

DOMINION PARLIAMENT.

FIGURES GIVEN ON THE COST OF IMMIGRATION.

The Government Will Not Insist on a Pound of Flesh From Peterson, Tate & Co., the Past Line Contractors - A Railway Commission.

OTTAWA, May 3.—In the house today Mr. Fielding replying to Mr. Borden of Halifax, said the government had not enforced the payment of the guarantee or bond for the sum of \$20,000 as held by the government for Peterson, Tate & Co. as security for the fast line contract, nor will it be enforced. In consideration of the termination of their contract at a much earlier date than was originally provided for the guarantee bond was practically released; the government, however, keeping in their hands the sum of \$20,000 sterling as security which they still hold.

Mr. Sifton in answer to Mr. Macrobert, said that the number of Dunkhobors brought into Canada this year was 4,072. Finlanders, 162; Menomonees, 16; Gallians, 1494. The cost to the government of the Dunkhobors was \$4.98 per head and the usual commission of one pound per adult. Ticket was paid to booking agents for the others. A tract of land has been set apart to the homesteaded by the Dunkhobors. No money, lands or provisions have been given, excepting as charged against their bonds. The immigration of the Dunkhobors was affected through negotiations between a representative of an English committee consisting of members of the Society of Friends and others interested in the department. No special arrangement was made regarding the immigration of the Gallians and Finlanders other than the ordinary work of foreign agents of the department.

In answer to Mr. McDougall of Cape Breton, Mr. Borden said that nothing was known at headquarters about Francis McKenzie of Christmas Island being refused instructions in the military school at Fredericton in 1897.

To a question by Sir Robert Tupper, Mr. Sifton replied that the government was aware that Major Walsh, when commissioned of the Yukon, had issued permits to take liquor into that country. Major Walsh was under the impression that his authority as a commissioner empowered him to issue those permits. He had issued two permits to McLeod Sullivan and P. McCreary.

Mr. Rutherford moved that the public interest demands that the railway companies of Canada should at the earliest possible moment be brought under the control of a board of railway commissioners, clothed with full power to enforce the provisions of the railway act and to prescribe and enforce the observance of such regulations as may be necessary in the public interest. Mr. Rutherford supported his resolution with strong speech. He was opposed to government ownership of railways.

Mr. John McKinnon, on behalf of the farmers, approved of the railway commission. The farmers, he thought, would find relief in this way. Mr. Clarke Wallace also declared himself in favor of a commission which would do no injustice to railways but would benefit all parties concerned. The railway commission of the privy council was too busy to attend to the work of a commission.

Mr. Ross Robertson was opposed to the appointment of a commission at the present time. He was also opposed to government ownership of railways. He gave credit to Mr. Rutherford for his statement at the railway committee yesterday that the government would step in and protect the people against railway companies, exploiting townsites.

Mr. Richardson thought the appointment of a commission would do good. He advocated the government ownership of railways. It was 6 o'clock and the debate stopped.

At the evening session Mr. Charlton's bill to raise the age of consent from 16 to 18 was put through committee, and the house adjourned at 8.35.

Shipping Notes.

The brigantine Albatross and the brigantine Boston Marins are both in the harbor. The Albatross has on board about 700 packages for Baird & Peters and the Boston Marins 349 packages for L. G. Crosby.

The small steamer Bridgewater that has been on the bay route in place of the Rapier has gone to Bridgewater. A race of 4,000 miles from Rio Janeiro to Baltimore, between the brigantine White Wings and Julia R. Sims, was won last Monday by the former vessel. Both vessels left Rio Janeiro March 24 with full cargoes of coffee. The White Wings beat her rival by a few hours.

It is reported that the barque Antigone, now at New York, has been chartered to load at this port.

planking. The hull will also be stiffened sufficiently to guard against any accident while the vessel is being floated out of the dock.

The steamer Hiawatha is ashore at Douglastown and it is feared she will be a total loss. The steamer Gaspé as gone to her assistance. She was to ply between New Carlisle and Cape Breton.

The brigantine Carlew, Captain Winchester, is loading molasses at Barbados for this port.

The brigantine Albatross, Captain Chalmers, is loading molasses at Barbados for this port.

The schooner W. L. Atkins, Captain Richardson, arrived at New York yesterday from this port with a cargo of lumber.

Schooner Viola is loading laths at Halifax for New York at 65 cents.

