OTTAWAY HUNTER'S VICTIM.

Paralyzed From the Waist Down She is Anxious to Live—Pacific Cable s Tenders.

The Ottawa fire relief fund totals to date $760,606.

The War Office announces that Gen. Buller reports that 659 prisoners, released by the Boers, have arrived at Ladysmith.

The 210th anniversary of the glorious twelfth was very generally celebrated throughout Canada on Thursday. The day was fine.

A wreck occurred on the Delaware, Lackawana and Western Railroad on Thursday night killing two men outright and two others are believed to be in the wreck.

Leslie and Melbourne Stanley, aged 10 and 13 respectively, sone of Samuel Stanley of Guthrie, were killed by lightning shortly before 7 o'clock on Thursday morning.

C. P. R. Fireman Baxter, while stepping back on a railway engine at Terherne, Man., on Thursday, fell, the wheels passing over and taking off both legs. He came from Montreal.

An exceptional heat wave is causing numerous sunstrokes and prostrations in London. The thermometer registered at noon yesterday 129 degrees in the sun and 86 in the shade.

In the House of Commons on Thursday the Secretary of State for the Colonies, Mr. Joseph Chamberlain, announces that tenders for laying the Pacific cable would be invited immediately.

While playing with a gun in his father's barn, at Pilot Mound, Man., on Thursday, Vincent Horne, 11 years old, was accidentally shot by Levi Scharf, his playmate. He died half an hour afterwards.

A large oil tank on a railroad car in the Mystic yard of the Boston and Maine Railroad in Somerville, Mass., exploded last night, and 20 persons, who had been attracted by the fire, which preceeded the explosion, were injured, several of whom may die.

The employes of the different boot and shoe factories in Montreal have just been organized and as they refuse to work with a man in the Marsh factory because he has undertaken to slug bootheels at a lower rate than the regular workers, there may be a lockout involving 15,000 employes.

Gertie Nixon, the young lady who was shot at Idylwild, Orangeville on Dominion Day by Ottaway Hunter, who then ended his own life, is still living and is suffering comparatively little pain. Miss Nixon is still paralyzed from the waist down, but she is very cheerful, and is said to be anxious to live.

During the Orange demonstration on Thursday a melancholy incident occurred at Collingwood. F. W. Fenton of Beeton, just before the train left, was standing in the office of the Globe Hotel, when suddenly he sank on his knees, and, before medical aid could be secured, he was dead. Heart failure is given as the cause.

DAMAGE BY THE STORM.

Particulars of the Tornado Which Swept Prince Edward County.

Picton, Ont., July 13.—Particulars are to hand regarding the tornado which swept over the southern portion of Prince Edward County Wednesday afternoon. The losses will amount to thousands of dollars. At Milford several buildings were demolished; at Black Creek at least six barns were wrecked, and the large timbers were carried over several acres. A large maple grove, owned by C. A. McDonald, was completely destroyed. A rig driven by a lady was overturned and several narrow escapes are reported from different parts of the county. At Waupoose, buildings were unroofed, apple, pear trees, etc., uprooted, and considerable damage done to grain. A young man out rowing at Waupoose had a narrow escape, the gale struck and turned the boat upside down.

Destruction on Amherst Island.

Kingston, Ont., July 13.—A despatch from Stella, Amherst Island, says: "A terrible storm struck this place about 4 o'clock Wednesday evening, blowing trees in all directions and unroofing barns everywhere. Mr. Polley's silo was blown to pieces. Mr. Childs' barn was struck by lightning and burned. A cow was also killed. A group of children were thrown down by the effects of a thunderbolt. Fences are lying flat. The farmers had to stable their cattle in order to save their grain. Old people say they never experienced such a storm before. The amount of damage cannot be estimated.

Young Barrett's Disappearance.

Whitby, July 3.—The mystery surrounding the disappearance of young Barrett from the steamer Garden City on its 4th of July excursion to Niagara Falls becomes deeper as further enquiry is made. Three people have been found who assert they saw the boy fall overboard, and they also heard him cry out. The steamboat stopping at the same time led them to believe it was known there had been an accident, and this is the excuse they offer for not giving further alarm. No evidence is forthcoming that the captain's attention was directed to the accident.

Newspaper Man Won the Duel.

Paris, July 13.—M. Lasies, the prominent Nationalist Deputy, whose name has been connected with the most disorderly incidents in the Chamber of Deputies during the past session, fought a duel with swords yesterday with a newspaper man, M. Gerault Richard, in a suburb of Paris. The meeting was the outcome of an article written by the latter in the Socialist organ, La Petite Republique. In the eleventh round Lasies was wounded in the right arm, and the duel was stopped.

Word has reached the Washington Navy Department of the arrival of the steamer Quito at Bombay, on the 9th inst., with $20,000 and relief supplies for the famine sufferers in India.

