

## DOMINION PARLIAMENT.

OTTAWA, July 4.—The Speaker took the chair at 11 o'clock.

Dr. Landerkin asked—Have the Government had their attention called to the following letter from the Minister of the Interior, and the editorial comments made thereon by the Regina Leader in its issue of the 12th January, 1892, in which it is said:

OFFICE OF THE COMMISSIONER OF INDIAN AFFAIRS, NORTHWEST TERRITORIES.

22nd July, 1892.

DEAR GREEN.—I find the Government have determined to bid on to the mile limit reserve on each side of the railway track, so it will be well not to make too great improvements. I expect the section not utilized for town site will be sold by auction. Occupy and hold it if any one asks any questions for the Government. I have been obliged to go to Ottawa so have not been able to return as soon as I expected, but I shall get things into good shape before I get away. Out all the way you can. I do not expect to reach you before the middle of August.

Yours truly,  
E. DEWDNEY.

The following facts are established by this letter:

1. That Dewdney made his groom aware where he would place the capital.  
2. That he had discussed with his groom the chances of the Government, keeping or not keeping the mile-belt closed.  
3. That he got his groom, Robert Green, to squat on half a section, either for him or wholly for Green, on the same system as Rattan got squatters to squat for him, the squatter to have a quarter section and the employer of squatter a quarter.

4. The strong probability is that they were partners, and a parliamentary enquiry will show what was his system as to similar dealings with other subordinates and speculators.  
5. That he urged Green to occupy this half-section, and if asked what he was doing to tell a lie and say he was representing the Government. That he tells Green he will get things into good shape before he gets away from Ottawa. What things? If public things, then his groom is his adviser on weighty affairs of State, but this is not likely even for him. He must then have meant the private speculation in which they were acting together, and the context bears this out.

And, again, "I do not expect to reach you before the middle of August."  
Comment is unnecessary as to the grave charge of having planned to place the town of Regina in his own section. Of that, he says nothing, and says he was a parliamentary inquiry and we can prove it all. Dr. Landerkin had got no further than the paragraph beginning "Comment is unnecessary," when he was called to order by Mr. Speaker, who stated that the rule of the House was that a member had no right to put a question affecting the conduct of another member. It was just as improper for another member to make a question from a newspaper reflecting upon a member. The question was distinctly out of order and could not be put.

Mr. Forbes asked—Will imports into the Spanish West India ports from Canada be there received on equally favorable terms with similar imports from the United States?

Mr. Foster—I have nothing further to add to the information I gave the House on Saturday.

Sir John Thompson having moved the third reading of the Act respecting the Voters' list of 1892,  
Mr. Armstrong moved in amendment that the Bill be referred to a committee in order to allow it to be amended by excepting the city of London from the clause suspending the revision for that year. He recalled the contrary view to that taken from the decision of Judge Elliott, placing 230 disputed names on the list, and urged that the lists should be revised in London this year.

Sir John Thompson could not accept the amendment, which would, he said, open the door for the revision in every constituency in the country. The time for revision had passed by, and it was too late now to order a revision.

After some further discussion the amendment was defeated on a division by 63 to 30, and the Bill was read a third time.

The House then went into committee upon the railway subsidy resolutions.

On the vote of \$264,000 to the Ottawa and Parry Sound Railway Company, Mr. Haggart explained that the section of fifty-five miles northwest from Barrie Bay to a place which had no name, was especially difficult, and consequently half of that distance would receive \$5,000 per mile.

AFTERNOON SITTING.  
The consideration of the railway subsidies was resumed.

On the vote of \$90,800 for the Cobourg, Northumberland and Pacific Railway.

Mr. Haggart explained that this vote would complete the road, but admitted, in reply to Messrs. McMullen and Edgar, that the road had not been begun or any contract let.

Mr. McMullen charged that this vote was a fulfillment of the promises made at the time of the late bye-election in West Northumberland. This was the way in which the promises were carried by the Government.

Mr. Guillet denied that any such promise had been made by himself or any of his supporters.

Mr. Dupont opposed the grant of \$102,400 to the United Counties Railway for a road between St. John's and Rosalie. The Quebec Government had subsidized the road with \$3,200 per mile, and the Government from this Government would be pure waste of money. The country was a level one, and the road could not possibly cost more than \$5,000 per mile.

