

THE DOMINION HOUSE.

SEVENTH PARLIAMENT—FOURTH SESSION AT OTTAWA.

CIVIL SERVICE.

Mr. Costigan introduced a bill further to amend the Acts respecting the Civil Service. The object of the measure was to re-enact the Act of 1892, which expired the first of this month, and which provides that any person in the employment of the service on the first of July, 1882, and who has since been continuously engaged therein, may be promoted without passing the Civil Service examination since prescribed, but subject to certain regulations.

The bill was read a first time.

QUEBEC SUBSIDIES.

Sir John Thompson moved the third reading of a bill respecting certain subsidies granted to the Government of the Province of Quebec by chapter 8 of the statutes of 1884.

Mr. Laurier said the bill should contain a stipulation as to what purpose the moneys were to be applied to. He therefore moved in amendment that the bill be referred back to the Committee of the Whole with instruction to amend it so as to provide that the said sum shall be paid according to the provisions of the statutes of the Province of Quebec, 49 Victoria, chapter 2, namely, into the fund created for the redemption of the loan effected under the provisions of 37 Victoria, chapter 2, and shall be applied to the payment of that Act, and shall form part of a sinking fund created for the redemption of that loan.

Sir John Thompson said the Province of Quebec was about to make an arrangement by which this money shall be paid for the redemption of the debt. The Dominion Government considered that the payment was properly safeguarded, and the particular portion of the public debt to which the money shall be applied was a matter that they thought was in the care of the province itself. No charge had been made that the province meant to misappropriate any of the money, and for the Dominion to say that the money should be used only in a certain way would be most offensive to the province and would intimate that the province might not apply the money for the benefit of its creditors.

The amendment was lost on division, and the bill was read a third time.

SHEIK'S DAM CONTRACT.

Mr. Laurier moved in amendment to concur on resolution to vote \$450,000 for the Sheik's Island dam, Cornwall canal, a resolution censuring the Government for their action in cancelling the contract of the Gilbert Blasting and Dredging Company for \$125,000 and substituting other works without the sanction of Parliament, as unconstitutional and dangerous to the public interest, and for inflicting an extra loss to the country of \$30,000 damages, awarded to the firm for such cancellation of the contract. In view of the wide discussion on the subject at the last sitting of the House, he would say nothing in support of the resolution.

The amendment was defeated by 85 to 47.

THIRD READINGS.

The following bills were read a third time:

Respecting the utilization of the waters of the North-West Territories, and for other purposes.

Respecting the common school fund.

In restraint of fraudulent sale or marking.

Respecting the inspection of electric light.

GRAND JURIES.

The House went into Committee on the bill to amend the Criminal Code.

Mr. Edgar moved a clause providing that in all provinces where the jury panel has been reduced to thirteen, it shall be lawful for seven to find a verdict; the provision to come into force only on proclamation by the Governor-in-Council.

CARON CHARGES.

Mr. Edgar, on motion that the House go into Committee of Supply moved an amendment to the motion, "That from the public trial and conviction of Thomas McGreevy and N. K. Connolly for conspiracy to defraud, and from evidence and papers already before this House, it appears that large portions of the moneys which were found upon the said trial to have been criminally received by the said Thos. McGreevy from Government contractors were so received by him for the purpose of being expended in elections in the interest of the Conservative party and for distribution by Sir Hector Langevin, M.P., and Sir Adolphe Caron, M.P., for the election of themselves and of other supporters of the Government at the general elections held in February, 1887. That it further appears that large sums collected by Sir Adolphe Caron, from those interested in Governmental railway subsidies, were expended and distributed by Sir Hector Langevin and Sir Adolphe Caron and in lavish illegal amounts to assist in the election of themselves and other supporters of the Government in the district of Quebec at the general elections of 1887. That the said Sir Hector Langevin and Sir Adolphe Caron were then and now are members of this House and on the roll of her Majesty's Privy Counsellors for Canada, and the said Sir Adolphe Caron is a Cabinet Minister and Postmaster-General. That in the opinion of this House the said Sir Hector Langevin and Sir Adolphe Caron are deserving of the severest censure for their connection with the said transactions, and that it is a public scandal and an injury to the reputation of Canada that Sir Adolphe Caron should continue to hold the position of a Minister of the Crown.