SUBSIDIES PASSED.

Railway Companies Are to Use Canadian Rails.

MEMBERS VARYING VIEWS.

Conditions Regarding Repayment Approved—A Very Misleading Article—Mr. Blair Deals With Statements in The Mail and Empire—The Resolution Fostering Canadian Rail Industry Passed.

Ottawa, July 13.—Yesterday morning Mr. Blair moved the House into committee upon the railway subsidy resolution. He said the Government had seen no reason to depart from the principle which they had adopted in 1897. Although objections had been taken by the members of the Opposition and the Opposition press against the sliding scale system of fixing bonuses according to the cost of construction, and a desperate attempt has been made to mislead the public upon it, no good arguments had been offered to the system under which the subsidy might be increased to $6,400 per mile upon railways costing upwards of $15,000 per mile.

He quoted from the Mail and Empire of yesterday an article which implied that subsidies ought never to have been granted. Mr. Blair stated with emphasis there was not the slightest justification for the statement in that article that in every case the full subsidy of $6,400 would be paid. It was absolutely without foundation and was a deliberate misrepresentation of facts. Mr. Blair produced a schedule of railways with which the Government have entered into contracts to grant subsidies since coming into power, forty-seven in number. In respect of these forty-seven contracts, only sixteen of these companies had been paid subsidies, and these had not, as had been stated by the Mail and Empire, so broadly, all been paid the full subsidy of $6,400, but only three of the sixteen received a subsidy in excess of $3,200 per mile, and out of these three there was only one of them that received $6,400 and that was the St. Lawrence & Adirondack. The other two railways which received additional subsidies were the Restigouche & Western Railway, which received $4,693 per mile, and the Tilsonburg, Lake Erie & Pacific Railway, which received $4,909 per mile.

In reply to Mr. Foster he said he believed that the figures he had given included the full amounts of the subsidies to the railways in question.

There was one other thing which he desired to refer to, and that was that the Government had considered the advisability of giving the subsidies in the future in such a way as to stimulate the manufacture of steel rails in this country, an industry which might, with encouragement and every probability of success, be established in Canada. He proposed, therefore, when the House was in committee to move a resolution giving the Governor-in-Council power to make it a condition in all subsidy contracts made in the future, that Canadian steel rails shall be used when procurable and that the Minister of Railways shall be the judge as to the possibility of procuring them. In conclusion Mr. Blair said the amount of the subsidies proposed by the resolution was $3,493,000, a sum which was very moderate and reasonable and much below the figures named in the exaggerated statements made by the Opposition press in advance of the subsidies being brought down.

Mr. Foster.

Mr Foster regretted that the Minister of Railways had not given the House some definite information with respect to the railways which it was proposed to subsidize. He called attention to the fact that Sir Richard Cartwright, who had for many years objected to the granting of railway subsidies, had left the chamber as soon as Mr. Blair commenced his explanation. He also noticed that Mr. Malock and Mr. McMullen had also retired from the chamber. Mr. Foster went back to 1882, when the principle of subsidizing railways was first accepted, and a definite fixed rate of subsidy adopted except in case of extremely expensive work. Since that date the Liberal party had, he said, denounced the granting of railway subsidies. They had also denounced the practice of throwing millions of railway subsidies upon the table a few days before prorogation, when it was impossible to discuss the merits of the individual subsidies, but the Minister of Railways had not departed from the practice which they then denounced.

Mr. Foster said that this was the growing time, and the Liberal party had grown out of any semblance of respect for its pledges and principles, if he could go to the length of saying they ever had any principles. His object in quoting the speeches of the Liberals while in Opposition was to show the utter and absolutely polar contradiction of their work in office. The Conservatives were not opposed to railway subsidies as a whole, not opposed to necessary works in this new country, but he thought the time had come, or had nearly come, when we could afford to let the capital of the country do its own work in reference to railways, unless in some large railways of a national character that should be helped by the nation itself, but they were in favor of some kind of judicious aid.

Mr. McMullen said that if the present Government had brought down their subsidies in the same way as the late Government he would vote against them. This Government had imposed a condition that the railways should pay three per cent. on the subsidy to the Government. He congratulated the Government on the inauguration of that principle.

Mr. Edwards, as a free trader, objected to the clause requiring the purchase of steel rails in Canada.

Sir Wilfrid Laurier.

Sir Wilfrid Laurier told Mr. Edwards that if the proposal was to force a man to buy on a market in which he did not want to buy, he would be with Mr. Edwards. But the Government were not forcing a man to buy. It was quite optional with the railway builder whether he would accept the bonus, and the Government simply imposed a condition that if he could get steel rails in Canada as satisfactorily as anywhere else he should buy them here.

