

Dominion Parliament

Evening Session Occupied in Discussing the Georgian Bay Canal.

Dr. Sproule and the Beet-Root Sugar-The Trackmen's Strike.

Ottawa, June 13.—The Ottawa, Montreal and Georgian Bay ship canal scheme was before parliament yesterday, and gave rise to a discussion which took up the entire evening sitting of the House. The debate was not concluded, however, and the government's pronouncement upon the question has yet to be delivered. Other subjects introduced by private members took up the attention of the House.

Mr. N. A. Belcourt introduced a bill providing for the amalgamation of the Ottawa, Arnprior & Pelly Sound and the Canada Atlantic railways under the name of the Canada Atlantic Railway.

Mr. Christie (Argenteuil) brought to the notice of the House a grievance from his constituents through the failure of the company owning the line of railway from Lachute to St. Andrews to carry out the terms of a contract which granted it such handsome subsidies, and operate trains between these two places.

The Minister of Railways replied that he had been giving the subject some attention. It appeared that the line had passed from its original owners into the hands of the Atlantic & Lake Superior Railway, and the said transfer has been approved by act of parliament.

Mr. Martin (Prince Edward Island), on a motion for papers, brought up the question of the dismissal of William D. McMillan, keeper of the Wood Island lighthouse, and charged that he had been dismissed not for political partisanship, as was charged, but solely because he refused to assent to a Liberal candidate in a local election, and in order that his position might be secured for a Grit heeler.

The Minister of Marine replied that McMillan had been fairly tried, and found guilty of offensive partisanship. Toronto's Ambitious Scheme.

Mr. Clarke Wallace moved for papers in connection with the Toronto & Georgian Bay Ship Canal Company, which proposes building either a canal or a ship railway from Toronto up to Collingwood. The latter would cost three million dollars, and would cut four hundred miles off the distance between Montreal and Chicago.

Mr. Wallace asked government encouragement to the Toronto enterprise. A motion for papers was adopted, but no statement was made by the government.

Beet-Root Sugar. Dr. Sproule moved "that having regard to the large importations of sugar into Canada for home consumption, amounting to 239,670,088 pounds in the year 1898, at a cost of 14,898,956, and that it has been demonstrated beyond a doubt that the cultivation of the sugar beet in the Dominion is not only feasible, but is being successfully grown in many parts of the country, and that, therefore, in the opinion of the House, in order to stimulate the farmers of Canada to engage in the growth of this valuable product, and also to encourage the establishment of beet root sugar factories, a bounty should be offered for all beet root sugar manufactured in the Dominion during the next ten years, and that the machinery necessary for such plant not made in Canada be admitted free of duty."

Dr. Sproule figured out that every year five million dollars worth of sugar is imported into Canada. Both climate and soil are favorable here. Experiments conducted at experimental farms over a period of three years, showed that the beets give an average yield of 19,000 tons per acre, with a percentage of 14.94 of sugar. The net profit on beet root sugar should be \$15 an acre. Government assistance would be needed till the farmers get a fair start. In five years the industry would be able to stand on its own feet. He knew of a firm which was prepared to manufacture beet root sugar if assured of a cent a pound bounty on the refined product, the bounty to decrease one quarter of a cent a year till it ceased.

Mr. Curran (South Essex) asked why it was that the attempt to build up a beet-root sugar industry in Quebec, when even supported by a large bounty, had proven a failure. Dr. Sproule understood that it was chiefly due to lack of capital. Mr. McGregor (North Essex) believed that the western grown beets produced a larger percentage of sugar than those in Quebec.

relations between the United States and the West Indies for the purpose of the latter. But the policy, he resigned, was a bad one, since it might lead to close political relations between them.

The Minister of Finance. Mr. Fielding acknowledged the increase of trade with the West Indies consequent upon the introduction of the twenty-five per cent tariff preference to the West Indies. There was not a bad one, since it might lead to close political relations between them.

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At the evening sitting of the House private bills were first dealt with. On private bills respecting the Edmonton & Saskatchewan Railway Company the town site question once more came to the surface, and Mr. Olivier had the measure amended so as to prevent the line side-tracking Fort Saskatchewan.

The bill to incorporate a company to build a line from the Port of St. Lawrence to Pembroke, which contemplates a line from Quyon to Pembroke, was given its third reading.

Mr. Foran's bill respecting the winding-up act, and Dr. Sproule's bill to more certain prevent combinations in restraint of trade, were both put through their third reading.

The Grand Trunk Strike. Mr. E. F. Clarke (West Toronto) asked whether the Prime Minister was aware of the fact that the table of correspondence which had passed between himself and the management of the Grand Trunk Railway, respecting the trackmen's strike.

The Minister replied: "The trackmen have placed in my hands a request for interference on their behalf with the Grand Trunk Railway Company. At this moment negotiations are going on with the railway company, and I think it would be preferable not to bring down anything on this subject until these negotiations have been concluded."