Sir Hector Langevin on rising was greeted with Conservative applause. He said that when he was tried before the Commis-

tee of Privileges and Elections in 1891, he had come of his free accord, not wishing the statements to go to the country unchallenged. He had given his evidence under oath, and the report of the House had been in his favour. The hon. gentleman who had just spoken wanted to try him again. That was not justice. (Hear, hear.) It was for the House and the country to say whether he was to be singled out and tried in this way. This was the first time in this country, and he thought in any British country, that a man in his or the most humble position had been tried a second time—(hear, hear)—and when he gave his evidence without or with an oath, he did so to the best of his ability, and if he made mistakes it was not wittingly, but because his memory failed him. He knew nothing about the payment of election expenses. If it was done it was done behind his back. When he drew on McGreevy for money, he was drawing on money he had deposited with him. The money was not for the purpose of buying votes. Without going into details he left the case in the hands of the House. It knew how the case stood in 1891, and today the charges were brought to try him a second time. He had no doubt the verdict of the House would be sanctioned by the country. (Applause.)

The amendment was defeated by 102 to 65.

SEINING AND TRAWLING.

Sir Charles H. Tupper, in answer to Mr. Gillies, said the Government had entered into a convention with the United States which, though not dealing specifically with the subject of purse seining and trawling beyond the three mile limit, contemplated a joint investigation, which was now proceeding, and which would deal with those subjects. No action would be taken until the commissioners had reported.

LAKE ERIE FISHERIES.

Mr. Tisdale, on motion to go into supply, read correspondence between the Lake Erie fishermen and the Department of Fisheries, and quoted statistics at length to show that the regulations of the department respecting fishing in Lake Erie were unduly severe and stringent. He contended that there was no reason for issuing regulations for the reduction of the number of nets. About August last year seven American tugs, with about 30 miles of nets, had been fishing within the Canadian limit. There was no sufficient reason for prohibiting whitefish and salmon fishing in November. Not only were many fishermen thrown out of employment, but communities suffered in consequence. The total number of men employed on the Canadian side of the lake in 1889 was 465, and on the American side 2,181. In the same year the value of appliances on the Canadian side was \$116,000 and on the American side \$851,000. The quantity of fish caught on the Canadian side in 1893 was 9,000,000 pounds, and on the American side 63,000,000 pounds.

Sir Charles H. Tupper said that absolute ruin was staring the United States fishermen of Lake Erie in the face, while the Canadian fishermen were making money. This was due to the fact that the Canadian fisheries were protected, and showed that the restrictions were highly necessary. He was prepared, however, to give due consideration to the representation made by Mr. Tisdale.

CANAL STAFFS.

Mr. Bergeron called attention to the delay in the payment of the wages of the employes of the canals. On the 3rd of July the paymaster was paying for the month of May. Something should be done to prevent a recurrence of this.

Mr. Gibson argued that there should be an established pay day.

Mr. Haggart said he found that the pay rolls were received on the 5th of the month. Before the 7th they were sent to the Auditor-General's department. If any complaint was made there, they were all returned with the request that they be separated and objectionable accounts held back. This sometimes took six or seven days. There was no delay except what was caused by the system of auditing.

CATTLE TRADE.

Mr. Mulock said he proposed to trace the history of the scheduling of Canadian cattle by Great Britain, and point out where the responsibility for it rested. It was promised that the cattle would all be inspected before they entered Canada. That undertaking was deliberately ignored by the Government. Another representation made to England was that cattle trains would be under the control of Dominion Government officials, who would accompany them on their journey across the country, yet never once was this regulation enforced. The pledge was grossly violated. The inspection was absolutely ineffectual. The Government sanctioned the inspection of whole train loads of cattle by night. Thousands and thousands of cattle were imported into Canada from the infected districts of the United States in open violation of these regulations. He moved in amendment that the Government was deserving of censure for negligence in not taking measures to convince the Imperial Government that proper precautions were taken to inspect American cattle in transit through Canada, and thus remove the scheduling of Canadian cattle.