Mr. Chaplain said that if Mr. Dupont would tell the House how he could build a railway through a rich farming, well-settled country for \$5,000 a mile he would confer a favor upon railway men generally. This new road would require two bridges, one over the Richelieu and the other over the Yamaika River.

On the vote for the Kingston, Smith's Falls & Ottawa Railway Company, which it is proposed to aid, not only by a subsidy, but by giving an annuity of \$4 per cent.

Mr. Edgar protested against the new departure involved in the vote.

The vote respecting the St. Catharines & Niagara Central Railway Company was changed to a subsidy of \$108,800 for 34 miles upon condition of a deposit of \$400,000 with the Government.

Mr. Fraser protested against the duplicating of the Grand Trunk Railway between St. Catharines and Hamilton, and condemned the manner in which the part of the St. Catharines & Niagara Central already constructed was built. It was throughout upon treacherous work, and was an undertaking that did not deserve assistance.

Mr. McMullen characterized the vote as nothing but pure waste of public money. The item was carried.

EVENING SITTING.  
After recess, the vote of \$64,000 to the Kingston, Napanee & Western Railway was carried with an amendment extending the scope of the road to the counties of Lennox and Peterborough.

On the vote of \$96,000 to the Cobourg, Northumberland & Pacific Railway.

Mr. McMullen again drew attention to the manner in which this railway subsidy was used as a bribe in the late bye-election in West Northumberland. He read an extract

from the Sentinel-Star, in which one of the arguments used in favor of Mr. Guillet's election was the case with which he could secure an additional subsidy for the railway, as well as a reference to the dredging and other public works secured for the constituency by Mr. Guillet. That paper declared that the future well-being of Cobourg was bound up in the securing of the subsidy. He contended that this was one of the many cases in which constituencies were won by the Government.

Mr. Guillet renewed his denial of the morning that he had used the railway as an argument, but contended that it was unjust to hold him responsible for everything said by his friends in the press.

Mr. McMullen, in reply, protested against the House being called upon to pay the Government's election pledges. If Mr. Guillet had any complaint to make against the campaign methods of the Opposition the courts were open to him.

Mr. Costigan defended the subsidies to the Temiscouata railway, which he declared had been of considerable value to the country, and contended that this particular subsidy had been well used.

Mr. Lister protested against the development of the subsidy system, which had resulted in railway promoters building roads at the public expense and at the same time putting thousands of dollars into their own pockets.

Sir Adolphe Caron followed, and made the first reference he has yet made to Mr. Edgar's charges against him. He dwelt at some length on the usefulness of the road, which had contributed more than any other road to the prosperity of the country.

Mr. Edgar—What? To election funds?

Sir Adolphe Caron—To the development of the resources of the country. I'll stand to the hon. gentleman in the morning. After making some further reference to the development caused by the road, Sir Adolphe made a passing mention of the charges preferred against him by Mr. Edgar, which charges he did not commend themselves to the judgment or good sense of the House.

"When the hon. gentleman gives as a reason why a whole population should be deprived of help—that he has been charged against me, I tell him he is in the wrong. When an inquiry is held, and when I hope he will be present to submit his charges against me, he will find me ready to meet these charges. If I am to believe current rumors he does not intend to take that responsibility upon himself, and that he has sought to take advantage of the privilege given him as a member of the House, I tell him that he will assume the responsibility of bringing his charges under different circumstances and in a different place he will find me prepared to meet him face to face, and if he can prove his charges, which he cannot, which I have by the rules of the House been unable to refer to until now when I am able to do so on a side issue—I am ready to risk my seat and retire disgraced and dishonored. So far as this railway is concerned, my sole connection with it has been in the belief that I was looking after the public interests. I scorn such charges as he has brought against me, and I again tell him he will be unable to prove them."