The schooner Neille Blanche has been chartered to load lumber for Boston, then to go to Hamilton's mill to take her cargo on board.

The dominion cruiser Culliw, Captain Pratt, arrived in port yesterday afternoon at 4 o'clock from Eastport. She towed a buoy recently from Kings Cove, Grand Manan, to Eastport. It belonged to the U. S. government and was picked up adrift last winter by some fishermen. The cruiser is looking her berth in the harbor. The vessel is owned at this port by Messrs. Wm. Thomson & Co.

Marine Superintendent McGregor, of the D. A. B. will occupy the steamer or Prince Edward from Boston to St. John.

Capt. M. L. Forbes, late of steamer Tappanish, Canada, who came home from Barrington some weeks since in poor health is gradually improving.

The brigantine Robert Ewing is loading plaster at Windsor for New York.

Schooner H. B. Hamer has been chartered to load pitch pine at Mobile for Yarmouth, N. S., at \$7.25.

The steamship Albatross, Captain Chalmers, 2,000 tons register, will come to this port instead of Westport as reported, to load deal for the W. C. England, at \$8.

Schooner Quetay, Captain Hamilton, while getting ready for sea, yesterday afternoon at Walker's wharf broke her rib-boom off close to the bowsprit head by the breaking of the stern line. The schooner Alaska was on the outside of the Quetay, and both were being towed out of the harbor. The Quetay was towed by the Alaska, and the vessel will proceed to her original destination, Vineyard Haven, for orders.

The schooner Avalon has been loaded with coal at New York for this port; private terms.

The schooner E. H. Foster, now in port, has been chartered for sea, yesterday at Quaco for Boston, at market rates.

Captain Crosby, of the barque Cedar Croft, has gone to New York to take charge of the barque Douglas. Captain Noble, of the barque Emerald, succeeds Captain Crosby as master of the Cedar Croft.

The barque Bonnie Marcham, Captain Slater, will come to this port from Buenos Ayres to load lumber for South America. Buenos Ayres, \$9.50; Rosario, \$10.50.

The rate of wages to be asked by the new Ship Laborers' Society on all new work from this out and during the summer months will be \$3 for sailing vessels and \$4 for steamers per day of 10 hours. The secretary of this society has already notified some of the shipping merchants of the change.

Sch. Victoria, of Shelburne, is at St. Thomas leaving; will have to discharge cargo before proceeding on her voyage. This vessel has a cargo of molasses from Porto Rico for this port.

The schooner Crescent, Capt. Corrad, left Tuxedo forty days ago for London, with a cargo of sail, and has not been heard from since. Grave fears are entertained here for the safety of the vessel and her crew. The vessel was insured for \$250.

Captain J. S. Murray, who, as chief officer of the Scottish King, was well known in this port, has just been present. He is a valuable silver cup and \$20 by the British government for having rescued the crew of the Russian barque Cosmantine in February, 1897.

During the month of April over 800 vessels have gone into the port of Boston. This number includes all kinds and sizes, quite a good proportion being colliers. The number of arrivals from foreign ports was 183. The clearances included 163 for foreign ports and 166 in the coastwise trade.

The steamer Princess is now making her regular daily round trips between Charlottetown and Pictou, and the Northumberland between Summerside and Point du Chene. The Stanley will put out this morn.

Halifax, May 3.—The schooner Gold-seeker, from New York to Rio Grande do Sul, which was spoken several weeks ago by the ship J. E. Everett at this port, dismantled and otherwise damaged, and making back to New York, put into Sand Point, Shelburne, last evening, for repairs. For 24 days she had been attempting to reach New York, and her crew were pretty well used up. The schooner was towed to Liverpool to be repaired.

The British steamer Mendota, Capt. Chadwick, which sailed from New York Sunday for West Bay, N. S., ran up to this port and anchored off Camperdown and this port.

Brig M. C. Haskell, Capt. Wingfield, from Ponce, Porto Rico for Boston, with a cargo of molasses, which put into Charlottetown leaving, sailed from there Wednesday in one of the largest steamships, after steam pumps had been placed on board to keep her free on route.

The work of temporarily repairing the damaged steamship Norman finally began Thursday at Boston. Machinery was not at work preparing the hull for the carpenters, who will ghostie nearly the entire bottom with

BEEF WHITWASHED.

THE MILITARY COURT BLAMES EVERYTHING BUT THE BEEF AND ALGER.