Mr. Ives said the hon. gentleman had not shown that the Imperial authorities were dissatisfied with the transit regulations adopted by Canada. Never had the Imperial Government written a letter on the subject complaining of the regulations, so there was no ground for the charge of the hon. gentleman. The only case of pleuro-pneumonia ever known to have existed in Canada was an animal imported from Great Britain in 1886, and discovered at Levis. If symptoms of that disease were ever found in Canadian cattle after crossing the ocean, there is no trace of it on leaving Canada. Respecting the inspection of cattle at the border, it was impossible to tell whether an animal was affected by an ordinary inspection. An animal suffering from pleuro-pneumonia shows no outward evidences of it until in the last stages.

The amendment was defeated by a vote of 99 to 59.

EXCESSIVE FREIGHT RATES.

Mr. McDonald (Assiniboia), on the motion to go into supply, asked the government what action they proposed to take in regard to a largely signed petition he had presented to the community he represented, protesting against the excessive freight on the Canadian Pacific railway and asking for aid for the immediate construction of the Hudson Bay railway. (Opposition cries of "Hear, hear.") It was impossible for

farmers to pay the rates in view of the prevailing low prices for grain. He asked the Government to appoint a commission to fully investigate the matter.

Sir John Thompson said the petitions presented to the House on the subject by the people of the North-West were very numerous, and had been considered by the Minister of Railways and other members of the Government, and the complaints contained therein had been transmitted by the Canadian Pacific Railway Company. The company had set out their defence in a letter dated June 14th last, and directed to the Minister of Railways. Freight rates on different sections of the road in the North-West were quoted, and varied from 21 cents to 29 cents per hundred pounds. The directors believed these rates were lower than those of any railway in any other part of the world operated under similar conditions, and considering that four-fifths of the cars engaged in the grain transportation had to be hauled back empty, and also the high cost of fuel, they did not think the rates covered more than the actual cost of transportation. They were unable to see how the rates could be reduced. The company also said that considering the unjust and unreasonable clamour in some quarters about the high rates, they would be glad if the Government would undertake an independent investigation of the freight charges and compare them with those of other grain-producing countries.

The House went into Committee of Supply.

COL. POWELL.

Mr. Laurier, on the item for the Militia Department, asked if Col. Walker Powell is discharging the duty of Adjutant-General of Militia.

Mr. Patterson (Huron)—I have no official information upon the subject.

Mr. Laurier—I thought the hon. gentleman was head of the department.

Mr. Patterson (Huron)—I am asking for information on the subject, which I will shortly be able to furnish to the House.

CURRAN BRIDGE.

Sir Richard Cartwright, on the resolution to vote \$11,804 to pay salaries and expenses in connection with the commission of enquiry into the Lachine canal expenditure, asked what was the intention of the Government with respect to the outrageous fraud committed on the people of the country. Over and above the grossest extravagance there must have been fraud of a criminal character in connection with the Curran bridge.

Mr. Haggart said that for his department he could say that wherever a fraud had been committed in misappropriation or otherwise, he would recommend the prosecution of the guilty parties by the Department of Justice.

The resolution was adopted.

200 MILES AN HOUR.

The Calculation of Enthusiastic Electric Engineers Considered.

It is evident that electrical science is yet in its infancy, and marvellous will be the revelations that will disclose themselves by the close of the century. But when electricity has to act in conjunction with mechanism, in other words, when electricity is the motor and mechanism of the vehicle, the action resulting must fall within the purview of mechanical law, and mechanical action has not that lightning-like character that we associate with electricity. In discussing forthcoming electrical railroads, some of the projectors, with more enthusiasm than mechanical knowledge, allow themselves to be sanguine that a speed of trains can be obtained of 200 miles an hour. This would be a speed of a little more than 293 feet per second, and a four-inch trolley wheel, if the trolley system were to be used, would be required to turn at the rate of 293 revolutions per second. It will at once be seen that no such velocity could be applicable on anything more than an almost inappreciable curve, but, of course, a train could be "slowed" in rounding these.

