

LIBERAL OBSTRUCTION.

Laurier and His Party Stopping the Progress of the Remedial Bill.

Some Interesting Details of Public Expenditure Under the Liberal Administration.

The Kings County Cavalry Will Not Go to the Sudan—General Gascoigne Opposed to Their Leaving Canada.

Ottawa, Ont., March 31.—At the opening of the house this afternoon Sir Charles Tupper and Mr. Laurier paid sympathetic references to the late Col. Amvot.

Mr. Sproul moved the adjournment of the house in order to bring to the attention of the government the fact that the salaries of seasonal messengers and other employees of the house were a couple of weeks over due.

Sir Charles Tupper regretted that no notice had been given of the matter, and asked that it be deferred until the arrival of the finance minister, who was not in the chamber at the time.

The opposition, however, determined to give tongue to their honest abhorrence of such remissness on the part of the government and to their over-flowing sympathy with the pages and the charwomen, who were a fortnight behind in their pay.

Mr. Gibson termed it a shame and a disgrace. Mr. Carey scored the government for the hump-backed sidewalks and mud pavement about Parliament hill.

But Mr. Lister outdid them both. He drew a pathetic picture of the suffering of those poor charwomen, mostly widows with large families, he had no doubt.

Mr. Allen took opportunity to introduce the topic of hog cholera in Essex county. When remonstrated with by the chair, he made a reply that the two questions were very much in the same line.

The matter was discussed for some time and dropped, after Hon. Mr. Foster had assured the house that the supplementary estimates were in the printers' hands.

The house went into committee on the remedial bill. Mr. Bergeron in the chair. Mr. Davies pointed out the impropriety of the house proceeding with this measure while negotiations were in progress at Winnipeg.

He thought Sir Charles should inform the house how far the negotiations had progressed. It would be a matter of great satisfaction if some amicable agreement could be made by which this vexed question could be withdrawn from the political arena.

Sir Charles Tupper said it was highly important that the bill should be proceeded with from day to day owing to the short time remaining for parliament. It was therefore the government's intention to proceed with this measure forward steadily to completion.

So far from such action interfering in any way with the negotiation in Winnipeg, he calculated it would have precisely the opposite effect. After the bill became law it would be a simple matter for Manitoba to make some arrangement so as to prevent it going into effect.

At the beginning of the session before the remedial bill was presented to the house, Sir Charles Tupper appealed to the hon. gentlemen who did not wish to see this unhappy question made an issue at the coming elections to the passage of the clauses of the bill in order to negotiate with the government on the subject of the bill.

Mr. Richard Cartwright opposed the bill, and appealed to the common sense of the house whether there had not been sufficient discussion and whether the house, having affirmed the principle of the bill, it should not be proceeded with without obstruction.

Mr. McNeill (Bothwell) contended that the negotiations at Winnipeg placed beyond the power of parliament to proceed with the bill.

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Sproul had mentioned the matter to the finance minister. Mr. Cameron of Inverness—That is all we want under this bill. (Loud cries of "No.")

Dr. Weldon, continuing, said the true solution of the question in Manitoba was to adopt the middle course, which prevailed in Nova Scotia, New Brunswick and P. E. Island, in Victoria, at the Cape and in other of the great colonies.

At midnight Mr. Casey withdrew his motion for the committee to rise, and then Clark Wallace rose and spoke for over an hour, in the course of which he had several sharp passages at arms with different members.

Mr. Fairbairn said as a friend of many years' standing of Mr. Wallace, he must resent his statement that the members on the government side of the house had been coerced into voting for the bill.

Mr. Charles Tupper, continuing, said it was evident there was a determination to prevent the passage of this bill. In his judgment it was of vital moment that the measure should pass, it was essential to the peace, tranquility, and well-being of the country.

