

APPROVED BY
SIR CHARLESHe Indorses the Government's
Railway Subsidies.Before Leaving for England—The
Wells Canal Expenditure.

Ottawa, Aug. 3.—Between the views of the conservative press and the Conservative leaders on an important question there is a marked difference. Since the government announced its intention of making ample provision for the extension of a large section thereof, has done all that it lay to persuade the country that the money proposed to be spent would be wasted utterly. Yesterday the leader of the opposition, Sir Charles, as strongly as any Liberal could indorse the government's attitude in respect of railway subsidies. In Sir Charles' words of commendation, there was not a hesitant syllable. It is true that he repeated the charge that the government had not done its duty in providing for the extension of the Ontario and Quebec River Railway. He was also glad to see the grant to the Quebec bridge, but reiterated his opinion that the government had made a serious blunder in not using the bridge route and North Shore Railway from Quebec to Montreal for the I. C. R. extension.

Sir Wilfrid Laurier maintained that the Liberals were not opposed to railway grants. They believed in opening up the country.

THE OTTAWA IMPROVEMENTS.

The minister of finance proposed the adoption in committee of his resolution providing for the extension of \$60,000 for twenty years to the city of Ottawa for improving and beautifying the Capital City. In so doing, he claimed that Ottawa had special claims upon the consideration of the government, and that even for the purpose of water supply alone the return was utterly inadequate. Provision is also made for a board of commissioners who give their services gratis and will oversee the expenditure of the money.

CANAL IMPROVEMENTS.

The finance minister, on the item of \$150,000 to construct an extension of the breakwater at the entrance to the Wells Canal at Port Colborne, said the estimated cost of the entire breakwater, when completed, would be \$500,000; but if this work could be done at the same time as the dredging was being done, some \$35,000 could be saved.

Dr. Montague said that the vote asked for was a small one. He had seen the report of the engineers on the whole scheme, and they estimated the total cost at \$5,200,000. Part of the scheme was to make Port Colborne a port of refuge. He thought the house should carefully consider this scheme before they undertook a work involving this large expenditure.

Mr. Fielding said the government was submitting no such scheme. It was true a report had been made such as the one to which Mr. Montague had referred, but the government had not adopted that plan. The vote was for an extension to the outer end of the present breakwater.

Mr. Bennett said it was rumored that the government proposed to operate a train route to the seaboard over the I. C. R. and the Ottawa, Arnprior and Parry Sound Railway. This work of deepening the all-water route via the great lakes and St. Lawrence canals would in his opinion kill Mr. Booth's enterprise. It was time, he thought, that the government gave the house some indication as to what its policy was on this transportation problem.

Mr. Fielding said there was no large scheme in the minds of the more work was proposed to be done than what he had already stated. There was no intention of erecting elevators at Port Colborne.

Mr. Haggart said the construction of the breakwater would be a use, unless \$250,000 more was expended in dredging inside to make a harbor of refuge.

Mr. Fielding said that it was not the intention to do any dredging inside the breakwater. It was simply to protect vessels entering the canal. After a lengthy discussion, Mr. Fielding declined to promise that the expenditure would not be made part of the larger scheme, but engaged that if the government adopted his measure, it would be passed by the house.

The house adjourned at 12:20 a.m. Sir Charles and Lady Tupper left for England in the afternoon, and were given a hearty send-off by the Conservative members.

ONLY TEMPORARY

Difficulty Regarding the Jacques
Cartier Bank Not Serious.

Ottawa, Aug. 3.—There were no new developments yesterday in the financial trouble of La Banque Jacques Cartier, in so far as the local branch of the institution was concerned. With the assurance given out, and considering the securities possessed by the bank, as well as the exceptional circumstances under which it was compelled to suspend, the depositors feel confident that the difficulty is only of a temporary character. Mr. Arthur Charbonneau, the local manager, returned from Montreal, where he had been for some time, and he expects very shortly to reopen its doors and be prepared to meet all of

its obligations. Among the depositors there is a feeling of ease. Business is being carried on as usual, except the paying out of money. The manager of La Banque Nationale states that there has been no run on his agency, but that several accounts will be transferred to this bank owing to the suspension of the Ville Marie and Jacques Cartier Banks.

IN LABOR'S REALM

Striking Tailors in New York
Won Their Fight.Meeting of United Mine Workers of
America Representing 75,000 Men—
The Situation in Cleveland.

TAILORS WIN.

New York, Aug. 3.—The striking tailors have won their fight in Greater New York, practically all the firms having signed contracts for the coming season.

SEVENTY-FIVE THOUSAND MINERS REPRESENTED.

