

DOMINION PARLIAMENT.

What the Legislators of the Country are Doing at Ottawa.

Mr. Fortin, M.P., withdrew his Insolvency bill. Less than five minutes before Mr. Bertram had presented one of the most influentially signed petitions ever submitted to the Parliament of Canada. The petitioners ask for the adoption of a general insolvency law for the whole Dominion as essential to the safety of merchants doing business with Canada. It is suggested that such law, if passed, should provide as follows:—

1. The abolition of all preferential creditors other than Governmental taxes, rent and wages.
2. For the registration of all liens on goods, book debts, or other securities, and that secured creditors should rank only for their debt, less a proper valuation of their security.
3. Liens and preferences given within a period of three or four months prior to an assignment or bankruptcy to be deemed invalid.
4. Provision against all fraudulent and preferential settlements.
5. Provision for the means of enforcing to a trustee duly appointed by creditors an assignment on their behalf of the estate of a debtor who is insolvent.
6. Provision of a public or other proper examination of a debtor before a judge or other authorized official.
7. That in any appointment of official receivers the rights of creditors to a proper supervision and control of assets to be safeguarded.
8. Traders to be compelled to keep proper books of account.
9. Provision to meet the notorious evil of traders insolvent, or on the brink of insolvency, ordering or receiving delivery of goods on credit from persons ignorant of their financial position.
10. Provision that where a debtor has obtained goods while insolvent within 60 days of his executing any deed of assignment or presenting any petition for the administration of his affairs in any Insolvency Court, that creditors furnishing such goods should be entitled to the return of all such goods as are available when the insolvency is declared.
11. Provision against the frequent case of sales en bloc of stock by traders insolvent, or on the brink of insolvency, before calling their creditors together, and generally that any legislation dealing with insolvency should be as far as practicable assimilated to the law relating to the insolvency in England and Wales, with such modifications or improvements as may be deemed necessary or advisable.

THE WELAND CANAL.

Après of his canal resolution Mr. McCleary contended that Port Colborne, which stood at the head of our canal system, was the only port which opened up the trade of the west at a through water route. Nobody contended that an all-water route was not superior to any other route. Port Colborne is, he said, nearer to Montreal than any port on the Georgian Bay. From Port Colborne to Montreal there were 70 miles of canals and 800 miles of open lake and river navigation. The return cargoes that vessels could have going by Port Colborne would greatly enhance the earning power of the ships. The difference in mileage between the Toronto air line route and the Welland route, from Port William to Montreal, was 270 miles, not 400.

The Minister of Railways then announced that there was a liberal sum in two estimates for improving the entrance of the Welland Canal and Port Colborne harbor. If the canal was properly equipped and improved, elevator facilities might be left to private enterprises. However, the deepening of the Welland Canal could not be considered a practical question at the present time. To secure a greater depth meant practically building a new canal at a cost of \$20,000,000 or \$30,000,000. As to the construction of a breakwater at Port Colborne the matter was under Mr. Tarte's consideration, and he hoped a decision could be announced before long.

THE GEORGIAN BAY ROUTE.

Mr. Bennett insisted that the best route was via one of the Georgian Bay ports; that vessels of the size that now go to Buffalo could not go through the Welland Canal, but they could be accommodated in the Georgian Bay ports, and the trade could be handled by the Toronto air line and the Booth line. The advantages of the Canadian route were great, as a vessel can make three trips from Chicago to Midland as against two from the same port to Buffalo. The distance from Buffalo to New York for rail carriages is also greater than from Parry Sound and Midland to Montreal.

TO STOP CIVIL SERVICE GRAFTS.

The next matter was Mr. McMullen's civil service bill, the object of which is to prevent civil service servants receiving payment for services in addition to their regular salaries. At present, argued Mr. McMullen, every civil servant now was standing at his desk trying to think of a hook on which he could hang a claim for extra pay. He gave an analysis of the payments in this way since 1881, when the number of civil servants so drawing pay was 182. Year before last there were 753 who drew pay for extra services, and last year 749 altogether who drew pay for extra services. He gave some of the more glaring instances. The Clerk of the Supreme Court got \$2,600 a year, as a salary. In addition to that he drew \$600 for pre-

paring the record for the Supreme Court for the printing. In addition to that he drew \$197 commission on stamps that he sold in discharge of his duty as clerk of the Supreme Court, bringing his salary up to something between \$3,800 and \$3,400. The Clerk of the Exchequer Court with a salary of \$2,000, received a special vote of \$275 for preparing the records of that court. Mr. McMullen said that no company paid its employes better than did the Government. It was a shame that these clerks should haggle over an extra hour. He was so much in earnest about his bill that he would call in Opposition assistance if the Government didn't amend matters.

