

John gentleman I do not object to. I have sought information and I want information; I have a right to get information and I will get it I can, notwithstanding that the hon. gentleman, from his high and exalted position, which he has attained by the aid of men who sit around him, tries to put me down; and if he thinks he can do that he has asked up the wrong passage. I do not oppose this vote because a vote has been cast out of my county, but I think we have a right to get information which we have not got.

Sir Charles Tupper—I have given the hon. gentleman the information. I told him that the Furus line of steamers, which have been carrying on communication for years between St. John and Halifax and Liverpool.

Mr. Mitchell—How many are there? Sir Charles Tupper—Enough to perform the service very efficiently.

Mr. Mitchell—Well, we ought to know about it, and we have a right to be belied and overpowered and browbeaten because the hon. gentleman happens to occupy a distinguished and exalted position in this country.

Mr. Lovitt—I have asked what kind of goods these steamers take from St. John. I want the information, so I would ask the hon. member for St. John, perhaps he can give it.

An Hon. Member. Deal. Mr. Kenney—I do not want the committee to adjourn without having had some of these goods from Halifax. I cannot give the figures, because I do not deal in figures unless I have them correctly. But I did not expect that there would be any hostility or objection to such a vote as this, and therefore, I did not obtain the information, but I know that they carry grain, and that the trade is developing rapidly.

Mr. Walden (St. John). I believe that two of the steamers run between Halifax and St. John. In one respect they are the most convenient because they go from London to Halifax and St. John. In going back they carry the ordinary cargo, taking the best trade they can get.

Mr. Mitchell—It looks very much as if the Administration should take the hon. member for St. John (Mr. Walden) into the cabinet, because he is the only man who can give us any information on these votes. Subject to answer between Campbell and Tupper.

Mr. Mitchell—Can he not give us any information about this steam?

Sir Charles Tupper—The information is contained in them.

Mr. Mitchell—There is mighty little contained in them except that the money is voted.

Sir Charles Tupper—It is voted year after year.

For steam communication from Port of Eastern Brunswick to East Bay, Cape Breton, \$2,000.

Mr. Mitchell—I would like to know where East Bay is.

Sir Charles Tupper—You had better read the item.

Mr. Mitchell—Think the least you can do is to answer me civilly and give me the information.

Sir Charles Tupper—I beg to inform the hon. member for New Brunswick that Cape Breton is an island lying between Nova Scotia and separated from it by the Strait of Canso.

Mr. Mitchell—We know that on a colonial historical account there is a great deal of good speaking, and hon. gentlemen clapping of hands may wish to be the same thing. But the hon. gentleman, in informing me that Cape Breton is an island, is giving me false news. What I asked was where East Bay was.

Sir Charles Tupper—After passing through the canal you come to Sydney, and then you come to East Bay.

Mr. Mitchell—If the hon. gentleman had given me that information, he would have got on faster.

OTTAWA, June 17.—In the course of a commonsense day, Hon. Mr. Jones noted that the speaker was not in need of a new speech in Digby county, in the vacancy owned by the death of the late John Campbell. The motion was carried.

Hon. Mr. Thompson introduced a bill similar to Mr. Ayrault's, to be employed in loading and unloading vessels.

Sir Richard Cartwright pointed out that these were delegations in the city to oppose the bill, and the second reading was postponed till tomorrow.

Sir Charles Tupper, as a question of privilege, said that some days ago, during a discussion on the interference of civil servants in politics, and quoted a letter written by Mr. Jones, ex-minister of militia, and now collector of customs at Halifax. He had seen received a letter from Mr. Ross stating that the letter in question was forged. He felt bound to report Mr. Ross's denial, and to state the facts to the house.

On motion to go into supply, Mr. Lander, Ketchikan, and the sympathy of M. F. O'Donoghue, brother of Prof. O'Donoghue, who was concerned in the first Manitoba rebellion, for compensation for lands made to have been owned by his brother, which were sold by the government to the Hudson Bay company. He read letters between Sir John Macdonald and O'Donoghue, showing that the latter had agreed to pay compensation for the lands made to have been owned by his brother, and to compensate O'Donoghue, provided the latter would stamp Ontario for the Territory after the last session of the House.

O'Donoghue had perforce his part of the bargain and had addressed meetings for the Territory candidates in Peterboro, Victoria, Algoma and the Northwest territories, but the premier had not undertaken to fulfill his promise to compensate him.

Sir John refused to make any reply to the charges although challenged to do so by the opposition.

In supply the fisheries service estimate came up. Mr. Davies quoted official reports and statements made by Dept. Scott showing that nearly all the vessels boarded by the fisheries cruisers were in harbor. It would have been better had the vessels tried to run American fisheries outside the three-mile limit. He quoted statements of leading Conservatives and Conservative papers showing that American schooners were not kept outside the limit. The capture of fisheries cruisers seemed more anxious to see that the customs regulations were observed than they were to prevent poaching.

Mr. Flynn believed that a great deal of effect had been given to American fishermen by the necessary enforcement of the customs regulations. He cited a case where a vessel had been seized at Anticosti because some of the crew who were natives of the place had landed to visit their friends. The charge that the seizure was improper was proved by the fact that the fine imposed upon the vessel was afterwards remitted by the government. It was execution of petty customs regulations that caused all the trouble.

Hon. Mr. Jones quoted dispatches from the Maritime provinces showing that American fishing vessels were now swarming around the coast and that cruisers were doing nothing.