Indianapolis, Ind., Aug. 3.—There met in this city yesterday the executive board of the United Mine Workers of America. The board represents all the mining districts of the United States, and within its jurisdiction are over 75,000 union miners. Each member of the board gave a report as to the progress of the unions are making toward securing their strength in the various districts. The national body has several strikes on hand, and these difficulties were also talked over. There are 600 miners striking in the Indiana fields, and nearly as many in the central part of Pennsylvania. But the largest strike now on is in the Indian Territory district, where there are about 5,000 men out. Members of the board say the national organization has stood, and will continue to stand, by all the strikers of the country. They say the order is in good financial condition, and that every contest will be fought to the finish. The board will not take up the question of miners' wages, and as this is determined every year at a conference between the miners and coalers.

COLLIERS ON STRIKE.

Wilkesbarre, Pa., Aug. 3.—The employees of five big collieries in the anthracite region have gone on strike. The main grievance was alleged to be the payment of \$1.00 a day for the coalers. It is estimated that nearly 2,500 men are idle. At the Nanticoke colliery of the Susquehanna Coal Company, 1,000 have stopped work, and at the Keystone, at Mill Creek, 500 are out. The latter have several grievances. At the Babylon mine at Duryea 500 men are on strike for an increase of wages, and the same number stopped work yesterday at the Exeter shaft at West Hyslop. Several other collieries are threatened with shutting down as a result of dissatisfaction among their employees.

IN CLEVELAND.

Cleveland, Aug. 3.—Mr. Everett states that he is receiving applications from some of the strikers for reinstatement, and that a number of union men have already been put to work. He was asked if he would receive a committee of the strikers, should one call upon him. "The company has always said," he replied, "that it was willing to receive a committee of its employees, but the strikers are no longer in the employ of the company." The strike leaders, on the other hand, insist that not a single desolation has occurred, and that their ranks remain unbroken.

There is no indication, so far as any check in the boycott movement. A striking conductor has been arrested on suspicion of implication in the wrecking of cars with dynamite.

G. T. TRACKMEN.

Toronto, Aug. 3.—The executive of the G. T. R. trackmen have received some replies to the circular they sent out to the different unions asking for advice as to the action of the management in raising the wages of a part but not of the whole of the men, but not enough replies to come to any conclusion yet.

TWO HOUSES
CANNOT AGREEFriction Between the Lords and
the Commons.Novel Situation Arises—Conservatives
Representing the Government Op-
posing the Upper House.

London, Aug. 3.—The dying embers of parliamentary debate were fanned to flame yesterday by the friction between the House of Lords and the House of Commons. We have the spectacle now of Conservatives representing the government taking an attitude in opposition to the Lords. About a month ago the commons passed a private bill for bringing five townships into the Dublin corporation, the object being to make these suburban townships, which live upon the life of Dublin, bear a proper share of taxation. On that occasion Mr. Healy made his famous speech, in which he dropped off a corpse, thus shocking the taste of parliament, but at the same time carrying so much conviction that by his speech alone he won the day for the Dublin corporation.

AMENDED BY THE LORDS.

The lords have amended the bill so as to include only one suburban township. When the bill came back to the commons yesterday Mr. Healy proposed to reject the amendment. Mr. Carson, Conservative member for Dublin, speaking on the government side, begged the house not to wreck the bill, together by rejecting the amendment, but the Nationalist members, encour-

MUNYON'S
LAST DAYS OF
THE SEASON

I do not believe there is a case of dyspepsia, indigestion or any stomach trouble that cannot be relieved at once and permanently cured by my DYSPEPSIA CURE.

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aged by Mr. Healy's eloquence, refused to compromise. They demanded the whole bill or nothing. The result of individual members of the government was rejected by a large majority. Several members of the government and many Unionists voted with the Nationalists.

CONSERVATIVES AGAINST UPPER HOUSE.

It is only private legislation—not a government measure—but its importance is admitted, and the action of individual members of the government gave great weight to the issue between the lords and commons.

For once members of the Conservative Government are found opposing the lords on an important question. The lords evidently mean to fight, for an urgent whip was sent out to keep the Irish peers in London.

The whole opposition to the bill comes from wealthy Dublin men, who have made fortunes in the city, and now live in the suburbs. They object in sharing in the city taxation. This class naturally has influence in the House of Lords. The struggle, therefore, lies between self-interest in the House of Lords and justice in the commons, with the Conservative Government distinctly opposed to the lords.

MRS. PEROT REMANDED.