But there is not in the present time any known principle of construction for wheel rotation, involving the necessary weight, in which the centrifugal tendency of such speed would be compatible with safety. Of course, it is well understood that, where the reversible feature of piston and crank action can be dispensed with, higher mechanical motion can be secured, and it is true that electrical action far exceeds steam action in quickness, but a law governs mechanical rotation, and the safe limit is passed a considerable time prior to obtaining a speed of 290 feet per second. Even with the present speed of railway trains hot boxes are a frequent and an annoying as well as dangerous feature, and, as stated, unless some radical change for the better in the rotary principle is discovered, it will be found that the maximum of speed has been reached in some of our fastest steam express trains. At all events, it might be well for a time to aim at a speed of 125 miles per hour, as, more than likely, the practical mechanical limit will be found not far beyond the 100-mile gauge.

At a speed of 200 miles per hour a car wheel having a diameter of 30 inches would have to make 39 revolutions per second—a speed of rotation that may be set down as entirely beyond the practical limit. It will be understood at once that these high train velocities demand absolute perfection of roadway, no compound curves, no depression or elevations, save the most gradual, involving miles of distance; for this proposed speed is to excel anything in the material line, save such bodies as move as projectiles by explosive propulsion. There are no winged creatures whose movement reaches the 290-mile-an-hour limit, and the severest hurricane does not attain a 100-mile-an-hour movement. While the proposed speed is attainable theoretically, practically it is outside of physics.

Not Afraid

First Boy—"You're 'fraid to fight, that's what."

Second Boy—"No I ain't; but if I fight you, my mother'll lick me."

"How will she find it out, eh?"

"She'll see the doctor goin' to your house."

A COSTLY DEBT.

An only daughter comprises the family of Mr. Peter Princetown, a retired merchant and a widower.

He is a very important man; and now, as we behold him, in his dining-room, awaiting the arrival of his daughter Charlotte, to begin dinner, his importance and hunger have so overmastered him that he is holding his evening paper upside down, and probably thinks he is reading it.

"Here, Gertrude!" he snaps out at last, addressing his servant, "take away the soup and keep it warm. I cannot understand what has detained Charlotte at her music-lesson. Bring me my boots at once. I am going to meet her."

"Gertrude, still trembling, removes the soup-ureen; and is returning with the boots, when the door-bell peals out joyous ly."

"That is Charlotte, at last!" exclaims the father, who has just taken off his slippers.

"It is the young lady," repeats Gertrude, who, in her haste to open the door, drops the boots on her master's plate.

Charlotte enters like a miniature whirlwind. She is small and graceful, with laughing eyes and fluffly hair; is eighteen years old, has little feet, with arched insteps, and pretty hands, perfectly gloved, besides a thousand other charming details; there are dimples in her cheeks, and she has a clean-cut little chin, and a softly-rounded form. In a word, she is an adorable little creature, a butterfly, all ribbons and lace; flowers and furbelows.

"You have come at last," announces the father, ironically, as he seats himself at the table, and unfolds his napkin.

"Oh, papa, I was just going to tell you!"

"Sit down, sit down first; you can explain while eating, and I will understand you better then. Great heavens! I have waited long enough, already. Gertrude—the soup."

"But, papa, you can't think! I've had a real adventure."

"An adventure?" cries Mr. Princetown, starting up in alarm.

"Yes, papa, an adventure, in the omnibus, with a young man."

"In the omnibus, with a young man? great heavens!"

At this juncture Gertrude discreetly retires, in obedience to an imperious gesture from her master.

"Oh, papa, an adventure with a young man who was altogether too nice, I assure you."

"I would have you know, my dear, that a young man who is nice never has an adventure with a young lady—above all, in an omnibus. Explain yourself."

"Oh, it's a trifling matter, papa, and, really, it isn't of the least use to make such big eyes at me, and talk to me in such a voice. I had forgotten my pocket-book—a thing that is likely to happen any day—"

"Oh, yes, yes—especially to those who haven't one. Go on."

"I didn't discover it until the conductor demanded the fare. What was I to do? I turned red as a pomegranate, then I felt my face pale. Happily as the conductor held out his hand, a young man at my side placed a quarter in it, and said, 'For two.' This gentleman had understood the cause of my embarrassment, and paid for me."