In Spite of the Testimony Which Has Been Given It States the Beef Was Not Treated Chemically—Then Censures Gen. Miles For Not Reporting It Unfit For Food Sooner.

WASHINGTON, May 7.—By direction of the president, who approves the findings, acting Secretary of War Melville today made public the report and findings of the military court appointed to investigate the charges made by Major Gen. Miles, commanding the army, that the beef supplied to the army during the war with Spain was unfit for the troops.

The most important features of the report are: The finding that the general's allegations that the refrigerated beef was treated with chemicals were not established; that his allegations concerning the canned fresh or canned roast beef, were sustained to the extent of his finding that the beef was unfit for food as used on the transports and as a long continued field ration; and that the delay in this matter was the cause of serious loss.

The court also finds that the beef was not unfit for food as used on the transports and as a long continued field ration; and that the delay in this matter was the cause of serious loss.

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document on this score. One of the severest rebukes is as follows: "Considering the little use that had been made of this beef in the regular army the probability that the volunteers were entirely ignorant of it, that its use as a part of the field ration had never been sanctioned by the president or secretary of war, the court can but characterize the action of the commissary general of subsistence as unwarranted and reckless in that he ordered the purchase of such enormous quantities of a food that was practically untried and unknown and the court so finds. The court also finds that there is no ground for any imputation whatever on any other acting motive on the part of the commissary general than the earliest desire to procure the best possible food for the troops. The court pronounces this act of the commissary general of subsistence a colossal error for which there is no palliation."

The court finds that there was neglect in Cuba, and to a less degree in Porto Rico in delivering the refrigerated beef. "The court," says the report, "does not wish to state the case more strongly than to say that the findings appear to be warranted that too much time was consumed in distributing this perishable article. The fault, if any there was, rested with the brigade and higher commanding officers and their commissaries and quartermasters. But the testimony is not so definite or specific as to warrant censuring by the court of any particular officer."

They say that the refrigerated beef was at first received with great satisfaction. "There is no criticism of the delay in unloading the refrigerating apparatus of Swift & Co. at Santiago, 'An appeal by the contractors' agent to General Shafter for an order on the quartermaster to expedite the delivery from the transport of the refrigerating plant did not produce the desired result. The delay in this matter was the cause of serious loss."

"The court is of the opinion that the canned roast beef was not suitable as a travel ration on transports, considering the absence of cooking facilities and the absence from that ration of fresh vegetables. For such a ration, where the companies had their camp cooking equipment at hand, vegetable were available, and the ration was suitable for two days in ten, but not for two days in succession. In some instances it seems to have been constituted at least one-half of the meat ration and until after the surrender the troops had no means for either cooking or eating the ration. The individual carried. For such extensive use, or any use, exceeding one day in five, the ration was not suitable for the individual carried."

The refrigerated beef, in the opinion of the court, a suitable ration for troops when it can be issued to them in good condition.

The document is signed by J. F. Wade, major general U. S. Volunteers, president of the court, and by the other members of the court, including the acting secretary of war.

"H. O. COHEN, Adjt. Gen."

Gen. Miles, when asked tonight whether he had any objection to making upon the beef report, replied that he had read it. "But I have nothing to say," he added, "except about the report, the method of taking testimony or the conclusions reached."

"Does that mean that so far as you are concerned you set the matter rest where the report leaves it?" asked the reporter.

"I have nothing to say," replied Gen. Miles.

SPORTING EVENTS.

RACING IN BRADFORD.

There are excellent prospects for lots of bicycle racing here this season. An unusual interest is being taken in the sport thus early in the season, and many new riders will enter the track and contest for racing honors. It is said that already twenty-four racing wheels have been ordered for young men here, a plenty of good sport is promised.

Colman, a member of the St. Stephen and St. John. However, it may be that when the racing boys will again be upon the track and are expected to lead the procession. Allen and Sparden Delong, who came into prominence as a road racer, was mounted upon proper racing wheels this summer and are looked forward to as coming men. Ben Mason came from the front last season, particularly as a road racer, and this season promises to make the best of them here. Then there is quite a family of youngsters who are aspirants for racing honors, who will make lively sport, and there is a probability that the boys will again enter the ranks of the flyers. The track here is not yet in a fit condition for tripping upon, consequently racing men here are considerably handicapped in competition early in the season with those of St. Stephen and St. John. However, it may be that when the racing boys will again be upon the track and are expected to lead the procession. 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