

# END OF THE SESSION.

## Arrangements at Ottawa For Prorogation To-day.

## ALIEN'S PETITION.

### Speaker of the Senate Rules Against it.

## FAST STEAMSHIP LINE.

### The Government Reported to be Negotiating With the C.P.R. — Combine's Challenge Must be Met.

(Special Despatches to The Globe.)

Ottawa, May 14.—At half-past 10 to-night the business before the House of Commons was practically wound up, and prorogation will take place to-morrow afternoon at 3 o'clock. The Commoners will meet in the morning to clear up a few odds and ends, and then adjourn to await the summons to hear the Governor's speech proroguing Parliament. Few members will stay for the final ceremonies. Many of them have already gone to their homes and others are leaving on to-night's trains. There will scarcely be a corporal's guard on hand to-morrow.

#### Aliens Cannot Petition.

The Speaker of the Senate gave his ruling to-day on the point of order in connection with the bill to incorporate the Orthodox Russo-Greek Church. The bill passed the House of Commons, but on reaching the Senate, Senator Bernier raised the point that Parliament had no right to receive a petition from an alien. The alien in this case is Bishop Tikhon of San Francisco, who petitioned for the passage of the bill. The Speaker yesterday asked for time to consider the point, and to-day ruled that the point was well taken. In England such a petition could not be received. He quoted the precedent of the inhabitants of Boulogne-sur-Mer, presented in England in 1876, when Mr. Disraeli moved the reception of the petition, but Speaker Brand ruled it out. A committee of Parliamentarians on May 16, 1876, also reported against receiving petitions from aliens. No Speaker of the Canadian Senate had given a decision on this question. Under Speaker Anglin in 1876 such a petition was refused, and in 1878 Speaker Anglin expressed an opinion that petitions might be received on matters under the jurisdiction of Parliament, but no action was taken. The Speaker held that the present petition, coming from an alien, was not such as the House could receive. He also noted that the signature on the petition was not in any way vouched for, and he thought that was ground for precaution. There was a question of petitioner's title also.

#### The Ruling Challenged.

Hon. Mr. Watson was not aware that the House had ever asked for signatures identified. He thought that as the bill had passed the other House, and no such question had been asked, the Speaker's decision should not be concurred in. He thought it would be better to kill the bill, if it were to be killed, in some other way than the refusal of the right of petition. It would not be advantageous to allow the denial of the right of petition. He challenged the Speaker's ruling. Sir Mackenzie Bowell had seldom heard a more lucid and conclusive decision than that given by the Speaker, and thought the House owed him a debt of gratitude for it. The reasons given must induce the House to

support his decision. Whatever might be done in accepting petitions from aliens must be a matter of grace. He hoped the appeal against the Speaker's decision would not be pressed. It would be a valuable decision for the future. He had little sympathy with petitions from absolute foreigners, and was entirely at one with the decision. Hon. Mr. Scott entirely concurred with the decision of the Speaker. He had never heard a decision supported by greater authority, and hoped the appeal would not be persisted in. Hon. Mr. Macdonald (British Columbia) wanted to know where the House stood in the matter. Hon. Mr. Young said the question was, had any who were not British subjects the right to petition Parliament? The petition in this case had been received in March, and they were trying it in May. It was rather late. He quoted the Winslow petition in 1833, when Hon. E. Blake objected, and Speaker Kirkpatrick ruled that the House had received petitions from aliens for private bills. This petition had passed the scrutiny of Speaker Brodeur in the other House. He contended that the point of order had been raised too late. The Speaker pointed out that the making of the decision had been forced on him. The point that it was too late to ask the ruling should have been taken yesterday. It was too late now to go back on the point that the petition had been received, although May lays down that the House can deal at any time with a petition which has been irregularly received. Mr. Watson's appeal was lost, and the Speaker's decision sustained without division. The result of the ruling is to kill the bill.

#### Remission of Penalties Bill.

Hon. Mr. Templeman moved that the bill respecting the remission of penalties be read a third time. Hon. Mr. DeBoucherville pointed out that the Imperial and Ontario acts were neither of them retroactive. This bill was making the Senate put injustice on their books. He moved the three months' hoist. The motion was lost by 23 to 10, the minority being Senators Clemow, Dobson, DeBoucherville, Landry, Wood (Westmoreland), Baker, Bernier, Montplaisir, Owens and Macdonald (P.E.I.) Hon. Mr. Landry moved to amend the bill by confining its operations to penalties under the railway act. This was lost on division, and the bill read a third time and passed.

The House went into committee on the bill respecting the coasting trade of Canada, which was reported without amendment, read a third time and passed.

The Senate Railway Committee, by a vote of 10 yeas to 7 nays, this morning threw out the Gaspe & Western Railway bill, to permit the acquisition of the Atlantic & Lake Superior and the Baie des Chaleur Railways, and limiting the time for the construction of the section from Paspebiac to Gaspe Basin. The reason for this was that the powers sought would prejudicially affect the rights of the English bondholders of the Atlantic & Lake Superior line.