"So, young lady, you accept a dime from an unknown man! Better a thousand times to have explained the circumstances to the conductor—the driver—to anybody. One does not forget one's pocket-book when going in an omnibus; or, better still, one does not go in an omnibus after having forgotten one's pocket-book. How do you propose to return this dime to this young man? For I hope you do not intend keeping it?"

"But, papa, I have his card. See here: 'Mr. Wm. Mason, No. 4 Willow street, Melrose.'"

The father, without waiting to hear more, snatches the bit of pasteboard from the girl, and cries:

"What, not content with lending you money in violation of all the proprieties, this gentleman gives you his card besides! He is the pettiest intriguer, the lowest of the low—a young man who is altogether too nice."

"Now, papa, be reasonable. To return the money, it was, of course, necessary to know his address."

The ex-merchant finds no suitable reply to this ingenious reasoning; but with a gesture indicative of decided ill-humor throws his napkin upon the table.

"I am fated not to dine to-day. Gertrude, go engage me a cab by the hour. I wish to return this young adventurer his money at once, and tell him a few plain truths besides."

"Oh, papa, papa, you won't do that? It would be base ingratitude. Only think of it. This young man has extricated me from a very unpleasant situation."

"Unpleasant situation! Let me alone! Shut up! I don't care to be lectured, especially by a rattle-brain, who loses her pocket-book."

The irate parent puts on his boots and takes his cane and hat, all the while growling more and more morose. Gertrude enters.

"The cabman is below, but he only promises to take you there, not to wait for you."

"Very well, I can get another cab to bring me back."

Mr. Peter departs, after slamming the door, while Charlotte, blushing and trembling, recounts to her old friend Gertrude, how she is much better acquainted with Mr. Mason than she dares to confess to her father. That for a month at least she and he have taken the omnibus at the same time each evening, and that, without seeming to do so, she, Charlotte, has noticed his evident admiration for her, etc., etc.

"A fine affair, indeed," exclaims the astonished servant, all in a tremor of excitement.

William Mason is in his bachelor apartments, and, in a sentimental mood, is gazing at the hand that his charming neighbor in the omnibus has touched while taking the card he gave her.

Suddenly there comes a knock at the door, which opens abruptly. A large man, out of breath, has over his ears, his cane in his fist, enters unceremoniously.

"Sir," he exclaims, "to say the least of it your conduct is unworthy of a gentleman. A gentleman does not take advantage of the innocence, the inexperience, the artlessness, the embarrassment of a young girl. To profit by the absence of a father, and a pocket book, to brutally offer to a young person who is alone, not only a dime, but a visiting card, may be a good investment, but it is very bad manners. But here is your dime, sir. My daughter and I wish nothing further to do with you."

And the large man, after perorating with much volubility, begins to search in his pockets; but before Mason, who is literally dumfounded, can utter a word, a new actor appears on the scene. It is the cabman, who comes in furiously, brandishing his whip.

"This is fine! I tell you I will bring you here, and not wait for you, and you accept the terms. You even order me to make haste, and when we arrive you shoot off like a zebra, as slippery as an eel, without paying me, and calling out to me to wait. That won't go down, I tell you! I mean what I say. One trip means one trip and nothing else. Come, hurry up, if you please. I want my dollar and be quick about it!"

Mason does not understand; but the large gentleman, who has precipitately dived into each pocket, then successively turned them all wrong side out, without appreciable result, grows pink and white, then crimson, then violet, and now shades off into green—a rainbow in a silk hat and overcoat.

"I have forgotten—my—pocket-book!"

"That's an old trick," roars the cabman; "but you can't tell that to the police. It won't answer with me," and he prepares to seize the arm of the unfortunate man, who, in despair, on the verge of apoplexy, meekly submits. But Mason, a veritable providence to the family, gives the cabman the necessary amount and orders him away.

"Permit me," the young man says, with politeness, to the ex-merchant, who barely has strength to articulate.

"Certainly, my dear sir, with pleasure, but give him only one dollar—not a cent more."

