

THE DOMINION HOUSE.

SEVENTH PARLIAMENT—FOURTH SESSION AT OTTAWA.

DOMINION LANDS.

Mr. Daly introduced a bill respecting Dominion lands, which provides that persons who have squatted on school lands prior to the survey, and who can substantiate the fact, may be permitted to homestead.

The bill was read a first time.

PUBLIC DEBT.

Mr. Foster, in reply to Mr. Charlton, said the total public debt of Canada on June 30th, 1894, was \$305,071,801, and the net public debt on same date was \$240,528,905.

FRENCH TREATY.

Mr. Foster moved the House into committee on a bill respecting a certain treaty between her Britannic Majesty and the President of the French Republic. The treaty did not oblige Canada to give to France preferential treatment in her Canadian markets. It simply obliged Canada to take off the ad valorem duty. They were at perfect liberty to take this duty off wines coming from any other foreign country, and were even at liberty to reduce the duty below that, but in such event Canada must give France equal treatment with other foreign nations. They were not obliged to withhold from sister colonies the same or better treatment than was given to France. The Government did not intend to discriminate against any other wines.

Sir John Thompson said the Government was considering the disability, if any, under which native wine growers labored, and would extend relief as it might be necessary. Matters of detail, such as the manner in which the industry would be affected, could not be considered until Parliament had ratified the treaty.

Mr. Foster said the treaty simply bound Canada to let French wines of a certain grade in at a certain rate. They did not bind themselves by treaty to discriminate in favor of France with reference to these classes of wines. If the French wines were admitted at this rate, Canada was obliged, by virtue of certain treaties with Belgium and Germany, to allow their wines in at the same rate.

Mr. McCarthy thought this was a good opportunity to extend preferential rates to the sister colonies. He wished to point out that the treaty did not permit nations enjoying the favored nation treatment to export wines to Canada at the same duty as France was enabled to under the treaty, because the treaty expressly said wines of French origin.

Mr. Weldon said that under the favored nation treaty, any treaty made by Canada with France must be unconditionally kept with Germany.

Mr. Foster, in answer to Sir Richard Cartwright, said the total import into France last year from all sources of articles mentioned in the treaty was \$38,000,000 or \$40,000,000. He moved that the item of common soaps, 1-2c. per pound, be struck out, as common soap meant caustic soap. He also moved that the item of castile soap, 5c. per pound, be reduced to 2c.

The amendments were carried. The committee reported the bill with amendments.

FAST STEAMSHIP SERVICE.

Mr. Foster moved the House into committee of the Whole to consider the following resolution: "That it is expedient to provide that the Governor-in-Council may enter into a contract for a term not exceeding ten years with any individual or company for the performance of a fast weekly steamship service between Canada and the United Kingdom, making connection with a French port, on such terms and conditions as to the carriage of the mails and otherwise as the Governor-in-Council deems expedient, for a subsidy not exceeding the sum of seven hundred and fifty thousand dollars a year." The sum asked was \$250,000 more than the amount originally authorized. The policy of establishing a fast line of steamers had been affirmed by the House. It had been found impracticable to establish such a line for a subsidy of \$500,000 annually, and the Government had set at an outside and ultimate limit a subsidy of \$750,000, in order to secure the service. There might be a difference of opinion as to whether the Government was justified in exceeding the half million limit. He thought so. The point had been considered, and in view of the failure to obtain the service in the past for this amount, it had been decided to ask for the increase. This step would be the third and last link in a service that could not be rivalled in the world. They had now a magnificent Pacific service and an unrivalled transcontinental route, and now the Atlantic service would complete the chain. A letter or passenger could be taken from Sydney, Australia, to London, Eng., from one to three days quicker than by the Eastern route, and with infinitely more comfort and convenience. The cost of carriage would be about the same. The conditions of contract with Mr. Huddart were that the Canadian Government were to pay him \$750,000 a year for the first ten years, and \$500,000 for the second ten years. This was the extent of the obligation.

Sir Richard Cartwright—Apparently this is to be a twenty-year, and not a ten-year service.

Mr. Foster said it was intended that the service should be permanent, otherwise it would not have been entered into. Twenty years had been contracted for, and posterity would have to arrange subsequent conditions. The steamship service was to be in every respect first-class, and with first-class speed, capacity, and able to make 20 knots an hour in deep sea, the trial to be over a long course. Halifax was mentioned in the agreement as the Canadian terminal port, but this was not absolutely settled. St. John, N. B., had made application to be the

terminal port, and possessed great natural advantages. The terminal port in Great Britain had not been settled upon. Arrangements were also in progress for a cross line to France, or to have vessels touch at a French port. One of the advantages that Canada would obtain by this service would be prestige. Improved postal and passenger transit would be developed, as well as improved freight carrying facilities. There was no sentiment or idea that met with heartier endorsement by the business men of the country than that of a fast Atlantic service. These men, he said, were animated by practical business motives, and no better testimony to the utility of the scheme could be had. It was always the first step that cost, and he trusted the hon. gentlemen would look at more than the mere figure of \$750,000.

Sir Richard Cartwright said the hon. gentleman should have reserved his sentiment until he had brought down the facts to the House. He would like to know something about the number of vessels probably required and the cost of each.

Mr. Foster said at least four vessels would be required, at a cost of from £400,000 to £500,000 each. The cost of the round trip would probably be \$60,000 or \$70,000.