Mr. Rogers, Dr. Sproule, Mr. Holmes all approved his bill, and Sir Richard Cartwright intimated that something on Mr. McMullen's line was already under consideration by Mr. Fielding.

MEDALS FOR MILITIA.

The Government has received a cable from the Royal Mint, explaining the delay with the general service medals. One consignment will be shipped on Saturday, and will be available for presentation on Dominion Day to those entitled to them in Toronto, Montreal, Ottawa, St. John, Halifax, Hamilton, London, Victoria, Vancouver and Winnipeg. It will take about three months under the present arrangement to secure the entire supply.

UNION LABEL BILL.

Mr. Bertram's bill to amend the Trade Mark and Design Act, providing for the recognition of the union label, passed the Committee on Banking and Commerce with an amendment inserted by Mr. Bertram himself to the effect that no marks should be put upon goods without the consent of the proprietors. This is the Act whose passage has been repeatedly urged by the Labour organizations. Mr. Bertram thinks that the amendment which he has made will obviate the objections which caused the Senate to throw out the bill last year.

THE ALASKA BOUNDARY.

Mr. Clarke Wallace called attention to a despatch in the daily papers with reference to the proceedings of the International Commission. He wanted to know if the statements in those despatches were correct, and especially if it were true that the Alaska boundary was to be settled by arbitration. Sir Wilfrid Laurier replied that the negotiations were in exactly the same condition as when the commissioners left Washington. At that time substantial progress had been made on all questions submitted with the single exception of the Alaskan boundary. That matter had been referred to the Governments interested, and the correspondence was still going on.

FRIENDLY SOCIETIES BILL.

Mr. Montagu asked what the Government intended to do with reference to the Friendly Societies Insurance bill. He understood that representations on the subject had been made by the Canadian Fraternal Association and by the Ontario Government.

Mr. Fielding answered that he had been waited upon by a large deputation from the fraternal organizations, who desired that the societies concerned should have an opportunity to meet and discuss the bill, but also desired to avoid the expense of calling special meetings of their bodies for that purpose. In deference to their wishes, he had decided not to proceed with the bill during the present session. Representations had also been made by the Ontario Government as to the constitutionality of the measure, due, he thought, to misapprehension of the scope of the bill, but no purpose would be served by discussing that phase of the subject, in view of the fact that the measure was going over until next year.

QUESTIONS ANSWERED.

Sir Hibbert Tupper was informed by Mr. Mulock that Canadian mails for Dawson are forwarded on Pacific coast waters by the steamers of the Pacific Coast Steamship Company. To Skaguay there are five or six trips a month and to Adir three. The department has no control over the arrangements for forwarding mails from Skaguay, which is in possession of the United States, but correspondence is being carried on with Washington with a view to changing the arrangements now in force.

Mr. McDougall was told by Mr. Blair that the total number of tons of freight carried by the Intercolonial railway from March 1st, 1897, to March 1st, 1898, was 1,315,548, and the receipts on such freight were \$1,734,385. During the year ending March 1st, 1899, the freight carried was 1,533,381 tons, and the receipts \$2,198,010.

VIGOROUS LANGUAGE.

I tell you, said Sammy Snaggs, that man talked straight from the shoulder. Samuel, said Mr. Snaggs, severely, you should not use slang. But, father this was a deaf and dumb man, and he used the sign language.

IT MAY BRING ON A WAR.

FORMER BRITISH OFFICERS ARRESTED AT JOHANNESBURG.

They are Charged With High Treason—Sudden and Vigorous Move by the Boers—Alleged That a Conspiracy Existed for Four Months.

A despatch from Pretoria, Transvaal Republic, says:—The arrest at Johannesburg early Tuesday morning of seven alleged former British officers, named Nicholls, Patterson, Tremblott, Ellis, Eries, Hooper and Mitchell, on the charge of high treason, has caused intense excitement here. The prisoners were brought to Pretoria by special train. After they had been lodged in jail they were visited by the British diplomatic agent here. The arrests were effected by a detective who joined the movement, which, it is asserted, was for the purpose of enrolling men in order to cause an outbreak of rebellion.

Incriminating documents were found upon the prisoners, and it is expected that further arrests will be made.