Mr. Edgar expressed his pleasure that Mr. Adolphe Caron had made the reference he had done. He would tell him that before he had done so the investigation he would find that he (Mr. Edgar) would not shrink any of the responsibilities which he had undertaken, and that he would not shield himself behind his responsibility as a member of the House to make charges which he was not prepared to make in open day. It was not he who was shrinking the issue. Sir Adolphe Caron's case was the first in which a member had shirked an investigation by his peers and yet boasted of such conduct. Had he (Mr. Edgar) not asked for a trial before a jury composed of his peers? Those who shirked the investigation were the Minister and his colleagues. Whatever weakness he (Mr. Edgar) had he did not want in pluck and would not shrink the issue. After contending that his figures were right and those of Mr. Haggart were wrong, Mr. Edgar urged the House, for the sake of decency and good order, not to vote anything further to the Temiscouata road pending an investigation of his charges, and moved in amendment that the vote be struck out.

The discussion then branched off to a debate of the Pontiac Pacific Junction Railway.

Mr. Chaplain replied with some warmth to Mr. Lister's references to that road, which he characterized as unjust and untrue.

After some further discussion, in which Mr. Fraser urged that the whole system of giving railway subsidies should be remodelled, and the subsidies paid after the road was completed, Mr. Edgar's amendment was rejected on a division of 63 to 43.

On the vote of \$99,200 to the Goderich and Wingham railway.

Mr. McMullen charged that it was the direct result of the election of Mr. J. C. Patterson in West Huron.

Mr. Patterson denied that the road was a political enterprise in any way. He was never asked to promise a political favor in West Huron, and never did promise any such thing. One of the chief promoters of this road was his late opponent, Mr. M. C. Cameron.

Mr. Laurier proposed an amendment to provide that within four days after the opening of each session the Minister of Railways shall lay before Parliament copies of all agreements entered into with all railway companies, and a statement of all payments made; that within a month the president and secretary of each railway shall send to the Auditor-General a statement on oath that the subsidies had been applied to their legitimate objects, as well as a provision that any railway contractor or manager who subscribes to an election fund shall be liable to fine or imprisonment or both.

Sir John Thompson asked that the amendment should stand until to-morrow. He did not agree with all its details.

This was agreed to, and the House adjourned at 11.55 p. m.

Christian Endeavor Trip to New York.

Same rates can be obtained at all points in Canada for Christian Endeavor tickets to New York by the popular West Shore route as by other and less attractive lines, and the West Shore tickets are good either going or returning via the Bay Line steamers on the Hudson River. Call on Grand Trunk Railway agents for tickets and information. West Shore coaches and sleepers through from Hamilton and other points to New York without annoyance of changing cars.

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Stylish English and American Felt Hats, Children Hats and Caps. All the newest styles of Tam o' Shanter, Naval and Eton Caps. Old-garby Caps, Turkish Fez Caps and Oriskany Caps at Treble's, corner King and James streets.

## THE WEATHER.

The probabilities for the next 24 hours are: Light to moderate winds; fine and warmer; fine and warm to-morrow.

## PERHAPS YOU DO

and perhaps you don't read advertisements. We think it will pay you to keep well posted, to know and to learn of what is going on in the commercial world. For instance, if your eye had missed this you would be ignorant of the fact that to-day we received five cases of New Goods, such as YOU will require during the next month or two. When you come out to make your purchases bear this advertisement in mind, and ask us to show you

New Challies..... 8c  
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New Vests..... 10c  
New Vests..... 19c  
New Vests..... 20c  
New Vests..... 25c  
New White Quilts..... \$1 05  
New White Quilts..... \$1 13  
New White Quilts..... \$1 25  
New White Quilts..... \$1 50  
New Prints..... 10c  
New Prints..... 12 1/2c

The TIMES will not allow us any more space than we pay for. We will therefore ask you to come and see the grand display not mentioned here.

If you forget all the above, remember this—our great annual clearing sale of Millinery has commenced, which means everything in head-wear at half price.

McILWRAITH & TREGENZA.  
12 James Street North.

FOURTEEN LIVES LOST.

Wreck of the Peter Stuart on Chebogue Point, Nova Scotia.

CAPTAIN'S WIFE AND CHILD DROWNED.