#### Fast Steamers and Cars.

The establishment of a fast Atlantic steamship and freight line, controlled by trustees of the Canadian Government, and working in union with the Dominion's great trans-continental line—this may be Canada's answer to the formation of the great Morgan octopus, which threatens to enfold in its tentacles the trade of this young and growing country and make the Dominion dependent upon American channels of communication. No mistake is entertained as to the meaning of Mr. Morgan's latest efforts at consolidation. He has not only managed to incorporate the principal Atlantic steamship lines in his "merger," but he has with him all the leading United States railways which centre at New York, Boston, Baltimore, Philadelphia and Newport News. The object of this joint railway and steamship car line is to secure a monopoly for the United States of the passenger and freight traffic crossing the Atlantic. The effect of the Morgan combine remaining unopposed would be to make Canadians hewers of wood and drawers of water for the United States. The control of communication by sea and land would render the Americans masters of the situation. Our western grain would be taken to the seaboard by American barges and railways and transferred from New York in American steamships. The control of immigration to Canada would pass out of our hands, and of the steamships, the Morgan combine could restrict the number coming to this country, to exactly what proportion they pleased.

#### To Fight the Combine.

How to meet this dangerous and threatening situation is the question which has been occupying the attention of the Government. Representatives of the different Canadian steamship and railway companies have been sounded as to their views of the situation, and the Government is said to have been convinced that the best way to fight the Morgan combine is through a company able to operate a trans-Atlantic fleet and a transcontinental railway of its own. It is now reported that negotiations have been opened with the C. P. R. looking to the establishment of a fast Atlantic steamship and freight service. The idea is that there should be a weekly passenger service between Canada and Great Britain equal to the best that sails from New York. In order to maintain a good freight service a dozen freight steamers would be required, and the total cost of the undertaking would be \$20,000,000. The Government already has the power to subsidize a line to the extent of \$750,000 a year, but a passenger and freight service, it is said, would involve a million yearly.

The C. P. R. is reported to be willing, if the project goes through, to allow the fast steamship line to be controlled by trustees nominated by the Government. National control would be a guarantee that fair rates would be extended to all Canadian companies and that there would be no discrimination for or against any particular railway.

According to report, the matter is now engaging the consideration of Sir Wilfrid Laurier and his colleagues, and further developments are expected when they proceed to London in June. It is thought that the project will then be discussed with the C. P. R. directors and representatives of the British Government. The impression is that the latter would be disposed to grant a handsome subsidy to a purely British undertaking.

#### The Supreme Court.

In the Supreme Court to-day Tucker v. the King was taken up. Appellant sued the Crown for the value of his services as commissioner appointed by the Minister of Railways and Canals to investigate charges of active political partisanship and improper conduct against Mr. G. H. Simpson, Superintendent of the Grenville and Carillon Canal. The Minister considered the bill excessive and

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establishment of preferential trade relations between all British communities, an effort should be made by the Canadian representatives at the colonial conference to establish a customs union with Australia and other colonies and dependencies of the empire by inducing them to impose a uniform duty over and above their ordinary tariffs on all importations from countries outside of the union, and devoting the proceeds of this duty to such purposes as subsidizing steamship lines, laying submarine cables and contributing to the naval defence of the empire." Sir Sandford Fleming will move a resolution in favor of State-owned cables.

#### Russo-Greek Church Bill Killed.

In the Senate this morning the Speaker ruled that an alien not resident in **Canada** has no right to petition the Canadian Parliament. The effect of this decision is to kill the bill to incorporate the Russo-Greek Church, which was introduced on the petition of Bishop Tikhon of San Francisco. The bill had been passed in the Commons, but when it reached the Senate yesterday Senator Bernier raised the objection that the Standing Orders Committee had no right to receive the petition asking for the bill. The Speaker has sustained the objection and the bill has, therefore, been thrown out.

#### Notes.

The Globe is authorized to deny the report that Col. Buchan of Toronto is to be appointed to command the Royal Canadian Regiment at Halifax in succession to Lieut.-Col. White.

Mr. J. E. Leonard, Conservative member for the County of Laval, organized among the farmers of his constituency an excursion to the capital, which arrived in the city early this morning by special train. Eight hundred people took advantage of the opportunity, and the experimental farm was visited this afternoon, after which the session in the House was attended.

Auguste St. Amand, 97 Water street, received a telegram this morning informing him of the death by drowning of his eldest son, Auguste. The young fellow came to his untimely end at Roche Capetaine, a point on the upper Ottawa near Des Joachim, above Pembroke. He was working for the Munro Lumber Co. and was evidently drowned while working on a raft of logs or square timber. The deceased was to have been married next month.

Over 2,000 manhood suffrage voters in Ottawa registered during the last three days. Registration will be resumed on Saturday next.

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refused payment. The Exchequer Court, by the judgment appealed from, dismissed the petition of right on a demurrer by the Crown, on the ground that there was no contract disclosed on the part of the Crown to make payment for the services rendered. Lect, K.O., for appellant; Newcombe, K.C., for respondent. Judgment was reserved.

#### Boards of Trade Conference.

Ald. John Coates, Sir Sandford Fleming, Messrs. T. Macfarlane, Geo. F. Henderson and Cecil Bethune will represent the Ottawa Board of Trade at the conference of Boards of Trade in Toronto on June 4th and 5th. Mr. Macfarlane will move: "That, failing the es-