NAMES OF THE ARRESTED.

The officers arrested, who are eight in number, are Capt. Patterson, formerly of the Lancers; Col. R. F. Nicholls, Lieut. E. J. Tremblott; C. A. Ellis, lately a private detective at Johannesburg; Lieut. Johann, formerly of the Horse Artillery; Quarter-master Mitchell, former Sergeant Eries and former Sergeant R. P. Hooper. None of them has been in the employ of the British South Africa Chartered Company. It is said that the Commissioner of Police, who had the affair in hand, had been working up the case for four months. Mr. Beatty, the detective, who effected the arrests, received his instructions last week and received the necessary warrants on Monday. The Executive of the Transvaal is sitting in secret session this evening considering the arrests.

BOERS WERE WAITING FOR IT.

A despatch from London, says:—The advices from Johannesburg are also probably connected with a mysterious despatch received at Johannesburg from Pretoria on May 12, saying a special train fully equipped with Boer special men, guns and a searchlight apparatus was being held in readiness at the capital of the Transvaal. The statement was then declared to be without significance, but Tuesday's news throws a more serious light on the movement, and it is certain there will be a great sensation in London when the news of the arrests becomes generally known.

CAPE GOVERNMENT DELIBERATING.

The afternoon newspapers print special despatches from Cape Town, saying seven men have been arrested at Johannesburg and have been taken to Pretoria. The Government of Cape Colony, it further appears, is considering the matter secretly. The news has caused great excitement throughout South Africa.

PLOTTING FOR FOUR MONTHS.

The Standard and Diggers' News, the Boer's Johannesburg organ, which publishes an edition in London, has a despatch from Pretoria which says that warrants were issued by the State Attorney and were executed at midnight. The despatch adds that a plot or rebellion is alleged to have been maturing for four months and that the accused, who are said to have been engaged by the South African League, had already enlisted 2,000 men.

RHODES SAYS HE KNOWS NOTHING.

Mr. Cecil Rhodes, the former Premier of Cape Colony and resident director in South Africa of the British Charter South Africa Company, who was recently elected President of the South African League, informs the Associated Press that he has heard nothing regarding the arrests made at Johannesburg and that he knows nothing about the reason for which they were made.

CAPE TOWN OR BLOEMFONTEIN?

A despatch to The Daily Mail from Cape Town says that the negotiations for a meeting between President Kruger of the South African Republic and Sir Alfred Milner, Governor of Cape Colony and British High Commissioner for South Africa, regarding the grievances of the Uitlanders in the Transvaal, have culminated finally in an arrangement for a conference which will probably be held in Cape Town.

HARD TIMES.

He—To what circumstances do I owe it, madam, that you recognize me after two years?

She—Why, Baron, you are wearing the same suit and the same hat that you were wearing two years ago!

FAST RUNNING.

Of course a witness in court ought to tell the exact truth, but sometimes, as in this instance, he can convey a very clear impression without being quite definite.

Attorney—You say you saw shots fired?

Witness—Yes, sir.

Attorney—How near were you to the scene of the affray?

Witness—When the first shot was fired, ten feet from the shooter.

Attorney—Ten feet; well, now tell the court, where you were when the second shot was fired.

Witness—I didn't measure the distance.

Attorney—Speaking approximately, how far should you say?

Witness—Well, it approximated to half a mile.

TWELVE MONTHS MARRIED.

COLBORT OLIVIER MURDERS HIS WIFE AT SOREL, QUE.

The Pair Had Not Lived Happily Together and Had Several Times Been Separated.

A despatch from Montreal says:—A horrible murder was committed at Sorel, on the St. Lawrence, a short distance below Montreal, about noon on Thursday. Colbort Olivier had a quarrel with his wife and killed her. After committing the crime he called at the Roman Catholic presbytery and told the priest in attendance of the crime. He then surrendered himself to the police. The chief of police had the coroner notified, and then Olivier's house was visited. The door was found locked, but it was easily forced. On the floor of the back room the body of Mrs. Olivier, nee Adeline Pelouquin, was found in a half-naked condition, and partly covered by an old Union Jack. On the right temple a deep but narrow wound was discovered. In her right hand had been placed rather clumsily a pair of large scissors.

The house in which the murder was committed is a small frame building, 15 feet square, and divided into two rooms. The front room was used as a store, and the back room, where the body was found, was used as a bedroom, kitchen, and general living room. Evidently there had been a struggle before the woman was killed, for Olivier himself has wounds and scratches on his face. There were also scratches and small wounds on the body of the murdered woman.

