

PARLIAMENT.

OTTAWA, May 6.—In the house to-night, Mr. Logan's bill to incorporate the Quebec, New Brunswick and Nova Scotia Railway Co. was read a second time.

Mr. Borden, discussing Mulock's bill, saw nothing in its provisions which promised to be of advantage to labor. If the principle was applicable to labor, he could not see why it should not be extended to all classes of labor. He could not see that anything new would be placed on the statute by the passage of the bill. Legislation two years ago provided for the appointment of boards of conciliation. After going through a lot of red tape and securing an award, neither party was bound by the decision. His idea was that the minister should devote his energies to some practical scheme by which both parties might be brought to agree, something might be accomplished, but he did not hope for any good result from the proposed bill. The minister was expecting a great deal of public opinion when he looked to it to enforce the award. Legislation could never compel a man to work for lower wages than he would accept. He forced his employer to pay him wages unless he was willing.

Mr. Denison introduced the bill in the commons respecting the jurisdiction of the exchequer court as to railway debts. It seeks to confer on the minister of railways authority to wind up bankrupt railway companies.

During 1902, 198 immigrants were returned admission to Canada on the grounds that they were diseased or paupers. For the current fiscal year, to April 1st, 167 persons were deported for similar causes.

Mr. Monk asked what the government had done in regard to the strike in Montreal.

Laurier replied that the government had no power to interfere. It was a matter for municipal powers to preserve order.

Tarte suggested that the minister of labor should exert himself. Chagnon seconded this view and called attention to the fact that great damage to the general business of the country was resulting from the strike. Mr. Bickerton held that nothing could be done to settle the dispute, as the steamship companies absolutely refused to recognize the union. Mr. Charlton condemned the action of American agitators in fomenting strikes in Canada. He wanted them dealt with by law. Mr. Puttee objected to Charlton's charges and thought that American agitators had come to come and assist in the settlement of strikes. He condemned calling out the militia in such cases. Mr. Brock took a shy at the labor union controlled by foreign agitators and severely handled them. Mr. Smith (Vancouver) held that both sides had grievances. He protested that no outside influence was exercised on the men. There were alien capitalists as well as alien agitators.

Hon. Mr. Mulock claimed that trouble had been long pending and the government had endeavored to avert it. Advice had been given and refused, but negotiations had been continuing with the hope of settling the difficulty. He declined to admit that the government should pay for the troops.

Mr. Clarke undertook to make a question of recognizing the union. The question should be ended at once by such recognition being given. He considered there was too much mystery about Mulock's negotiations.

Mr. Tarte also insisted upon Mulock taking parliament into his confidence and state what had been done to settle the strike.

Mr. Kendall commended the labor unions when properly directed as useful in regulating the relations between employer and employee.

Mr. Logan wanted labor unions to have their rights. He opposed the payment of militia by the government when men were called out to suppress strikes. An industrial storm was brewing and some agreement between labor and capital must be reached.

Mr. Oler submitted that it was wrong to call out local militia to wage war on their friends. When a strike arose permanent units should be put on duty. If men were compelled to fire on their brothers, the trouble would be wrecked. He believed that the solution of the whole labor question was a co-operation between labor and capital which both should share profits.

After some further discussion Mr. Mulock's bill to settle the settlement of the railway labor dispute came up. The bill provides for a separate board of conciliation in each dispute. It relates to the Canadian railway companies. It applies to steam and electric lines. Wherever the interests are met, he is satisfied that public interest only applied to labor trouble, and the time of a rising market, and as the system has not received proper test, he decided to touch it. J. H. Hall, representative of the Canadian railway organizations, had helped to draft the bill and was satisfied with its provisions. While he did not look for complete satisfaction in such matters, he felt that the bill would materially lessen friction. Other branches of labor had asked for a similar bill, but the government was not prepared to extend their experiments at present.

Objection was made to the nomination of two arbitrators to the commission in the case of a strike on the railway. Logan suggested that the judicial appoint a third arbitrator. In view of objections the bill was allowed to stand.

The Yukon territory act as amended by the Senate was passed and the house adjourned.