The father of Miss Charlotte, who but recently could not understand that a person has not always in his pocket as much as a dime to pay in an omnibus, now admits that he is very happy to have some one to advance the sum of a dollar to stop the mouth of a pitiless cabman.

Thus, notwithstanding the diverse and unusual emotions he has just experienced, it is with an almost gracious smile that he says to Mason:

"Sir, that makes a dollar and ten cents that I owe you, I believe. If you will do me the pleasure of dining with me this evening, we will settle this little affair. A merchant does not like old debts—besides, short reckonings make good friends."

A quarter of an hour later Gertrude places an extra plate at the table. It is still placed there every day for the next month, the engagement of Miss Charlotte Princetown and Mr. William Mason is announced, and the ex-merchant still says to any one who cares to listen:

"Never borrow, oh, ye fathers of families it costs too dear. I once owed a debt of a dollar and ten cents, and in order to pay it, I had not only to give away my daughter, but \$25,000 as her dowry."

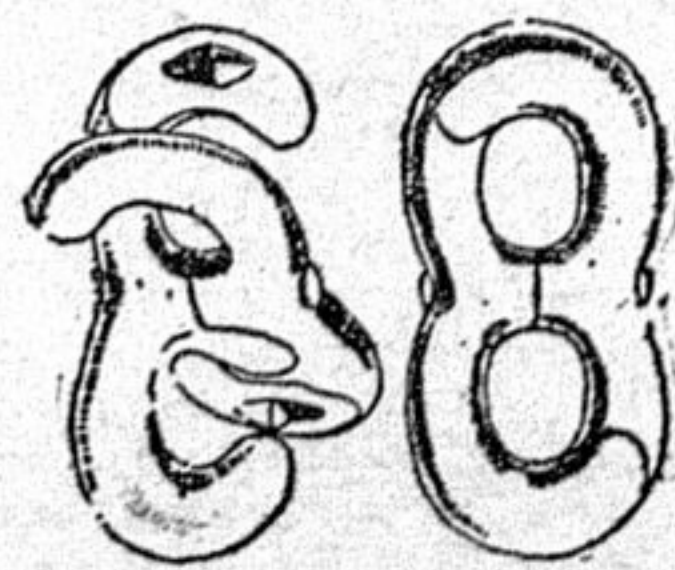
A Professional Frogger.

An old man in Cambridge, Mass., who supplies the Boston hotels with frogs, gives a quaint account of how he contrives to make a living out of the business. He has been engaged in it for fifty years, and has arranged in his cellar a frog-preserve. It consists of a trough about three feet deep and the same width, running the length of the cellar. Along the edges stones have been set between which the grass springs up, and here the frogs disport themselves when they emerge from the water which flows through the trough. Sometimes the old man has as many as 2,000 frogs in his cellar waiting for the market. A few years ago he could make \$10 a day at his peculiar industry, but the "amateur froggers," as he calls them, have cut down his profits materially. His field of operations is in the townships of Belmont, Waltham, Lexington, and Woburn, in the marshes of which he takes the frogs with a scoop-net, unless they are wanted for immediate consumption, when he shoots them with a Flobert rifle. He guards jealously the secret of the food which he gives the boarders in his cellar to keep them plump and tender. "It cost me a good many frogs to find it out," he says, "and I'm not going to give it away in a hurry." The old man besides supplying the hotels, sells frogs to scientific men, shipping them even to England and Germany.

NEW CHAIN LINKS.

The Harder the Pull the Firmer the Hold.

A newly patented drop forged steel link is out and is illustrated herewith. The links are composed of two centrally pivoted halves, which are drop forged from bar



LINK OPEN. LINK CLOSED.

steel, and whose inner faces are each provided with a lug and recess, so that when closed for use the lugs on the faces enter the recess on the opposite sides, thus bringing the parallel faces of the lugs in contact and preventing the ends of the links from spreading or being forced open.

Boys and Men.

Mr. Grumpp (reading the paper)—"An eight-year-old boy strangled a baby because it cried."

Mr. Grumpp—"When he grows up and gets married, and has children of his own, he won't do anything like that. He'll only want to."