

ONTARIO LEGISLATURE.

Notes of Proceedings in the Local Parliament.

DEALING WITH CATTLE THIEVES.

H. J. Pettypiece, M.P.P., seeks in a bill to have the municipal law amended by adding the apprehension of cattle thieves. The council of every county and city may provide by-law for the payment of a reward to any person or persons who shall pursue and apprehend or cause to be apprehended any person guilty of stealing cattle within the said county or city, and may provide that such reward shall be paid out of the funds of the corporation on the conviction of the thief on the order of the judge before whom the conviction is obtained.

SUING FOR STATUTE LABOR.

Up in the sparsely settled districts the authorities have a great deal of trouble in persuading farmers to do statute labor. C. F. Farwell, M.P.P., for East Algoma, has a bill amending the clause of the Assessment Act relating to the suing of non-residents for statute labor in the unorganized territories. These are the words he wants added to the present act: "The commissioners may sue in any Division Court having jurisdiction, any person liable to perform statute labor willfully neglecting or refusing to perform the same as aforesaid, for the amount of such statute labor commuted at \$1 per day."

COUNCILLOR'S QUALIFICATION.

Bill 231 bears the name of John Richardson. It is to amend the Municipal Act by the addition of the following clause: "Provided that if at the time of the election the residence of a member duly elected to the county council is within the county council division for which he has been elected, and afterwards and during his term of office, the township or place in which he resides is separated or removed from the jurisdiction of the county, such separation or removal shall in no manner affect the qualification of the member so elected, but he shall continue to be qualified as a member of the county council until the expiration of the term for which he has been elected."

PORTRAIT OF SANDFIELD MACDONALD.

Mr. Whitney made a suggestion that funds be provided to secure a portrait for the Legislative hall of the First Premier of the province, John Sandfield Macdonald. He also hoped to see a portrait of the present Premier adorning the chamber.

Mr. Hardy approved of the first part of the suggestion, but as to the portrait of himself he was sure he would not feel at home unless a portrait of Mr. Whitney was hanging close at hand.

THE PARIS EXPOSITION.

Mr. Matheson asked what provision the Government proposed to make for a provincial exhibit at the Paris Exhibition. Mr. Hardy responded that the system would be different from that adopted with regard to the World's Fair at Chicago. Then the Dominion and the provinces made separate exhibits. This year there would be one complete exhibit, under the auspices of the Dominion, to which the provinces would be asked to contribute as a part of Canada. They were thus relieved of much responsibility, and would not need to spend so much money. Messrs. Archibald Blue, J. L. Lumsden, C. C. James and Aubrey White would be asked to confer with the Dominion commissioners as to the exhibit. The Federal Government would appoint an honorary commission, and it was probable that a commission would be appointed by the Ontario Government to remain a short time in Paris.

THE FISHERIES BILL.

The Fisheries bill was introduced by the Premier. It prohibits netting in streams frequented by speckled trout. Every provincial constable is made an ex-officio overseer. The finding of nets or prohibited devices in possession of anyone is to be prima facie evidence to him. Every licensee or lessee of fishing privileges is obliged to submit an annual statement of weight and variety of all fish caught by him during the year. The overseers appointed by the Government are to fix the places at which nets may be set. The sales of bass under 10 inches and of white fish, salmon, or lake trout under two pounds are prohibited. Exportation of speckled trout, bass, and maskinonge is also prohibited for five years.

STRIKING AT BRITISH COLUMBIA.

The Government has announced that it will impose a tax on all mining corporations dealing in properties outside this province who sell stock in Ontario. This is a blow at some of the British Columbia companies.

MAY QUASH BONUSES.

The Attorney-General introduced an amendment to the Municipal Act by which a town that has been robbed of an industry by another town may take proceedings to quash the by-law by which inducements have been extended to the manufacturer.

CHANGE IN REGISTRATION.

A change in the statute law was also introduced, by which Boards of Registration in towns and cities of less than 20,000 population shall sit three days instead of four, one of which days must be a Saturday.