Mr. Richard Cartwright—I am sorry to hear it. I had hoped, and I suppose that all sides had hoped, the contrary, and it is a very early date for such an expression to be given by the secretary of state. I am afraid if, after two or three days' sojourn in Winnipeg, the secretary of state virtually announced on behalf of his ambassadors, that these negotiations have failed.

Sir Charles Tupper—No, I did not; I have not gone so far as that. I said that I had great fear that they had failed. So I have.

Sir Richard Cartwright—Such language, coming from a man in his position, can only have one meaning, and I am sorry to hear it. And I am very much afraid it will be found that one reason for failure has been the most stupid, undiplomatic action of the government in pressing this matter forward. (Derisive ministerial cheers.)

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Hon. Mr. Haggart informed Mr. Charlton that no account was kept of the private members of American railway officials hauled.

Sir Charles Tupper informed Mr. Ingram that owing to the pressure of business it is doubtful if it is possible during this session to give the legislative measures recommended by the auditing commissioner due consideration.

Hon. Mr. Ives told Mr. Rider it was not the intention of the government at present to impose an export duty on pulp wood.

Mr. Fraser was informed that no changes were contemplated in the lobster regulations.

Some interesting details of the public expenditure under the liberal administration were given in reply to a question by Mr. Groulx. The expenditure of the Canadian commissioners at the Centennial exhibition of 1876 was stated to have been \$39,670, and the total cost to Canada of that exhibition \$93,549.

Mr. Ingram made a vigorous speech in support of the bill, in which he was severely criticised by Mr. Wallace.

The discussion was continued on the first clause by Messrs. Mills, Daly, Ives, Weldon, Oulmet and several of the hon. members.

The British consul at St. Jago de Cuba is essentially the right man in the right place. Public opinion in Cuba has been tremendously worked up against the United States owing to the action of Congress in recognizing the Cuban rebels as belligerents.

Several customs disputes were decided by the board of customs last week, which are now made public. In some of the cases it will be observed that the board ruled with the department.

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tion of the Canadian forces in time of war. Wm. Weeks of Cleverton, Chipewyan, England, one of the British tenant farmers who visited Canada in 1893, continues to interest himself actively in the settlement of the Northwest.

Mr. Weeks has been instrumental in sending a number of desirable immigrants to Canada during the past two years, and has recently despatched a party of forty men and boys, who are due at Winnipeg on 7th of April, for all but one of whom places have been secured in advance on the farms in Manitoba and Eastern Assiniboia.

The bill of which Hon. Mr. Costigan gives notice tonight to amend the Fisheries act is in line with the present regulations governing the salmon fishing, but provides that under authority of the governor in council, regulations may be issued, providing for the limited fishing for salmon with set nets in non-tidal waters during a period of two months, July and August, by bona fide farmers or settlers in waters contiguous to their own lands.

Last year, it will be remembered, Hon. Mr. Costigan introduced a bill permitting net fishing in non-tidal waters, but withdrew it under strong pressure from the owners of fishing leases, mostly from the New Brunswick rivers. The present bill will safeguard these rights.

Arrangements are being made for putting the fisheries protection fleet into commission. The cruises Co-stance is already out of winter quarters and doing revenue duty, while the other two, Curlew was commissioned today for work in the Bay of Fundy, while the fast sailing cruiser Kingfisher was also ordered out for duty between Cape Sable and Lunenburg.

As a matter of courtesy the offer of the 8th New Brunswick Hussars for active service in the Sudan has been forwarded to the imperial government. While appreciating the patriotic motives which inspire the offer, General Gascoigne cannot recommend its acceptance. He holds that it is somewhat inconsistent at a time when the government contemplates the expenditure of a large sum of money on the defences of Canada to permit one of the finest regiments to leave the country. Col. Domville and his men, therefore, will have to stay at home.