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does not interfere with its Canadian territory. Trans-Canada project is the under dog in the situation. H. M. Price and J. G. Scott, of Quebec, were here today and with Mr. Talbot, M.P., had a lengthy interview with the premier. Mr. Wilfrid is understood to not hold out any encouragement to their present project, but promised that the government would do its utmost to make the eastern terminus of the Grand Trunk line at Quebec city.

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The discussion on the bill was almost purely technical and legal. Blair was urged to extend the provisions of the bill to express companies, but he declined to accept suggestions for extension of public opinion when he looked to it to enforce the award. Legislation could never compel a man to work for lower wages than he would accept. He forced his employer to pay him wages unless he was willing.

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statement tonight to make in regard to Hon. Mr. Fielding's remarks in the commons, in which he expressed his disappointment with the commercial results of Marconi's system and that no further government assistance would be forthcoming. Mr. Vyvyan replied that there had been no such thing as a material consequence of their operations, with the exception of a temporary break down of a purely mechanical nature. He said that up to that time they were in constant communication with Poldhu and Cape Cod, and expected to resume operations very shortly. The break down did not interfere with the conduct of the experimental work, which is being continued every day. The machinery used was of such a highly technical character and so difficult of manufacture, that much time was consumed before it could be got into working order. Mr. Vyvyan placed in position. Mr. Vyvyan added that they were now installing this new apparatus and making every provision against future break down. He said that the success of the Marconi system is only a question of a very short time.

After dinner the opposition again called attention to the continued violation of the civil service act. The amendment to the act, which was passed in the commons, was not being enforced. Mr. Borden repudiated this, and stated that the opposition would devote considerable time to this point in the near future and show the government to be held liable. He advocated that the amendment to the civil service act to meet cases where violations were found necessary.

Senator Polier, H. C. Read and E. B. Williams of Charlottetown are asking a charter for a P. E. Island ferry company, to operate a steam ferry from Cape Traverse or Charlottetown Point to Cape Jordan or Cape Tormentine.

Accorded.

James O'Neill, representing the Montreal strikers, was here today and a long talk with Laurier as a result Sir William Mulock left for Montreal this afternoon, where he will confer with Robert Borden and Sir Thomas D'Almeida, who are in view of terminating the trouble.

Maclean gives notice of a bill to change the name of Hudson Bay to Canadian Bay.

There was a warm scene in the main corridor of the house this afternoon. The house was in session. Mr. Kendall and Mr. McLennan were the principals. The latter used very strong language towards his fellow member. Kendall was cool, and this seemed to aggravate McLennan, whose remarks were more pointed than poetical. The trouble was caused through the alleged culture of Mr. Kendall for his aggressive attitude at the department of public works.

Hyman and German want dredging done by contract for the improvement of the harbor. This is in direct opposition to Tarte's policy, and the latter declared the government most vigorous in its opposition.

OTTAWA, May 6.—Mr. Borden on orders of the day asked the government what effect the agreement between the Commonwealth of Australia and the Eastern Extension Telegraph Co. would have on the Pacific cable.

Mr. Laurier replied that before the Australian Commonwealth was constituted, New South Wales had entered into an agreement with the Eastern Extension Telegraph Co. which would have a monopoly of the business of the cable in perpetuity. After the commonwealth was formed this agreement was rescinded and the cable was laid. If the ten years' franchise was not renewed, the cable would be open to all.

Mr. Borden asked if the policy of the government was to look after the boom of the award is left to public opinion. Compulsory arbitration in New Zealand only applied to labor trouble, and the time of a rising market, and as the system has not received proper test, he decided to touch it. J. H. Hall, representative of the Canadian railway organizations, had helped to draft the bill and was satisfied with its provisions. While he did not look for complete satisfaction in such matters, he felt that the bill would materially lessen friction. Other branches of labor had asked for a similar bill, but the government was not prepared to extend their experiments at present.

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THE TRUTH OF THE BIBLE PROVED IN EGYPT.

History of That Ancient Land Subject of an Able Lecture.

Dr. Gates interestingly discusses the subject of recent excavations upon the credibility of Bible narrative.

Rev. G. O. Gates, D. D., delivered a most interesting and instructive lecture in Germain Street Baptist Church on Egyptian History.

The reverend gentleman introduced the lecture by giving some facts in regard to the ancient history of Egypt. The discussion of the Bible narrative was preserved to us. As an example he permitted to go back to Menes, the first native king of which history speaks.

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