A Yarmouth, N. S., despatch says: A sad shipwreck, involving the loss of fourteen lives, occurred off Yarmouth harbor last night. At 9 o'clock this morning a great quantity of debris drifted ashore north of Chebogue Point, and then a damaged lifeboat, with thirteen exhausted sailors, washed ashore in the surf and the men were helped up to the houses and cared for. They proved to be Capt. Henry Hughes, his first mate and eleven of the crew of the Liverpool ship Peter Stuart, bound from St. John's to Liverpool with deals. The second mate and thirteen others, including the captain's wife and child, were drowned. The Stuart was towed as far as Briar Island on Saturday, and the captain after getting within ten miles of the Dasher boat, ran 50 miles to west and then headed down the bay. Although he thought he had made allowance to carry his far off land and ledges, they brought up at 5 o'clock Sunday evening on some rocks off Chebogue Point, supposed to be Gannett Rock ledge. The ship broke up and all boats but the lifeboat were smashed. The captain and his wife and child were never seen again. Some of the crew, who were thrown on the floating debris from the broken vessel, managed to right the boat and found the captain still alive unconscious. All who could be seen were picked up and the boat stood by till daylight, when the first mate and some of the others were picked up. With 18 out of the 27 lives the boat started away from the scene of the wreck, not a vestige of the vessel remaining. The boat had been damaged, and filling, was again capsized, but they got her righted and steered towards land. Four more had, however, been lost and before they got to land it was found another dead body of a sailor named Alex. Troop was washed about in the almost submerged boat and the corpse was pushed off. This body drifted ashore and so far has been the only one recovered. The captain, mate and several of the crew were badly bruised and the sailmaker had his leg broken. The vessel was loaded by Alex. Gibson and the cargo was probably insured. The vessel was insured. She was owned by Thomas Stevens & Son, London.

INDEPENDENCE DAY CATASTROPHE.

A Boston Balloonist's Trip May Result in Three Deaths.

A Boston despatch says: The balloon ascension from the Common this afternoon, one of the features in the celebration of the 4th, prepared by the city government, had a sad ending. One of the aeronauts accidentally tore a hole in the side of the balloon, where it was at a great height, and it immediately began to fall at a frightful speed. As a result Prof. August Rogers, of Malden, is dead, Thomas Fenton, his assistant, is dying and the third occupant of the balloon, Delos E. Goldsmith, a representative of the City Press Association, is suffering from the shock and the inhalation of gas. An immense crowd on the Common witnessed the tragic event.

Buried Under the Gable.

GUELPH, Ont., July 4.—Mr. Taylor, of Guelph, and George Lillie, of Guelph, were injured by the collapsing of the gable of a stone school house, which they were completing at Oustie. Lillie was completely buried by the debris with the exception of one arm and Taylor had three ribs broken.

Killed While at Play.

ALBANY, N. S., July 4.—Herman A. Wilbur, aged 10 years, son of Capt. H. V. Wilbur, of this place, died very suddenly this afternoon from the effects of a blow which he received in the abdomen, from the letting slip of a bat in the hands of one of the ball players, while keeping score for them.

Children Cry for Pitcher's Castoria.

## SUMMER SHOES.

Our trade in SUMMER SHOES this season has been the largest on record. We are having quite a demand for a Ladies' Low Shoe, with a heavy sole. They make a grand walking shoe. We have them in different widths.

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We are Sole Agents in this city for J. & T. Bell, who make the best fitting goods made in Canada. One dealer in this city was so anxious to get Bell's goods that he even went to London and bought a few pairs from a London shoe store. All of Bell's goods are guaranteed.

Kindly call and see our grand assortment.

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We have full ranges in Frock, Sack and Cutaway styles. PRICES—5, 6, 7, 8, 9, 10, 11, 12, 13, 14 and 15 dollars.

The Oak Hall Clothiers are particularly exact, in regard to the fit of all the Suits sent from the store. The rule is, "All Suits Must Fit," irrespective of prices.

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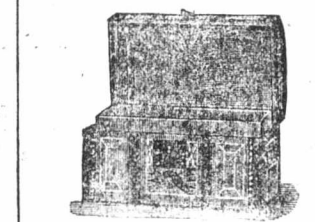
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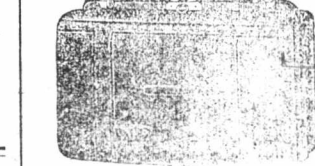
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