After recess, Mr. Puttee, the Labor M. P. from Winnipeg, protested against granting railway subsidies on the ground that it was policy fraught with power not to benefit the provinces, but to benefit grafters in the shape of politicians, railway promoters and charter-mongers. He considered the time was ripe for a change of railway policy. He favored Government ownership, or in default of that more Government control over railways.

Mr. Richardson of Lisgar wanted a halt called to the granting of subsidies. Already Canada had spent $198,000,000 to aid railways and given 40,000,000 acres of the best lands into the bargain. Canada had practically contributed enough to build the railways, and it was high time they owned them. The scheme had been tried elsewhere. The Australian colonies had spent £130,000,000 in building railways, and now owned them, and was not owned by them. The result of such a system was to give better rates and better service. He believed Canadians were rapidly coming to the conclusion that it was time the old policy was shelved. He was opposed to the system of subsidizing railways in its entirety.

Mr. Fielding.

Mr. Fielding said the fallacy of Mr. Richardson's arguments was the assumption that the older Provinces are not in need of additional railways. He knew personally that in Nova Scotia and other Provinces there were large tracts of land without railway accommodation, which had as good right to have their wants supplied in this respect as those other portions which had already obtained bonused railways. If hon. gentlemen coming from districts which have been gridironed with railways under the bonus system opposed the further bonusing of railways in less favored districts, they were acting under an entire misconception of the conditions which justify the continuation of the practice.

Mr. Rogers said the principle of bonusing had been abused, and it was really time to call a check. Some years ago circumstances were different, and it was difficult to secure capital for the construction of railways, but there is now plenty of it seeking investment. There were reasons why the system of bonusing should not be continued, and if there was a change at all it should be along the line of providing some check upon the practice. The policy which the Government had adopted was along that line, and it would be well to give that policy a fair trial before adopting drastic measures. He believed that some measure should be adopted along the fine of requiring repayment by the companies of the bonus given, and the Government had to some extent provided for this in requiring the companies to render service in return for the subsidy.

Mr. Sifton.

Mr. Sifton spoke in reference to the resolutions granting subsidies to the Canadian Northern Railway extension north of Swan River and the Waskada branch of the C. P. R. The latter line was urgently needed, and he pointed out that settlers had gone into these districts, and some of them found themselves greatly in need of a railway, owing to the distance from the market. It was all very well, he said, for those who have railway accommodation to be indifferent about railway extensions in other districts. Mr. Sifton gave several instances where lack of railway accommodation had for years prevented the settlement of fertile districts. He reminded Mr. Puttee that the workingmen of Winnipeg were particularly interested in having additional railways constructed, to encourage settlement and bring more business to the city from which they will profit. He ventured to say that no 100 miles of railway could be constructed that would produce more advantageous results than the proposed Canada Northern branch, and in the course of a few years it would cost the country nothing, as the service rendered in the free carriage of the mails, etc., would equal the interest on the bonus.

The House then went into committee.

Each item was scrutinized and explanations were given by Mr. Blair. Items to the amount of $3,000,000 were passed by 12 o'clock.

By 12.30 o'clock the whole of the items were passed, and the House afterwards engaged in discussion on Mr. Blair's resolution that the subsidy should be paid by order-in-council and that a preference should be given to Canadian rails if they could be obtained on equal terms with foreign rails.

The resolutions were passed.

The House adjourned at 12.50.

The Senate.

Ottawa, July 13.—In the Senate yesterday morning Hon. David Mills reviewed the whole position of Lieutenant-Governor McInnes, holding that Mr. McInnes acted unconstitutionally in several important respects during his official career towards his advisors, and that, if he had taken the advice of his old friend, Hon. R. W. Scott, given to him confidentially, he would still be in office.

Sir Mackenzie Bowell congratulated the Minister of Justice on his important speech.

In answer to a question from Senator Perley, re emergency rations, Mr. Mills said that his own impression was that a fraud had been perpetrated on the Militia Department.

Mr. Douglas' Majority 303.

Charlettetown, P.E.I., July 13.—Dr. Douglas, Liberal, has a majority of 303.

The American hospital ship Maine sailed on Thursday from Southampton for China.

KILLED BY LIGHTNING.

Herb Phillips and Tommy McIlwain Meet Death Suddenly,

NEAR LONDON AND OMEMEE.

Mrs. John Finney Rendered Unconscious at Windsor, but Will Recover From the Electric Fluid's Effects—Bowmanville and Noxbore Methodist Churches Were Damaged—Storm at Guelph.

London, Ont., July 12.—Herbert Phillips, the 14-year-old son of Postmaster Phillips, residing on Hamilton road, was fishing with a number of companions along the bank of the river, yesterday afternoon, when a heavy thunderstorm came up. The boys all ran under a large tree, but lightning struck the tree and young Phillips was instantly killed. The other boys were badly shocked, but, beyond the fright received, were not injured in any way.

Tommy McIlwain Killed.