ONE MORE CHEER. The Rev. S. J. Kerring, vicar of St. Paul's, Charlottetown, has contributed a London paper with a view to an appropriate sentiment. "One more cheer for old England, we have got the money, we have got the ships, and we won't allow more money from anybody or anywhere." The following stanza is an admirable rendering of the reverend gentleman's "appropriate sentiment" into verse:

ONE MORE CHEER FOR OLD ENGLAND. Then one more cheer for old England, No more this war we'll take; Her ships are already manned, For adventure her some are awake, With words her coffee and her tea, Her army never better equipped, See it ardent again set afloat, By recalling the foe, she'll ship.

Though on the defensive she stands, Of arms doth she not a bit scared, Her sea and her shore she'll defend, Then one more cheer for old England, For fight she's already prepared, In defense her dependents count, Give the word and they rush to the fray.

Then one more cheer for old England, She'll fight, and she'll not be taken, Her ships are already manned, No matter what power she have, Though all nations come to her rage, Their pent wrath now coming to smoulder, Bravely she'll take up her gage, The whole empire, shoulder to shoulder.

Then one more cheer for old England, Round the earth let its echoes rebound, From her forces by sea and by land, And by freemen wherever they're found, One more cheer on the shore, Hail her who she'll do it again, So any more bluff and blarney goes! T. C. A.

Children Cry for Pitcher's Castoria.

ST. JOHN A LANDING PORT.

United States Immigration Bureau Contract With Beaver Line and the C. P. R.

Washington, March 31.—Commissioner General Stamp of the immigration bureau, with the approval of the secretary of the treasury, has entered into a supplementary contract with the Canadian Pacific and the Great Northern Railway Co., the Dominion Steamship Line, which modifies in certain particulars the agreement entered into last year relative to the responsibility of these companies for the landing of immigrants in this country.

St. John, N. B., is added to the list of landing ports for all immigrants from Great Britain destined to the United States who shall not have been listed in the manifest supplied to the inspectors at the point of entry, and who within thirty days from the date of their arrival at any one of the ports named in the agreement shall apply for admission into or enter the United States, shall be considered as immigrants destined to the United States within the meaning and intent of the agreement, and a per capita tax of one dollar and fifty cents, on all such immigrants shall be paid and access to the ship's manifest of the passengers shall be afforded or extracts therefrom furnished to the United States inspector whenever the same shall be requested to verify the landing of any immigrants. It is further agreed that if any immigrant who has landed at one of the ports named in the agreement shall apply for admission into the United States within thirty days after arrival at port with the certificate provided for by section 1 of the agreement of 1893 and shall be determined to be an immigrant, he has been previously refused admission into the United States by the immigration officials, the immigration company agreeing to return the immigrants to such place upon their line of travel as said immigrant is willing to go, most remote from the borders of the United States. These modifications are regarded as important to the port of landing and transport them in preventing European immigrants from entering the United States through Canada and affording government immigration officials substantial advantages in the enforcement of the laws.

ST. JOHN A CHEAP PORT. S.S. Holmwood having had her propeller repaired at Rodney slip moved over to her mooring berth at the government pier yesterday. Capt. MacIntosh, the commander of the steamer, is very much pleased with Rodney slip. He says he would have paid \$500 to have it made here, but he has been obliged to make what repairs were necessary to the propeller. Here he simply had to let her ground on the mud in New York. The crew own men did the greater part of the work, but they required being in the slip. Mr. Fleming, Rodney slip for the purpose was equal to the best dock in this world. Capt. MacIntosh is a good gentleman and has a fine boat.

PRESENTATION. At a reception hall to Dr. C. M. McEwen, the following gentlemen were present: Mr. J. W. Walwright and which with music. The entertainment was very enjoyable and adjourned to the residence of Geo. Chalmers. Mrs. Chalmers. At the regular meeting of the lodge, No. 138, L. O. M., on March 27, 1896, the lodge following address to Charles Murray.

SCHOOL NEG.

Attorney General announces Conference.

No Official Statement of the Return.

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Winnipeg, April 1.

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