MONEYS OF ESTATE.

Dr. McKay introduced a bill increasing exemptions by the addition of the following clause to the Assessment Act. Capital moneys of any estate in the possession of or under the control of any trustee, guardian, executor or administrator awaiting investment when the amount of such capital moneys is awaiting investment in \$10,000 or under, except the income

thereof earned by such capital moneys pending investment.

Mr. Connors' electric light bill was passed by the Municipal Committee by a vote of 21 to 12. The bill provides that in going into the business, municipalities shall take over the plant of electric light companies at a valuation to be determined by arbitration, in default of an agreement as to price being reached between the corporation and the municipality.

THE SESSIONAL INDEMNITY.

Mr. Connors made an enquiry as to whether or not the members were to receive their full sessional allowance. The premier seemed disposed to throw the onus of the matter on the Opposition. He said the question was one for the House, and not for the Government. It had been the original intention that last August's sitting and the present session should rank as one, and one indemnity cover both. Circumstances had made the former position impossible, but the question remained whether they should deduct \$125 from the present session's allowance to make up for what might be considered an over-payment last summer.

THE HOUSE PROROGUED.

The formal prorogation of the Ontario Legislature took place on Saturday afternoon. In the House there were plenty of the members' seats empty, the legislators having gone home on Friday after the conclusion of the work of the session. Lieutenant-Governor Sir Oliver Mowat's aides were Lieutenant Elmley, Royal Canadian Dragoons, and Commander Law. Besides there were Col. Otter, D. O. C., Lieut.-Col. Delamere, Lieut.-Col. Crosby, Lieut.-Col. Bruce and Colonel Lessard, in attendance.

The 48th Highlanders 100 strong, under command of Captain Michie, with the band of the regiment, composed a guard of honor.

Sir Oliver read the usual speech, thanking the members of the Legislature for the work they had done and the House prorogued.

LIEUTENANT-GOVERNOR'S SPEECH.

Mr. Speaker and Gentlemen of the Legislative Assembly:

In dismissing you from the arduous labours of the session, I have to thank you for the attention given to the public duties imposed upon you and for the valuable legislation which I have just sanctioned.

I cordially approve of the measures adopted for supplementing the revenues of the province. By the act of last year, which required the manufacture of sawlogs in Canada, it was inevitable that the receipts from the Crown Lands Department would be impaired, and when to the probable loss of revenue is added the expenditure arising from the increase of population and the growing needs of the people, the public interests required that provisions should be made for the necessary expenditure and for the maintenance of the financial standing of the province. I am glad that you have been able to effect this by a moderate tax upon the accumulation of capital and by a reasonable increase in the duties upon distilleries, brewers' and liquor licenses. It is gratifying to believe that the taxes imposed will not be burdensome to any of the classes affected.

I assent with much pleasure to the act respecting aid to certain railways. Since Confederation the energies of the Assembly have been directed towards the development of all sections of the province, and as a result of a wise and prudent expenditure of public moneys, nearly all the outlying portion of a older settlements have been placed within easy reach of the markets of the world by the improved transportation facilities thus afforded. In order, however, that the agricultural resources of the northerly and westerly parts of Ontario may be opened for further settlement, and that the valuable mineral deposits now generally believed to exist in great abundance in the same districts may be brought within the possibilities of development and that the timber and other resources of those districts may be made available, the further extension of our railway systems to those sections becomes necessary. I am pleased therefore, to think that within two or three years access will probably be obtained by railway to the agricultural lands in the Rainy River district and the mineral and timber lands lying between Rainy Lake and Port Arthur. I am also pleased to notice that through part of the railroad system projected it is intended to place the capital of the province in direct communication with the tide waters of Hudson's Bay, thus opening a new region to the energies of our own people and establishing a new highway between our own province by way of Hudson's Bay and the northern territories of the Dominion.

The amendments which you have made to the statute laws of the province, and to the Municipal and Assessment Acts for the purpose of facilitating the administration of justice and rendering more effective the government of municipal corporations, and for other purposes will, I am confident, be of material advantage to all classes of the community.