MARRIED A YEAR AGO.

Olivier is a pensioner of the United States army, having served in the civil war. He was married to the murdered woman only a year ago, she being his second wife. They did not get along well together, and within two weeks after their marriage they separated. Their differences were patched up, but within the year they have been reunited and separated three times. One of these reconciliations took place two days ago.

Olivier, the murderer, is said by those who are intimate with him to be a man with a terrible temper, and it is reported that his first wife used to at times sleep with a revolver under her pillow, so afraid was she of being ill-used by him. It would appear that the murderer's first movement after committing the deed, which happened shortly before 11 o'clock, was flight, and that the scissors were placed in the murdered woman's hand to indicate suicide.

BIG GERMAN LINER ON FIRE.

The Fire Was Discovered Just After Leaving New York Harbour.

A despatch from New York, says:—Fire was discovered in the hold of the North German Lloyd mail steamer Barbarossa just as she was passing the Narrows on Thursday morning, outward bound. "Ship on fire; want immediate assistance," was run aloft, which was flashed to the city by the marine observers. Captain Richter put the vessel about and made for port.

On rounding the battery it was necessary to slacken speed and hug the New York shore, because of the number of craft on the river. As soon as she neared the ferry slips a Christopher street ferry boat slipped out. The Barbarossa had to dodge this, and also a cattle ship. Then appeared the United States mail boat and an Erie lighter. The Barbarossa struck the lighter and sustained a bent prow. This threw her into the slips. The side of the vessel struck the end of pier 41, throwing her bow into the French liner La Bretagne, which lay on the dock. She struck with such force that La Bretagne was stove in. She was rammed so hard that all of the gangways and freight skids were smashed into splinters. Her prow was run clear through the barge Foster, sinking that boat immediately, and rammed the barge Leroy so badly that she sank within a short time.

The Barbarossa was hauled off, and still burning fiercely below decks, taken across the river to her dock in Hoboken. Her cotton-laden compartment was flooded, and about nine o'clock at night the fire was extinguished.

The Barbarossa carried 600 saloon and intermediate passengers, several hundred stevedores, and a crew of 250.

LIEUT.-GOVERNOR BURNED OUT.

The Total Destruction of Carey Castle, Victoria, British Columbia.

A despatch from Victoria, B.C. says:—Fire broke out on Thursday morning at 8 o'clock in Government House, known as "Carey Castle," and by 10 o'clock the entire structure was a mass of ruins. The buildings are on an eminence commanding a magnificent view of the Straits of Fuca, and consequently exposed to the fresh sea breeze which was blowing.

Water facilities were poor, and the firemen could do very little but stand by and endeavor to save the shrubbery and trees. A great deal of furniture and the effects of Lieut.-Gov. McInnes were saved, though he mourns the loss of a large number of valuable pictures, and Mrs. McInnes lost a quantity of jewellery.

The building was an old historical palace, valued possibly at \$20,000 and insured for \$12,000. The fine trees and shrubbery surrounding the building were saved by the firemen.

MARKETS OF THE WORLD.

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

Toronto, May 23.—We had over forty loads of stuff on offer here this morning, and as far as business is concerned the market is practically unchanged from Tuesday last. Export cattle was in fair demand at from \$4.50 to \$4.85 for loads of choice, with a trifle better prices for selected lots. Butcher cattle was steady and unchanged at from \$4.25 to \$4.50 per cwt. for the best loads, and about ten cents more for picked lots. Trading was fair, and the quality of some of the cattle was a little better, though we had a large supply of secondary stuff.

Hogs were in liberal supply, but a ready clearance was effected at strong but unaltered figures.

"Singers" are quoted at 43-c; light hogs at 43.8c; and thick fat hogs sell at 41.4c per pound.

Sows fetch 3c per pound. Stags sell at 2c per pound. Following is the range of current quotations:

CATTLE.

Shipping, per cwt.	\$4.25	4.90
Butcher, choice, do.	4.00	4.50
Butcher, med. to good.	3.50	3.80
Butcher, inferior.	.330	3.50

SHEEP AND LAMBS.

Ewes, per cwt.	.350	4.00
Yearlings, per cwt.	.500	5.75
Bucks, per cwt.	.340	3.25
Spring lambs, each.	.200	4.75

MILKERS AND CALVES.