Beaumaris Canal Accident. Mr. J. G. H. Bergeron (Beaumaris) called attention to a serious accident which happened the other day on the Beaumaris canal, and which will probably entail heavy damages as the water has inundated several farms.

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The evening was spent in the discussion of the Georgian Bay ship canal motion. Mr. Belcourt (Ottawa) was the first speaker, and covered the ground which has already been gone over by Mr. Foran (Ottawa), who proposed the motion.

The canal would, he understood, enable grain to be laid down in New York or Montreal, at from 24 to 25 cents, a bushel, while the rate today runs from five to six cents.

The debate was continued by Mr. Klock (Nipissing), who supported the canal scheme; and Dr. Sproule (East Grey) who favored the alternate routes by way of Collingwood or Midland, where the expense involved would, he considered, be much less, and the comparative returns much more substantial.

The debate was adjourned at 11:20 p.m., on motion of Mr. Casey.

Supplementary Estimates. Ottawa, June 13.—Supplementary estimates for the expenses of the current year to the end of the present month, amounting in all to \$2,947,628, were laid before parliament yesterday, which, in addition to the amounts already voted, makes a total estimated expenditure of \$30,548,115, which is four and a half million dollars more than for the year preceding. As estimates of the year 1898, I will have already been given by the Finance Minister in his budget speech.

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Sporting News

LACROSSE. Saturday's Game.

The James Bay Athletic Association lacrosse team met the Vancouver team on Saturday afternoon at Caledonia ground and won the victory by six goals to none. Following is the summary:

Game: Won by... Scored by... Time. 1. Victoria... Stephen... 10 min. 2. Victoria... Smith... 8 3. Victoria... Smith... 8 4. Victoria... Smith... 12 5. Victoria... The... 6 6. Victoria... Williams... 16

Referee, W. E. Ditchburn; timekeeper, T. R. Cusack and George Salder; umpires, George Wilson and S. Oppenheimer; field captain, George A. Caldwell and A. E. Suckling; weather, good; attendance, medium.

This result, such a decided reverse of times was the same team last Saturday, needs a little explanation, for the use of the word "same" in regard to the team is hardly correct; on Caledonia ground on Saturday, Jeffrey, Blair, Tite and Sutch replaced Dewar, Macleod, Paton and Knox, who were in the team on Brockton Point ground the previous week.

Now, comparing the teams as they played on Saturday, there can be no question that the victory went to the better players. They displayed greater confidence in each other, less selfishness and far and away greater scientific knowledge of combined play, which was so much of the victory depends. And they were immeasurably quicker in getting the ball, nimbler on their feet and truer in their aim.

It was a fast, clean game, free from "scraps" and thoroughly enjoyable from the standpoint of the look-on. The prediction was made in this column last week that the contest would do much to re-instate the national game in public favor. It has now, it is witnessed, it deny the fulfillment of the prediction.

Of the little display of temper by the Vancouver goal, Macleod, or of that wicked blow on the head Williams received from the hand of a Terminal City man, nothing need be said; they were due to the heat of the moment, and as they resulted in no harm, may be overlooked. But why Captain Suckling, past master of the game, should have taken the liberty of calling up his men when he was off during the progress of a game became necessary; it is to be presumed he forgot that he was a referee.

On Saturday afternoon the match between the New Westminster Intermediates, the Maple Leafs, and the Nanaimo Intermediates, the Westminster boys beat the Nanaimo boys by a score of 3 to 0. The Nanaimo boys were the local seniors lined up to test supremacy, and again the local club was victorious by 3 goals to 1.

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ceeded during the last 20 years in joining along with the sea and it is hard lines on them that they should come to England and bring disgrace on the profession without any official notice being taken of it. The only time Sloane appears on the course is the fact that he thinks what fifty people witnessed may display any other bravo, but in no other way will he let his position.

The Star published several letters calling him "An American Stableboy and a Lilliputian Yankee." The same paper asserts that after a careful investigation it is shown that it was Sloane and no one else who struck water with a champagne bottle, completely opening the top so that a large portion of it hung over a month. The water is still under the doctor's care.

Ascot Races—Fourth Day. London, June 16.—At the fourth day of racing at Ascot, today, the Jockey Club's Port won the Ascot high weight plate of 300 sovereigns.

The Windsor Castle stakes of 15 sovereigns each and 300 added were won by Mr. Lowe's equipment. Nine horses ran. The Wokingham stakes of 15 sovereigns each and 500 added were won by Fairlie's horse. Twenty horses ran.

The Hardwicke stakes of ten sovereigns each and 100 added were won by Prince Sulkoff's horse. Nineteen horses ran. The second and Sir Walford Griffith's Stakes.

In the race for the Triennial stakes of 10 sovereigns each and 100 added, Mr. C. D. Rose's Santa Cassa, ridden by Loues, beat Lord Wm. Berezoff's Jolly Tom (to 5) with Sloane in the saddle.