The Acts respecting Public Schools, the amendments to the election laws, the further improvement of our mining industries, for the protection of our fisheries, and for the better administration of the game laws, meet with my hearty approval.

I have with much satisfaction assented to an act for facilitating and lessening the costs of the procedure by which workmen who suffer injuries in the course of their employment may obtain such compensation as I am confident it is the desire of the Assembly they should receive. I have no doubt this act will greatly aid in securing to workmen and render less onerous upon employers the cost of recovering compensation in the event of such accidents as are incident to many of the industries of the province.

I notice that the private legislation this session has been unprecedentedly

large, a fact which marks the ever increasing wants of an active population. These measures, some of which are of a very important character, bear evidence of having received careful consideration.

I thank you for the liberal appropriations which you have made for the public service. The supplies which you have granted will be expended with prudence and in the public interest.

EIGHTY PEOPLE PERISH

AN ENGLISH STEAMER WRECKED IN A DENSE FOG.

Excursion Steamer to the Channel Islands on the Casquet—High Speed Kept Up Through the Fog—The Crew Showed Great Heroism.

A despatch from Southampton, England, says:—The passenger steamer Stella, plying between this port and the Channel Islands, crashed upon the dreaded Casquet rocks, near the Island of Alderney, on Thursday afternoon, in a dense fog, and foundered in ten minutes, her boilers exploding with a tremendous report as she went down. It is estimated that between 60 and 100 persons were drowned. The coasting steamer Lynx, which brought the news of the disaster here, picked up four boats and forty persons belonging to the Stella.

The second officer of the steamer, who was among those rescued, says that a collapsible boat was launched full of people, but he thinks she struck on the rocks owing to the fog. Another steamer has picked up a boat containing 55 persons, including 20 women, who escaped from the wrecked steamer. They have been landed here.

The Stella, which belongs to the London and South-Western Railway Company, left Southampton at noon on Thursday, conveying the first daylight excursion of the season to the Channel Islands. There were about 185 passengers on board, taking an Easter holiday, and the crew numbered 35 men.

HOW THE DISASTER HAPPENED.

The weather was foggy, but all went well until the afternoon, when the fog became most dense. At 4 o'clock the Casquet suddenly loomed up through the fog bank, and the steamer almost immediately afterwards struck amidship. The captain, seeing that the Stella was fast sinking, ordered the lifeboats to be launched. His instructions were carried out with the utmost celerity, and the women and children were embarked in the boats. Then the captain ordered the men to look after themselves.

A survivor states that he and 25 others put off from the Stella in a small boat. The sea was calm, but there was a big swirl around the rocks. When this boat was a short distance away from the wreck the boilers of the Stella burst, with a terrific explosion, and the vessel disappeared stern foremost in the sea. The last thing the survivor saw was the figure of the captain of the Stella standing calmly on the bridge and giving his last orders. The captain perished with his vessel, owing to the very great suction caused by the sinking steamer.

The Great Western Railroad Company's steamer Vera, from Southampton, picked up 40 others of the survivors, and landed them at Guernsey.

SEVENTY PERSONS DROWNED.

According to the latest estimates of the officials of the London and South-Western Railway Company, not more than 70 persons were drowned, out of the 220 on board the Stella, when she struck on the rocks. Other reports, however, place the number of drowned much higher.

The disaster caused intense excitement in the Island of Guernsey and here. There were harrowing scenes at the offices of the London and South-Western railway at both places. Many Guernsey families lost relatives. Husbands are enquiring for their wives and wives are asking for their husbands; parents are seeking news of lost children, and children are looking for missing parents. All the flags are half-masted at St. Peter-le-Port.

Up to noon Friday, 120 passengers had been accounted for, including Mr. J. Parton and his wife. Mr. Parton is the manager of the West London office of the American line.

The steamers Vera and Honfleur are cruising in the vicinity of the wreck.

