarter of subsidies by this bill, and is also subsidized by the governments of Ontario and Manitoba, Mr. Richardson said he understood that Mackenzie and Mann were to get subsidies from the Greenway government which would bring up the total grant to fourteen thousand dollars per mile from Lake Superior to Red River, an amount sufficient to build the whole line. Yet no safeguard was introduced to prevent this road from falling into the control of the Canadian Pacific railway, of which it ought to be a competitor. Mr. Richardson said he did not like to differ from his party, but his duty required him to propose an amendment providing that no subsidized railway should be allowed to take more than six per cent profit, but should reduce the rate of freight when the profits exceeded the above rate.

Mr. Oliver, a liberal, seconded the amendment.

Mr. Osler, conservative, of Toronto, opposed the bill. He protested against the whole system of railway subsidies. Parliament appeared to have got into the way of thinking that there was no limit to public money. He believed that the policy of granting subsidies was the most fruitful source of political corruption. The men who were committing election frauds did not do it for nothing. They were paid for it out of these government grants, many of which were intended for that purpose. He proposed that since the local governments and federal government were going to build the Rainy River railway, they should own the line.

Sir Wilfrid Laurier said it would be a cruel policy to shut that region out for all time from communication with the outside world. If the gentlemen opposite supposed that railway subsidies were designed for corrupt purposes, they must have reached it from their own experience. Sir Wilfrid did not remember that he had ever condemned railway subsidies on general principles. The premier did not fall in with the suggestion that the provincial and federal governments should own the Rainy River road after paying for it. The government owned one railway and did not want another.

EVENING SESSION.

Mr. Oliver, liberal, advocated Mr. Richardson's amendment, contending that the Rainy River railway would be of no use to the Northwest if it did not reduce freights.

Mr. McLean, conservative, declared that Blair's anti-combine clauses could not prevent the practical amalgamation of railways, and proved it by the language used by Mr. Blair himself a few months ago.

Mr. Rogers, patron liberal, was sorry Mr. Richardson's resolution was not stronger.

Davies and McMullen supported Blair's position, and Clarke Wallace condemned the whole government railway programme.

Col. Prior of British Columbia complained that his province had been neglected.

Mr. Haggart said that when the subsidy of $3,200 per mile was inaugurated that sum was only sufficient to buy steel rails. Since then the price of rails had fallen so that the subsidy now asked was twice as much as would buy the rails. Mr. Haggart went on to show the deceptive character of Blair's claim that the subsidies now asked were only advances on which companies would pay the interest by carrying mails. He showed that the largest amounts likely to be earned by any subsidized railways would be twenty-five dollars per mile, which would not nearly pay one per cent. interest on the smallest subsidies granted by this bill.

Mr. Blair defended his programme with considerable warmth. He created much amusement by his apology for bringing in his resolutions on the last days of the session, after the liberal leaders had denounced the late government for having such measures late on in the session. "Suppose we are inconsistent," said Mr. Blair. "We are here for practical purposes. (Loud opposition laughter.) If members on this side demanded that the subsidy bill should come in early in the session they did not understand the difficulties. They were inexperienced." Renewed opposition cheers.)

Mr. Blair made some reference to the opposition merriment, when Mr. Foster explained that he for one was amused over the spectacle of Mr. Blair reflecting on Cartwright's inexperience in federal politics.

Mr. Blair condemned Mr. Richardson's amendment. He was willing to accept a clause requiring subsidized railways to make returns of their profits, but not the clause limiting their earnings to six per cent.

Mr. Oliver declined to accept Mr. Blair's substitute and a division was taken on Mr. Richardson's amendment, which was lost by thirteen to eighty-one, Richardson, Oliver and Rogers were the only government supporters to vote for it.

The committee took up the individual subsidies at midnight.

THE SENATE.

Today Hon. Mr. Perley made a strong speech in favor of preparing a good exhibit of gold specimens from the Yukon.

Answering Hon. Mr. Ferguson, the minister of justice said he had reported to the council in favor of an appointment to the Queens, P. E. I., county court bench, but could not say whether the governor general in council had accepted the recommendation.

NOTES.

The public accounts committee met this morning to close up business. Mr. Foster moved that the committee report up the evidence. Mr. Cowan (liberal) though the committee should report findings on all cases. He therefore offered a report. It was a rather long document, endorsing the course of Sifton and the government in Manitoba bogus prosecutions, approving of all that was done by the government in the matter of Collector H. A. Costigan, declaring that Colonel Hughes had failed to prove his charge on the Cameron lake awards, and affirming that in the matter of the $300 cheque obtained by Col. Domville in the armory matter, the member for Kings had acted properly as a member of parliament, an officer and gentleman.

Mr. Foster wanted to know where this report came from. It did not correctly state what occurred in committee and did state several things of which the committee had no knowledge. After some discussion Mr. Cowan withdrew his motion and on suggestion of Mr. Foster a sub-committee was appointed to draft a report. Sutherland, Cowan, Flint (government), and Wallace and Clancy (opposition) were appointed such committee.

DR. MORRISON'S FUNERAL.

HALIFAX, Aug. 2.—The funeral of Rev. P. M. Morrison, D. D., late agent of the Presbyterian church eastern section, took place this afternoon in Dartmouth. The cortege was a large one, numbering about two hundred people. The Presbyterian clergy of Halifax and Dartmouth and a number of clergy of other churches formed a part of the procession. At the grave the burial service was read by Rev. Mr. Stewart and prayer was offered by Rev. A. Mowatt of Montreal.