Omemee, July 12.—Tommy McElwain, 11 years old, eldest son of Arthur McElwain, 3 miles north of this place, while out in the field was struck on the head by lightning yesterday afternoon and instantly killed.

Windsor Lady Stricken.

Windsor, Ont., July 12.—Mrs. John Finney was struck down yesterday morning by a bolt of lightning at her home here. The shock rendered her unconscious and it was some time before she regained her senses. The electricity entered her left arm and benumbed that side of her body. The flesh on her hand sizzled for a moment and the arm is still paralyzed. Mrs. Finney's daughter, who was standing near her mother, received a portion of the bolt, but was not injured.

Houses and Barns Struck.

Foxboro, Ont., July 12.—In a violent thunder storm, accompanied by rain and wind, which passed over this district, the North Methodist Church, Foxboro, was struck by lightning, shattering the steeple and tower and otherwise badly damaging the building. A barn in the village owned by Andrew Benedict, was also struck and his valuable horse was killed. The storm was one of the severest ever experienced in this district.

Lightning Struck at Bowmanville.

Bowmanville, Ont., July 12.—During the prevalence of a thunderstorm which passed over this district about 6 o'clock yesterday morning, the steeple of the Methodist Church was struck. The new barn on the farm of W. C. Ashton, just west of Newcastle village, was struck by lightning. Little Alexander Edminson, son of Rev. T. J. Edminson, B. D., of this village, and Alfred Stevens were in the stable at the time. Both were severely shocked.

Hail Storm at Guelph.

Guelph, July 12.—At noon yesterday a severe electrical storm accompanied by rain and hail passed over the city. At times the lightning was very vivid and some crashing peals of thunder were heard. Some of the hail stones were ⅞ of an inch in diameter, and their average weight was about one and a half drachms. A good deal of damage has been done the flowers, but grain will suffer very slightly.

Schooner Capsized.

Picton, Ont., July 12.—The schooner H. M. Ballou, Capt. J. H. Smith, capsized in a gale at Smith's Bay yesterday afternoon. The crew, four in number, escaped. At Milford the roofs were blown off houses and the drill shed blown down. Hail and sleet accompanied the wind.

Damage done to Crops.

Erin, Ont., July 12.—Yesterday a heavy hailstorm came up suddenly from the south, and lasted about two hours. It swept over a strip of country three miles wide, doing much damage to the wheat crop. It also broke many window panes, as many as 17 lights being broken in the house of Mr. James Bennie. Many other houses also suffered in a like manner.

Barn Burned.

Belleville, Ont., July 12.—W. F. Pope's barn, in the 7th concession of Tyendinaga, was struck by lightning and burned yesterday morning. Insured in Liverpool and London and Globe for $250 on contents. Loss on building about $500.

SIXTY DEAD IN THE SAALE.

Appalling Addition to the Mortality by the Fire at Hoboken Docks.

New York, July 12.—Twenty-four bodies were recovered from the hulk of the burned steamer Saale, which makes the total number of dead taken from this ship alone 60.

Great pumps were worked in the Saale yesterday and by 2.20 o'clock yesterday afternoon the vessel was floated. The ship was in 8 or 10 feet of mud and when she finally freed herself from this bed she seemed to jump fully two feet out of the water.

BASEBALL.

Eastern League Yesterday.

Toronto 7, Montreal 4.
Syracuse 6, Rochester 6.
Hartford 2, Worcester 1.
Springfield 1, Providence 2.

National League Yesterday.

St. Louis 0, Boston 3.
Cincinnati 7, Philadelphia 6.
Pittsburg 4, Brooklyn 0.

American League Yesterday.

Indianapolis 10-9, Minneapolis 3-8.
Detroit 0, Kansas City 6.

Election Trials Dates.

Toronto, July 12.—The dates for the election trials in South Ontario and East Middlesex have been fixed by the judges. They are: South Ontario, against John Dryden, at Whitby, Sept. 10; East Middlesex, against Capt. Robson, Sept. 13.

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ARE YOU? Nervous and despondent; weak or debilitated; tired mornings; no ambition—lifeless; memory poor; easily fatigued; excitable and irritable; eyes sunken, red and blurred; pimples on face; dreams and night losses; restless; haggard looking; weak back; bone pains; hair loose; ulcers; sore throat; varicocele; deposit in urine and drains at stool; distrustful; want of confidence; lack of energy and strength—*WE CAN CURE YOU!*

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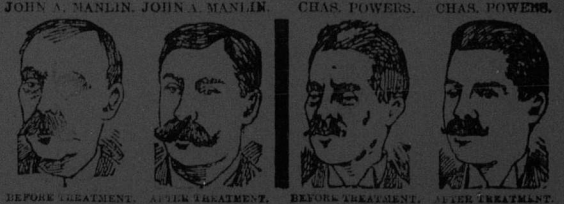

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