London, Aug. 2.—Mrs. Wm. V. Perot, of Baltimore, Md., who was arrested at Liverpool on an extradition warrant, July 27, after residing at that port from Canada, charged with the abduction of her daughter, Gladys, and who was brought here and remanded the same day, on £100 bail, appeared for examination this morning in the Bow Street Police Court. She was again remanded on the same bail and with the same securities. Sir G. Ewens-Smith and Mr. N. Blood.

TWO ASSASSINS SHOT.

Santo Domingo, Aug. 3.—Two of the assassins of President Heureaux have been captured and shot. The country is entirely quiet, and no movements of troops, etc., are in progress.

FAMINE THREATENED.

Alahabad, Aug. 3.—Unless there should be a copious fall of rain within ten days, extensive local famines are inevitable in Madras, Bombay and the central provinces.

IN THE TRACK
OF A TORNADOHavoc Caused by a Terrible
Storm in New Jersey.A Cemetery Devastated and Its Corpses
Unearthed—Two Men Killed by
Lightning.

New York, Aug. 3.—The damage wrought by the tornado in Elizabeth, N. J., is estimated at \$100,000. The townspeople are still amazed that no one was killed or badly hurt.

\$300,000 DAMAGE.

The loss by last night's fire in the power house and car sheds at Newark, N. J., the property of the South Orange division of the North Jersey Railway Company, is now estimated at \$300,000. Nearly 50 cars were destroyed, 24 of which were large box cars, and 28 open cars, while the others were the ordinary small trolley cars. Two new engines, owned by the directors, which cost \$50,000 each, were also destroyed. There is little doubt that the fire was caused by lightning, which struck that portion of the building where oils, paints, etc., were stored.

CEMETERY DEVASTATED.

The graveyard of the historic Presbyterian Church in Elizabeth, N. J., presented a sad appearance today after the severe storm of yesterday. Here were buried the bones of revolutionary heroes, and over them waved the boughs of oaks, some of them nearly 200 years old. These trees were uprooted by the wind, and as they fell their roots, which had extended into the graves, dragged to the surface the bones of the dead. The heavy rain which followed the windstorm washed them clean, and they lay EXPOSED IN GROSS CONFLUENCE.

The sexton of the church and his assistants have begun to bury them. New graves were dug for some, while others were placed temporarily in vaults, the owners of which had hastened to grant the necessary permission by telegram from their summer homes or from resorts, where they had read of the storm and of its effects. The damage done to buildings in the town is estimated at \$100,000.

STRUCK BY LIGHTNING.

Saratoga, Aug. 2.—Frank Casey, of Casey's hotel, between Blue Mountain Lake and North Creek, was instantly killed by lightning today, and his two sisters rendered insensible. The Catholic Church at Olmsteadville was also struck.

Kingston, N. Y., Aug. 2.—Lightning struck the shipyards of C. Hiltbrand, at South Rondout, today. Henry Matthias, a caulker, was killed and twelve men injured. Two were unconscious at last accounts. The residence of John E. Van Etten, a prominent lawyer in Kingston, was also struck by lightning and burned to the ground.

Steamship Arrivals.

Aug. 2	At	From
Lakonia	Quebec	Liverpool
Montevideo	Rimouski	Bristol
State of Nebraska	New York	Glasgow
Majestic	Liverpool	New York
Traveller	Glasgow	New York
Belgian	Quebec	Philadelphia
Belgian	Quebec	Philadelphia
Manchester	Port	Manchester
Milne	Port	Manchester
Boatsman	Liverpool	Pictou
Monmouth	London	Montreal

Mrs. (Rev.) Cobblewick, of Bothwell, is spending a few holidays among friends in Glenoe.

Mr. Blair Speaks on the Railway
Resolutions.Report on the Manitoba Election
Cases Presented.

Lively Scenes at the Privileges and Elections Committee Meeting—Col. Sam Hughes' Impudence Resented by Mr. Britton—A Plastic Encounter Narrowly Averted.

[Special to The Advertiser per C. P. R.]
Ottawa, Aug. 3.—Mr. Blair made a speech on the railway resolutions in the house today, showing that the amount to be voted was not out of proportion to what was generally given by previous governments, and that there was nothing in the resolutions inconsistent with the Liberal policy. He spoke of the new regulations, and said that the part to be subsidized west would form part of a great transcontinental highway.

MANITOBA ELECTION CASES.