MANY BODIES ON THE ROCKS.

Later accounts say that the Stella had 140 passengers on board, and that her crew numbered 42 persons. Another steamer of the same company, which arrived at the Island of Jersey at about noon Friday, reported having passed many bodies of victims of the disaster about the Casquet rocks. A survivor of the Stella named Bush says the speed of the vessel in the fog was not diminished, though the fog whistles were sounded. Bush adds that at 3:30 a.m. the engineer showed him in the engine-room a dial registering a speed of 18 1/2 knots, and that the vessel struck within 25 minutes afterwards.

Bush further asserts that two lifeboats were sunk with the steamer, which after resting on the rocks for ten or fifteen minutes split in two and disappeared.

Continuing, Bush said:—"When the Stella disappeared forty or fifty persons were discovered clinging to pieces of wreckage or cabin furniture, and crying piteously for help. All the passengers and crew had been provided with life belts, and there was little panic as the ship sank. I first slipped into the water and then swam to one of the boats, into which I was helped.

We rowed supposedly in the direction of Guernsey, but seven hours later we found ourselves near the scene of the wreck, and saw dozens of persons clinging to the rocks."

The boat in which Bush was a passenger was afterwards picked up by the Lynx.

The passengers all agree that perfect order and discipline prevailed on board the Stella. The crew promptly took up their stations when the steamer struck, served out the life belts and lowered the boats. The scene at the moment of the sinking of the vessel was heartrending. Women were screaming and praying and people were clinging to spars and other wreckage in all directions. Those who had succeeded in getting into the boats had a narrow escape from being engulfed on account of the suction caused by the sinking vessel.

The voice of Captain Rooks from the bridge was frequently heard urging the rowers to pull for their lives. The boats were adrift for fifteen hours, during which time their occupants were without food or water, and, as their clothes were drenched, they suffered greatly.

CAPTAIN AND MATE CENSURED.

Result of the Enquiry Into the Wreck of the Castilian.

A despatch from Halifax, N.S., says:—Captain Barrett and First Officer McAffer, of the wrecked Castilian, are censured by the Court of Enquiry which investigated the disaster to the Allan liner on the Gannet Rock ledge, but the court refrains from interfering with their certificates. The latter course was decided upon by the court in view of Captain Barrett's long and successful service in Atlantic navigation and also in consideration of certain circumstances attending the disaster which had a partial bearing on its causes.

One of these was the exceptionally strong current running into the Bay of Fundy at the time the Castilian ran on the rocks. The court says this had something to do with carrying the steamer out of her course, but not to change it to such a serious extent. To Captain Barrett's errors of judgment in not paying sufficient attention to soundings the wreck is largely attributed in the decision, which was delivered to-day by Commander O. G. V. Shain, R.N.R., chairman of the Court of Enquiry.

MURDER AND SUICIDE.

Young Frenchman Takes a Terrible Revenge Upon His Indian Sweetheart.

A despatch from Toledo, Ohio, says:—James Lablanche, a young Frenchman, stabbed and killed his Indian sweetheart, Olga Possamie, at Pelee Point, Ontario, and then stabbed himself to the heart. The Point is near Pelee Island, and during the winter months the inhabitants are isolated. The steamer American Eagle has just arrived from the island bringing the story of the tragedy.

Lablanche and the pretty Indian girl were lovers and last summer they plighted their troth. The marriage ceremony was to have been performed shortly. When the young Frenchman went to call on his sweetheart last week, he learned that another, an American from Sandusky, had usurped his place in the maiden's heart. He was distracted. He induced the girl to take a walk with him, and when near "Lover's Rock" he stabbed her, killing her instantly. He threw the girl's body into the lake, and after stabbing himself, fell into the water after her. "Lover's Rock" is a promontory famous throughout this section of the country.

QUEBEC DEATH DUTIES.

An Important Change Made in the Succession Tax.