Cows, each.	.2500	45.00
Calves, each.	.2000	6.00

HOGS.

Choice hogs, per cwt.	4.25	4.75
Light hogs, per cwt.	4.00	4.75
Heavy hogs, per cwt.	.375	4.25

Montreal, May 23.—There were about 400 head of butchers' cattle, 500 calves, 250 sheep and lambs, and 75 store hogs and small hogs offered for sale at the east end abattoir to-day. The butchers were out strong and a good business was done at somewhat higher prices for all pretty good cattle, but common stock, including a good many hard-looking bulls and milkman's strippers, were rather plentiful, and brought lower prices; really prime heaves sold at from 5 to 5 1/4c per lb; pretty good animals at from 3 3/4 to nearly 4 3/4c per lb; common dry cows and half fattened stock sold at from 2 1/2 to 3 1/4c per lb; and bulls at from 3 to 4 1/4c per lb; calves sold at from \$1 to \$10 each; shippers paid 4c per lb for good large sheep; the others sold at from 3 1/2 to nearly 5c per lb; spring lambs sold at from \$2.75 to \$4.75 each. Fat hogs are slightly higher in price; straight lots selling at from 4 1/2 to 4 3/4c per lb; store hogs sold at from \$5 to \$9.50 each; and young pigs at from \$1.25 to \$2.50 each.

Milwaukee, May 23.—Wheat—Firm; No. 1, Northern, 75 to 75 1/2; No. 2, do, 73 1/2c. Rye—No. 1, 61 1/2 to 61 3/4c; Barley—No. 2, 41c; sample, 37 to 40c. Toledo, May 23.—Wheat—No. 2, cash, and May, 75 1/4c; September, 75 1/2c. Corn—No. 2 mixed, 34c. Oats—No. 2 mixed, cash, and July, 30c. Rye—No. 2, cash, 60c. Cloverseed—Prime, new, cash, and May, \$3.72 1/2; October, \$4.52 1/2 bid. Oil—Unchanged.

Buffalo, May 23.—Spring wheat—Little doing, prices held too high for buyers; No. 1 Northern spot, 81 3/8; No. 2 Northern, spot, 78 3/8c. Winter wheat—Firmly held; No. 2 red, 78c; No. 1 white, 77c. Corn—Firm; good enquiry; No. 2 yellow, 39c; No. 3 yellow, 38 1/4c; No. 4 yellow, 36c; No. 2 corn, 38c; No. 3 corn, 36 1/2 to 37c. Oats—Firm; No. 2 white, 33c; No. 3 white, 31 1/2 to 31 3/4c; No. 4 white, 31c; No. 2 mixed, 30c; No. 3 mixed, 29c. Barley—Nominally 45 to 47c, in store. Rye—Scarce, some enquiry for spot; No. 2 nominally 67c on track. Canal freights—Steady; wheat, 2 1/2c; corn, 2 1/8c; oats, 1 3/8c; to New York Flour—Quiet but steady.

Detroit, May 23.—Wheat closed:—No. 1, white, cash, 75 1/2c; No. 2 red, cash, and May, 76 1/4c; July, 75 7/8c. Minneapolis, May 23.—Close—No. 1 Northern, May, 71 1/4c; July, 72c; September, 70 7/8c. On track—No. 1 hard, 73c; No. 1 Northern, 72c; No. 2 Northern, 70 3/4c. Flour—Heavy, business doing; patents, 5c higher; first patents, \$3.80 to \$3.90; second patents, \$3.60 to \$3.70; first clears, \$2.80 to \$2.90. Bran—in bulk, \$9 to \$9.25.

Duluth, May 23.—Wheat—No. 1 hard, cash, 76 3/4c; May, 76 3/4c; July, 77 1/4c; No. 1 Northern, 73 3/4c; No. 2 Northern, 69 1/4c.

THOUSANDS PRAYED FOR RAIN.

Long-Continued Drought Working Havoc in Roumania.

A despatch from Bucharest, Roumania, says:—On account of the long-continued drought, prayers for rain were said in every town and village, in Roumania on Friday. At Brasil, on the Lower Danube, the chief port of the country, all business was suspended, and a procession of thousands marched to the fields of dying wheat here supplications were offered for three hours, ladies, peasants, and gypsies kneeling and praying for relief from the merciless heat of the sun.

ONE OF THEM.

There goes one of the hardest worked men in this town.

How can that be possible. He's rich isn't he?

Yes, but he has three married daughters who work him for the support of their husbands.