There was a meeting of the public accounts committee today to close up its business for the session. Mr. Cavan (Cons.) presented a report, which he read and moved. It first dealt with Manitoba election frauds cases, and said that the money used in probing these was not only justified, but well expended. In the case of Sam Hughes M.P., against Mr. McLaughlin, Lindsay, it was said that the charges were not well founded. As to the Christie-Casgrain case, the report said that Mr. Christie failed to prove his charges. It admitted that Mr. Casgrain had made mistakes, but that he was amply punished for the errors he had made. Referring to the Domville case, the report said that the evidence showed conclusively that Mr. Domville had done nothing to injure his reputation as an officer or a gentleman or member of parliament.

IMPUDENCE RESENTED.

Matters reached a climax at the privileges and elections committee today when two members of parliament came to blows.

Maitland Whitley was under examination at the time. He was being cross-examined by Mr. Britton, who asked him if he was a married man and kept a house.

"No, I am single," was the reply of witness.

"How many children have you got?" asked Mr. Sam Hughes.

Mr. Britton retorted that he had no right to ask such a question as he was not a member of the committee, but with his usual impudence he had done so.

Mr. Hughes replied that Mr. Britton had no right to address him.

An appeal was made to the chair by Mr. Britton.

The chairman reminded Col. Hughes that he was not a member of the committee. He could only address it on being asked to do so.

Mr. Hughes said that Mr. Britton was impudent.

Mr. Britton retorted that he (Hughes) was a man of great impudence, a perfect scoundrel.

A KNOCK-OUT IMMINENT.

Col. Hughes made a dash at Mr. Britton, saying, "I won't stand that." The colonel drew back to strike and Mr. Britton squared to receive the blow, saying, "I dare you to do it."

Mr. Britton and other members of the committee rushed between the two and prevented a fight.

Mr. Britton wanted the chairman to take some action towards excluding Col. Hughes, but Mr. Fortin said there was nothing before the committee, and that ended it.

It was decided to send for thirteen more witnesses by telegraph. A few witnesses were examined, but nothing new elicited.

Danger Lurks in
Drinking Water.Bad Water One of the Most Fertile
Sources of Diarrhea, Dysentery
and Cholera Morbus.

At this time of the year, when the wells are low and the water in many sections of the country bad, there is always great danger of diarrhea, dysentery, cholera morbus, cholera infantum, and all kinds of bowel disorders.

Even the water supplied to towns and cities by a system of waterworks, shows by chemical and microscopic analysis to contain more disease germs and impurities now than at any other season.

People who suspect the water they drink to be bad, can prevent disease by adding about 15 drops of Dr. Fowler's Extract of Wild Strawberry to every glass.

It does not impart any perceptible taste to the water, or render it unpalatable.

It does, however, destroy those germs and microbes which produce the severest and most dangerous types of bowel complaint.

Those who have neglected this simple precaution and are suffering from diarrhea, dysentery, cholera morbus, or any bowel trouble through drinking impure water, will find this remedy give them prompt relief from pain, and effect a speedy cure.

There is just one word of caution we would give. See that the full name Dr. Fowler's Extract of Wild Strawberry, is on every bottle.

Worms cause feverishness, moaning
and restlessness during sleep. Mother
Graves' Worm Exterminator is pleasant,
sure and effectual. If your dog
grabs his nose, get him to pro-
duce it for you.

It usually takes about five years to tan the skin of an elephant.

Dr. J. D. Kellogg's Dysentery Cordial is without doubt the best medicine ever introduced for dysentery, diarrhea, cholera and all summer complaints.

It promptly gives relief, and never fails to effect a positive cure. Mothers should never be without a bottle when their children are teething.

More than half a million lives are daily dependent upon the efficiency of iron and steel wire ropes.

DR. A. W. CHASE'S CATARRH CURE 25c.

Is sent direct to the diseased parts by the Improved Blower. Heals the inflamed, cleans the air passages, stops droppings in the throat, &c. Permanently cures Catarrh, 25c. a box. Elsewhere 50c. per box.

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Impossible to buy better at the prices asked.
All Grocers. IN LEAD PACKETS ONLY.
25c, 30c, 4c, 50c and 6c per pound.

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A Tip or Two.

When you want to get a nice, neat piece of printing you will find it to your advantage to come to The Advertiser Job Printing Department. Your order will be promptly executed—and the price will be as reasonable as you can secure elsewhere. If you are too busy to call, phone 175 and our canvasser will wait on you.

Mail orders receive careful attention.

Advertiser Job Printing Department,
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BOUND FOR BRAZIL.

Buenos Ayres, Aug. 3.—President Roca, accompanied by the minister of foreign affairs, minister of war, minister of marine, 39 senators and deputies, and a number of journalists, embarked today on board the armored cruiser San Marten, for Brazil.