Unprovoked Assault by Sloane. London, June 16.—The Star today says: "After the racing yesterday at Ascot, Sloane was provoked to a glass of liquor, and accidentally upon the lawn and a waiter Sloane's clothing. The latter instantly rose from a chair and struck the waiter in the face with a bottle, inflicting seven wounds. It is doubtful the affair will be hushed up."

For Dominion Day. The Vancouver Jockey Club meet on July 1st will in all likelihood be the most successful in the history of that successful organization. In addition to the card of events already published, a match race has been arranged for \$400 a side between the well known trotting champion Boy and Johnnie Bismarck. The best two out of three heats will decide the contest. Canadian Boy will be driven by Walter Millington.

YACHTING. The Dominion Wins the Cup. Montreal, June 15.—The Dominion defeated the Yankee in the fourth, and as it has proved that the racing trials have been successful, the Yankee by two minutes and 22 seconds, thus retaining the cup in Canada. The race was sailed over a triangular course. It will be remembered that in the previous triangular course the Dominion broke the boat they were rounding the first buoy and the race was given to the Yankee.

The Launching of the Shamrock. London, June 15.—According to the Yachting World, "Further unexpected difficulties have been met in the construction of the Shamrock, and none of them will permanently affect the boat they have delayed the work so that the launch is impossible before the last day of the month, and some modifications of the arrangements for the sailing trials have been rendered necessary by the delay in her construction."

The Times says the hull of the Shamrock is made of a new alloy of extreme lightness and strength, which is much smoother than the underwater surface it makes. The following are her dimensions: Length over all 125 feet; length on load water line, 120 feet; beam, 22 feet; length from bowsprit end to main boom end, 101 feet. Her draught is 19 feet and the height from deck level to top mast head is 138 feet.

YACHTING. Arrival of the Mahma. Greenock, Scotland, June 19.—The American steam yacht Mahma, formerly the property of the late Robert Goole, has arrived here.

THE OAR. The Brits Was Too Late. London, June 19.—The entry of Dr. W. S. McDowell, the Chicago oarsman, for the Diamond sculls at the Henley regatta this year, was received too late to be accepted.

AN IMPROVED CALL BOX. A Western Union Operator Invents a Valuable Appliance. Mr. West, the local manager of the Western Union Company's office, is putting the finishing touches on an electrical appliance which will revolutionize the messenger-call system which has been in vogue in this city and other large cities for the past few years, says the Port Townsend Call.

The incentive which prompted Mr. West to experiment in the premises occurred several months ago when the messenger service in a prominent eastern city was responsible for an error that later on cost the company ten thousand dollars through a damage suit. A call sent for a gunner for the patron to catch a late train was answered by a messenger boy. The patron lost the train and missed a transaction that involved thousands.

When Mr. West heard of this he at once set his inventive genius to work with the result that to-day he has a crude pattern of an appliance that will make such errors an impossibility. Through its use, when one rings for a messenger, doctor, policeman, express wagon, surney or hack as the case may be, the simple pressing of a button in the receiving office causes the messenger to be instrument through which the call was turned in, a small card bearing the words corresponding to the call. If an error has been made the patron has the opportunity at once of ringing in again to correct the mistake.

Treasure

The Second of Klondike Gold Steam

News of the Lower Yukon Boats. W. J. Partridge Has a Mouthful of Gold. Estimates of the \$100,000 and \$75,000. Purser Munro had his share as much in drafts.

Besides bringing this brings news of wonder on the hills at the river, in Koyukuk district brought to Dawson the river steamer Columbia and misadventure of steamer of a great quartz find by W. J. Partridge.

News is given of Klondike creeks—of drowning and fatalities and of many things. Of the passengers—two-thirds are Klondike have the biggest sacks.

Benjamin Butler, who years on Bonanza creek had \$8,000 to \$10,000. F. W. Killen, who to purchase supplies, at care of the purser.

M. J. Freeman, about \$10,000. W. C. Peacock, \$5,000 velling expenses. He is in 17 below on Eldorado at work. It is said up of this claim \$1,000.

E. Dudley, \$4,000. Irving, A. Roy and Art Lee, were other Dawson find of whom are well known. Other passengers known as "Sailor Bill" Farn McCandless and—Hamm turning from Bennett.

The first steamer to Horse from Dawson was the launch of the Mount 10th. The Flora came on the 8th, the 9th and the Willie 10th.

The five steamers brought passengers. The Seattle 200; the Tees, 30; the Diamond laid to, 50, and 30 was waiting a steamer.

The first batch to reach 2,100 pounds of gold, over half a million dollars, any since up to the sailing of two more tons, making a ton and a half, and the is just beginning.

This is a conservative estimate of the gold in the Flora brought half Canadian twice that amount about a million dollars on the way have.

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