The following telegram was received by Rev. Robert Murray from Dr. Campbell, moderator of the general assembly:

"Express to Dr. Morrison's relatives and friends my sincere sympathy in their bereavement and my sense of the church's loss. May the everlasting arms be underneath them."

LADY CHURCHILL TO MARRY.

COWES, Aug. 3.—The sensation of the day was the announcement of the engagement of Lady Randolph Churchill to Lieut. G. F. M. Cornwallis-West, son of the famous beauty, Lady Cornwallis-West. It is said that the marriage will occur in October next. Lieut. Cornwallis-West is tall and good looking and very closely resembles his sister, Princess Henry of Pless. Lady Randolph Churchill and her son, Lieut. Winston Leonard Churchill, have apartments at the Marine Hotel.

HENRY T. SEARS, M. D.

475 Massachusetts Avenue,

Between Columbus Avenue and Tremont Street.

BOSTON, MASS.

HURON ENQUIRY.

Direct Evidence of Gross Ballot Box Stuffing.

Five More Ballots in One Box Than There Were Votes Polled.

OTTAWA, Aug. 2.—In the West Huron case this morning Poll Clerk Armstrong testified that 118 votes were polled, while five more ballots than that number were found in the box. The witness picked out a number of ballots as differing in paper from the others. Of these eleven were not initialled by the returning officer. They are all marked for Holmes. This was at the poll held by Farr, who has fled to the United States, and is said to have been paid five hundred dollars by the grit party to get away. Armstrong swore that Farr said to him at noon on election day, there are thirteen damned good ballots for Holmes in that box. Witness then said to Farr, you had better take care and mind your own business.

Abraham Smith of Goderich swore that Farr told him the day after the election that seven ballots had been given him to work out for Holmes, and he had done so.

Joseph Klidd of Goderich swore that deputy returning officer Farr told him before his sudden departure for the States that he had received a check for $500. Farr showed witness a railway ticket.

R. W. Clark, scrutineer for McLean at Farr's poll, Goderich, swore that Farr went out of doors several times during the day. Once during the day witness saw Farr go to the window and stand there handling papers on the window sill. He saw ballots among these papers. Witness picked up a ballot lying on the floor. It was initialed and was marked for McLean. Witness said "What does this mean, Farr?" That officer snatched the ballot out of the hands of witness and tore it to pieces, remarking "Oh! hell, that's nothing. There's lots of them around town." At the close of the poll Farr emptied all the ballots out of the box on the table. Witness objected, claiming that ballots should be taken out one by one. Farr grew angry and ordered all away from the table, after which Farr began examining the ballots. When the counting was concluded witness called attention to the fact that there were five more ballots than votes polled.

OTTAWA, August 3.

In the privileges committee this afternoon one Hoppen of Parry Sound, was on the stand. He said he had been asked by Organizer Smith to take charge of the campaign in three townships of West Huron and had done so, but he had no communication with the returning officer. The witness made the important statement that he assisted in the McNish campaign and had gone into that riding on the request of W. T. R. Preston, who he swore was organizer of that campaign. Mr. Borden is now putting in the evidence of voters in No. 3 Goderich poll, to show that the number who voted for McLean was much larger than the 40 votes reported by Returning Officer Farr.

WESLEY VANWART'S FUNERAL.

FREDERICTON, Aug. 3.—The funeral of the late Wesley Vanwart took place at four o'clock this afternoon. Services were conducted at the house by Rev. F. C. Hartley, pastor of the Free Baptist church. The pall bearers were Fred B. Edgecombe, Matthew Tennant, James S. Neill, L. C. Macnutt, Frank I. Morrison and Geo. Y. Dibble. The mayor, aldermen and civic officials, the Barristers Society, city school trustees, Tourist Association and Bicycle and Boating Club were represented in the procession, which was one of the largest seen in this city for many years. Interment was made at Forest Hill cemetery.

BRITISH PARLIAMENT.

LONDON, Aug. 2.—During the debate in the house of commons today on the colonial loan bills, the secretary of state for the colonies, Joseph Chamberlain, said, in regard to the government of the West Indies, that the constitutional rights should not be futher extended, adding that in some cases it was evident these had already gone too far, and the electors did not care for their privileges, claiming that the so-called liberals "were nothing more or less than oligarchies."

Mr. Chamberlain then said he was convinced the crown and government would be guided by local public opinion as to the best system.

NEW TUBERCULOSIS CURE.

WASHINGTON, Aug. 3.—A new remedy for tuberculosis, developed in France, has been reported to the state department by United States Commercial Agent Atwell, at Roubaix. It is a treatment called to the attention of the Academy of Medicine by Dr. Mendel, and consists in the daily injection into the bronchial tubes of essence of euotlyptus, thyme and cinnamon, held in a solution of olive oil. The oil in descending slowly comes in contact with the walls of the tube and upper lungs. The gas set free saturates the air in the lungs and acts upon the mucuous membranes. In sixteen cases treated, after one or two weeks there was in all a lessening or complete cessation of the cough and expectoration, as well as a return of sleep, appetite and strength.

ST. PETERSBURG, Aug. 3.—The western part of the town of Grodno, capital of the government of the same name, southwest of Vilna, has been destroyed by fire. A temporary military hospital and numerous public and private buildings have been swept away.

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