FAGGED OUT—None but those who
have become fagged out know what a
depressed, miserable feeling it is. All
strength has gone, and despondency
has taken hold of the sufferers. They
feel as though there was nothing to
live for. There, however, is a cure—
one box of Parmelee's Vegetable Pills
will do wonders in restoring health
and strength. Mandrake and Dandelion
are two of the articles entering
into the composition of Parmelee's
Pills.

Tired Walking!

H. J. BOYD,

256 Dundas St.,

Will ride in the street cars today
and whenever he desires to use
them. 131fElectric Light Wiring,
Electric Bells,
Medical Batteries,
For Sale and Repaired.

Put in and Repaired.

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AT TOURIST RATES.

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Niagara Falls, August 8, 1899,
good for two days. Return fare \$1.75Further particulars at City Ticket Office
336 Richmond street, JOHN PAUL, City Passenger Agent, O. V. RUGGLES, General Passenger and Ticket Agent.

GRAND TRUNK RAILWAY SYSTEM

World's Bicycle Meet.

LONDON TO MONTREAL } \$13.50
AND RETURNGood going August 5, 6 and 7, good returning
until August 15, 1899.RACERS—On surrender of certificate signed
by chairman transportation committee, tickets
will be sold at \$13.40, going July 25 to August 4,
returning until August 14.

Extension of limit to August 21 may be obtained by depositing return portion of tickets with the Grand Trunk Agent, Montreal. Reduced rates from other stations.

For tickets and information, "Clock," corner Richmond and Dundas streets, E. De la Hooke, C. P. and T. A., London; M. C. Dickson, Dist. Pass. Agent, Toronto.

ALLAN LINE.

Royal Mail Steamships.

For Liverpool, Calling at Moville.

From Montreal	From New York	From Glasgow
Laurentian	Aug. 10, 9 a.m.	Aug. 17, 9 a.m.
Californian	Aug. 17, 9 a.m.	Aug. 24, 9 a.m.
Tainui	Aug. 24, 9 a.m.	Aug. 31, 9 a.m.
Bayarian (new)	Sept. 7, 9 a.m.	Sept. 14, 9 a.m.
Aug. 19, 9 a.m.	Sept. 2, 9 a.m.	Sept. 9, 9 a.m.

First cabin, \$22.50 and upwards. Second cabin \$15.00 and upwards. New York to Glasgow, first cabin, \$17.50 and upwards. Second cabin, \$12.50 and upwards. Reduction on first and second cabin return tickets.

London Agents—E. De la Hooke, T. R. Far-
well, 1, R. Clarke.

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CANADIAN
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returning until August 14.

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For tickets and information, "Clock," corner Richmond and Dundas streets, E. De la Hooke, C. P. and T. A., London; M. C. Dickson, Dist. Pass. Agent, Toronto.

INTERCOLONIAL RAILWAY

On and after Monday, June 19, 1899, the
trains leaving Union Station, Toronto
(via Grand Trunk Railway) at 9
a.m. and 9:30 p.m., make close con-
nection with Maritime Express and
Local Express at Bonaventure De-
pot, Montreal, as follows:

The Maritime Express will leave Montreal
daily except on Saturday, at 7:30 p.m. for
Halifax, N. B., and points in the Maritime
Provinces. It will run on Saturday to Lewis
only, stopping at St. Hyacinthe and other
points.

The Maritime Express from Halifax, St.
John and other points east, will arrive at
Montreal daily, except Monday, at 5:30 p.m.
The Monday train will be from Lewis and
intermediate points.

The local express will leave Montreal daily,
except Sunday, at 7:40 a.m., due to arrive at
Riviere du Loup at 5:05 p.m., and Little Metis
at 8:25 p.m.

The Local Express will leave Little Metis
daily, except Saturday, at 4:20 p.m., and Lewis
daily, at 11:40 p.m., due to arrive at Montreal
at 6:30 a.m.

Through sleeping and dining cars on the
Maritime Express. Sleeping cars on Local Ex-
press.

VESTIBULE TRAINS.

The Intercolonial Railway gives the finest
train service between Montreal and Quebec,
the most beautiful country in Eastern Quebec and
the Maritime Provinces. In this route are in-
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Metis, the Metopie, Riviere du Loup, and other
great fishing rivers, the Baie de Chaleur,
Prince Edward Island, Cape Breton, and many
other desirable places for a summer outing at
a moderate cost.

The vestibule trains are new and are equip-
ped with every convenience for the comfort of
the traveler. The elegant sleeping and dining
first-class cars make travel a luxury within the
reach of all.