Mr. Ellis did not approve of the extreme measures taken by the government with regard to the exclusion of American fishermen from Canadian waters. He thought it was contrary to international courtesy to refuse these vessels the privilege of purchasing bait. He showed that the imperial authorities had warned the Canadian government to be careful as to how they interfered with American fishermen.

Sir Richard Cartwright thought the government should state exactly how the negotiations with respect to this fishery business stood.

Sir John Macdonald said the government adhered to the position they had at first taken, and stood by the terms of the Canada treaty of 1818, and they consider that even if there was no treaty Canada would still have full control over waters within the three mile limit. There could be no compromise on this point. He agreed with Lord Bathurst's decision that the three mile limit must be reckoned from headland to headland. With regard to bait the government had taken the view that fishing vessels could not be turned into trading vessels and that therefore American vessels could not legally purchase bait. He was glad to say that the position taken by the Canadian government was fully sustained by Her Majesty's government and no steps would be taken without the assent of the dominion.

In answer to Mr. Jones, Sir John said he was still of the opinion that the answer to Lord Salisbury's dispatch had been received.

Mr. Mitchell urged the importance of maintaining friendly relations with the United States and hoped that the fishing and seal fisheries which had occurred last season would be avoided.

After recess the Indian estimates were taken up. Mr. Paterson (Bass) attacked the government's policy with respect to the Northwest Indians and reminded the House of Sir John Macdonald's promise to issue a commission to investigate the charges against Indian officials, which promise had not been kept.

Sir John referred to Mr. Dewdney and other officials, and the debate was continued by Messrs. Pope and Davies, Peirce and others until after midnight when the house adjourned.

ON THURSDAY, when a motion was made to go into committee of supply, Mr. Mitchell brought up the Ouderdonk rolling stock estimate. He showed documents and oral testimony submitted to the public accounts committee that Ouderdonk had been paid \$202,000 for his use of rolling stock, whereas the value awarded him only \$72,686.

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standing the statements of Mr. McCarthy he was still of the opinion that the government were not bound to purchase Ouderdonk's rolling stock under the terms of contract. (Hear, hear.) He thought, however, that there was moral obligation resting on the government to buy them.

Hon. Mr. Mills denied that the government was under any moral or legal obligation to buy Ouderdonk's legal obligations to buy them.

The house then went into committee of supply and passed the marine and fisheries estimates.

OTTAWA, June 18.—The bills creating the office of solicitor general and granting a subsidy to the St. Mary's bridge company were passed.

The house went into committee of supply and passed the customs service estimates.

Hon. Mr. Pope gave notice of a resolution proposing to grant large railway bonuses. The total amount of subsidies to be granted this session will reach \$2,157,000, divided between the various provinces as follows:—

Table with 2 columns: Province, Amount. Ontario: \$471,000; Quebec: \$420,000; New Brunswick: \$200,000; Nova Scotia: \$150,000; Prince Edward Island: \$100,000; British Columbia: \$100,000; Manitoba: \$100,000; Saskatchewan: \$100,000; Alberta: \$100,000; Northwest Territories: \$100,000; Yukon: \$100,000; Nunavut: \$100,000.

No railway subsidies are given to Manitoba, Prince Edward Island or British Columbia, but some have been granted for the roads in the Northwest territories. The subsidies granted for Nova Scotia and New Brunswick are:—

Table with 2 columns: Railway Name, Amount. Cape Breton: \$100,000; Eastern Railway: \$100,000; Grand Trunk: \$100,000; Intercolonial: \$100,000; Maritime: \$100,000; New Brunswick: \$100,000; Nova Scotia: \$100,000; Prince Edward Island: \$100,000; St. John's: \$100,000; Trans-Canada: \$100,000; Vancouver: \$100,000; Western: \$100,000.

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before on the Miramichi—the trial trip which, with everything in perfect working order—37 days after the contract for her construction was entered into. The new *Opis* is 45 ft long, 7 feet 6 in wide, and 3 ft 6 in deep. Her keel is of birch with stem, stern, timbers, etc. of hemlock, planking of oak white pine, and trimmings of ash. Her boiler and engine are of the old *Opis*, the boiler being only two years old, and as good as new, while the engine has been put in A1 condition by Mr. Ruddick at his machine shop. The hull was built at Mr. Richard Blakie's well known shop on Duke street, and that of itself, is a guarantee of stability and good workmanship. Mr. Ruddick, who has built a good many steamers of different sizes, is an undoubted success in the business, and the advantage of placing contracts of this kind in such competent and reliable hands is demonstrated by the promptness with which he has built this last addition to the Miramichi steam fleet, and the fact that from the time steam was first put on everything worked without the slightest hitch—no serious or trifling accident of any sort.

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places in Chatham were closed and people sought such recreation as a amusement as best suited their tastes and circumstances. A large number went to St. John to participate in the festivities there, and some to Fredericton. The holiday was not observed in Newcastle so far as the business establishments were concerned, the stores remaining open all day, although a good many of the people seemed to have half a holiday. Our having no celebration, as far as our place enjoyed, is not due to any want of loyalty to the Queen, the throne and British institutions, but to the fact that this is the latest business season known on the Miramichi and most of our people are concerned as to how they shall make both ends meet. They failed to get up a celebration, not because they lacked loyalty but because.

A salute was fired from the Miramichi Club, and the fact that from the time steam was first put on everything worked without the slightest hitch—no serious or trifling accident of any sort.