A despatch from Quebec, Que., says:—An important decision has been reached by the Quebec Government with reference to the succession tax. Hitherto the tax has been paid on the face value of the estate. Thus, if a man left a legacy of \$10,000, though he actually received only \$9,000, he was compelled to pay the tax on the full amount, \$10,000. A complaint based on the above incident was made to the Government. Hon. Mr. Marchand, after consultation with the law officers of the province, came to the conclusion that the costs of inventory and division must be deducted from the amount of such estate before calculating the succession tax, and all collectors of provincial revenue have been notified to that effect.

THE MASTERS OF ABYSSINIA.

French Have Lost Prestige, But the British are Feared and Respected.

A despatch from London says:—The well-known French Painter, Alme Nicholas Morot, who has just returned to France from Abyssinia, tells a pitiful tale of the manner in which he was treated by the Abyssinians and of his disappointment over the loss of French prestige. He says a very wrong idea obtains in France regarding the influence enjoyed by Frenchmen in Abyssinia. He claims Frenchmen are contemptuously looked down upon and are regarded as less than nothing, while the British, on the contrary, are feared and respected. He concludes:—"From what I have seen, I am persuaded the English will soon become masters of Abyssinia, just as they have of Egypt. This is inevitable."

MARKETS OF THE WORLD.

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

Toronto April 4.—Wheat—The strong market in Chicago to-day caused holders to ask more money. Holders asked from 69 to 70c, north and west, for red and white wheat, and 70c for goose. Exporters are still out of the market, freights being the principal difficulty. Manitoba strong, No. 1 hard, North Bay, was held at 84 1/2c to-day, and g.i.t., at 85 1/2c. No. 1 hard is scarce. The wheat, it is reported is not grading well, No. 1 hard may be scarce.

Flour—Firm. Exporters quote \$3 for straight roller, in barrels, middle freight; and car lots for local account sell at \$3.10 to \$3.15.

Millfeed—Continues scarce. Ton lots of bran at the local mills are quoted at \$14, and shorts at \$16; ton lots, at outside mills, are quoted at \$14 to \$15 for bran, and at \$16 to \$17 for shorts. Oatmeal—Steady. Car lots of rolled oats, in bags, on track here, are quoted at \$3.60 per bbl; and in bbls, at \$3.70.

Peas—Steady. Car lots, north and west, are quoted at 60c bid; and east 67c is bid.

Oats—Steady to firm. Car lots of white, north and west, 23 1-2c, and east at 30 1-2c.

Rye—Scarce. Export prices are still low, but some local demand causes better prices. Holders asked 56c to-day for car lots, outside.

Buckwheat—Scarce and higher. Car lots outside, 55c, asked and 52c, bid. Corn—Firm, in sympathy with the rise in wheat. Canadian yellow, Chatam, is quoted at 35c bid and 37c asked. American, No. 3 yellow, track, Toronto, 43c, and mixed at 42c.

DRESSED HOGS AND PROVISIONS.

Deliveries of dressed hogs keep steady and the market fairly active. In provisions the market is about steady. Dressed hogs, car lots, are quoted, on track, at around \$5.15, mixed weights, delivered, and \$5.20 to \$5.25 for select Northern hogs. On the street farmers' loads sold at around \$5.25 to \$5.40 for mixed lots.

Quotations are as follows:—Dry salted shoulders, 6 1-2c; long clear bacon, car lots, 6 3-4c; ton lots and case lots, 7c; and backs, 7 3-4c to 8c.

Smoked meats.—Hams, heavy, 9 1-2 to 10c; medium, 10 to 10 1-2c; light, 10 1-2c; breakfast bacon, 10 1-2 to 11c; picnic hams, 7 1-2 to 7 3-4c; roll back, 8 to 8 1-4c. All meats out of pickle 10c less than prices quoted for smoked meats.

Lard—Tierces, 6 3-4c; tubs, 7c; pails 7 1-4c; compound, 5 1-2 to 5 3-4c.

PRODUCE.

Eggs—Light deliveries again to-day, and dealers here are holding firm at yesterday's top figure, 13c, and in some instances were demanding 13 1-2c. Retail buyers are holding off in anticipation of a drop.

Potatoes—Prices well maintained. Car lots, on track, are quoted at about 70c to 72c for strictly choice; farmers' loads, Ontario stock, sell at around 75 to 90c; out of store dealers sell at 60 to 95c.

Poultry—The market is dull. Quotations are:—Chickens, per pair, 50 to 65c; ducks, 80c to \$1; geese, per lb., 7 1/2c; turkeys, per lb., 9 to 12c.

Beans—Choice hand-picked beans sell at \$1.10 to \$1.15, and common at 60 to 75c per bush.

Dried apples—Unchanged. Dealers pay 4 1-2 to 5c, for dried stock, delivered here, and small lots resell at 5 1-2 to 6c; evaporated, 9 to 10c, in small lots. Honey—Round lots of choice, delivered here, will bring about 5 1-2 to 6c; dealers quote from 6 to 7c per lb., for 10 to 12-lb. tins; and in comb at around \$1.25 to \$1.40 per dozen sections.

Baled hay—Quiet and unchanged. Strictly choice, car lots, is quoted at \$6.50 to \$7.50 per ton; and No. 2 at \$6.

Straw—Featureless.—Car lots are quoted at \$4 to \$4.50, on track.

Hops—Movement light. Dealer here sell at 18 to 20c; and are paying holders, outside, about 18c.

DAIRY PRODUCE.

Butter—Steady movement for good choice dairy, but there is too much inferior stock coming in. Creamery holds steady. The quotations are as follows:—Dairy, tub, poor to medium, 10 to 12c; choice, 14 to 15c; large rolls, 14 1-2 to 15c; small dairy, lb. prints, about 16c; creamery, tubs and boxes, 20 to 21c; lbs., 21 to 22c.

Cheese—Dealers here holding firm on all choice at from 10 1-2 to 11 1-2c.

Milwaukee, April 4.—Wheat—No. 1 Northern, 73c; No. 2 do., 71 1-2c. Rye—No. 1, 56 to 57c; No. 2, 56c. Barley—No. 2, 47 1-2c; sample, 40 to 46 1-2c.

Toledo, April 4.—Wheat—No. 2, cash, 74 5-8c. Rye—No. 2, cash, 57c. Cloverseed—Prime cash, old, \$3.25; new, cash and April, \$3.50c, bid.

Minneapolis, April 4.—Wheat—No. 1 Northern, April 70 1-2c; Wheat—No. 1 70 3-4c; July 71 7-8c; on track, No. 1, Lard, 71 3-8c; No. 1 Northern, 70 3-4c; No. 2 Northern, 68 7-8c. Flour—First patents, \$3.10 to \$3.15; second do., \$3.50 to \$3.60; first clears, \$2.60 to \$2.70.

Duluth, April 4.—Wheat—No. 1 hard, cash, 73 1-4c bid; April 73 1-4c; May, 74 3-4c; July 74 3-4c; No. 1 Northern, cash, 70 1-4c; No. 2 Northern, 68 3-4c.

Buffalo, April 4.—Spring wheat—Dull; weak; No. 1 Northern, 81 3-4c. Winter wheat—Unsettled; No. 2 red, on track, 76 to 76 1-2c bid. Corn—Weak; No. 2 yellow, 39 1-4c; No. 3 yellow, 38 3-4c; No. 4 yellow, 38c; No. 2 corn, 38 1-4c; No. 3 corn, 37 3-4c. Oats—Dull and easy; No. 2 white, 33 1-2c; No. 3 white, 32 3-4c; No. 3 mixed, 29 1-2c. Barley—Nothing doing. Rye—Dull and weak; No. 2, on track, offered at 63c. Flour—Quiet, easy.

Detroit, April 4.—Wheat closed:—No 1 white, cash, 73 3-4c; No. 2 red, cash 74 1-4c; May, 75c; July, 73c.

The impression prevails at Buchares that Turkey is preparing for a war with Bulgaria.