Sir Richard Cartwright said the annual cost of the service would be £700,000 sterling.

Mr. Foster said the vessels would be of 10,000 tons burden and have coal capacity of 3,000 tons, and the same capacity for freight. They would carry 500 first and second class passengers and 1,000 steerage.

Sir Richard Cartwright asked what the present Atlantic steamship companies would have instituted a 16 or 17-knot service between Great Britain and Canada for.

Mr. Foster said that the Allan line had offered to supply a 16-knot service in 1889 for £104,000. Furness Company, of Great Britain, in 1890, had tendered for a 16-knot service for \$900,000 and the Transatlantic Company had, in 1890, asked \$750,000 for a 17-knot service.

Sir Richard Cartwright thought the hon. gentleman ought to have had tenders for a more recent date. He thought the figures must be wrong. He was informed that for every knot above 16 per hour the cost was enormous, and that a 20-knot service would cost twice as much as a 16-knot service. He would like to know if the Government had power of forfeiture in case the contract was not fulfilled?

Mr. Foster said the contract was not prepared yet, but that this point would be carefully guarded. The Government did not propose to pay for the service unless they got the advantages.

Mr. Laurier thought the hon. gentleman was wrong, and that the contract had been entered into between Mr. Huddart and the Canadian Government. He quoted from the conditions of the contract.

Sir Richard Cartwright asked what cargoes would be carried on the new line of steamers, and what the probable rates would be. The promoters of the scheme must have figured on the rates.

Mr. Foster said he could not furnish the information. The cargoes would doubtless be similar to those of steamships leaving New York. As to freight rates, the Government never attempted to regulate them.

Sir Richard Cartwright said it was evident to hon. gentlemen that the Government did not know much about the project or else would not furnish the House desired information.

Mr. Laurier said the House possessed very meagre information. What was to be the means of connection with the French port?

Mr. Foster said he was not prepared to give definite or exact information. (Cries of "Oh, oh.") The only condition laid down was that there should be a connection with a French port, which could be accomplished in two ways, either by the vessels calling at a French port en route back and forth, or by a cross line between England and France. One of these plans had to be adopted, but which had not yet been decided.

Mr. Laurier was surprised if the hon. gentlemen opposite were satisfied with the answer. There was a wide difference between the two methods of carrying out the agreement, and the House should have definite information.

Mr. Davin hoped that the Government would fix a maximum freight rate, beyond which the company could not levy. He also hoped that sufficient cold storage capacity would be provided on the vessels—(hear, hear)—and that the Government would not tie its hands as to the speed of the service, as 20 knots an hour might not be a fast service in twenty or even ten years.

Sir James Grant predicted the greatest success for the project, and thought a cable line would follow.

Mr. Martin hoped the Government would pay attention to the matter of ocean rates. At present through passengers from the west saw nothing of the fertile country of the Canadian North-West in the vicinity of Winnipeg as the Canadian Pacific railway sent them all over the "So" short line, running through Minneapolis and St. Paul. This disposed of a good deal of the sentiment with which the Finance Minister had clothed his remarks.

Mr. Kenny regretted, with the hon. gentleman, that through passengers were not sent over Canadian territory. There were great difficulties to be encountered in diverting traffic from an old accustomed route, and the managers of the new line would have to display energy and ability to obtain their share. There were always enemies to such enterprises, and much hostility from vested interests that had already made themselves felt was to be expected. He thought the establishment of the service was a national necessity.

Mr. McMullen failed to see how a fast line would benefit farmers. One-half the questions put about the service had not been answered, and some information and consideration were due the House.

Mr. Weldon said that as an ardent Imperial Federationist, he favored the scheme, which would certainly promote commerce between Great Britain and Canada.

Mr. Hazen said that under the provisional contract Halifax or St. John, or both might be the Canadian terminus.

Mr. Laurier—How is that to be worked—by alternate trips?

Sir John Thompson—That is yet to be determined.

The resolution was adopted, and the committee reported to the House.

INSURANCE ACT.

Sir John Thompson moved the House

into committee on a bill to amend the Insurance Act.

Mr. Foster explained that the bill proposed to bring the old companies, with very wide powers of investment, within range of the securities which would be allowed at present, and in conformity with the practice for the past five or six years. Certain new lines of security were added, viz., water works, gas, street railway, electric light and power, and electric railways. Mr. Foster pointed out that the amendments proposed did not invalidate any investment at present accepted, and simply limited the range of securities for the future, as the Government believed that the interests of the policy-holder should be looked after first.

The bill was reported with amendments.

TURCOTTE CASE.

Mr. Girouard (Jacques Cartier) moved the consideration of the fourth report of the Select Standing Committee on Privileges and Elections, on the case of the hon. member for Montmorency (Mr. Turcotte.) The committee had found the hon. gentleman not guilty of having executed contracts of the Government. He had only supplied goods to the contractor who had the contract with the Government, which did not constitute a violation of the Independence of Parliament Act. Therefore the charges had not been proved, and he moved the adoption of the report.

Mr. Edgar moved in amendment substantially the same motion as made by him at the Privileges and Elections Committee except that portion referring to the Marine Department, as he did not propose to ask the House to assent to the proposition that the hon. member would be disqualified for his transactions with that department. He moved that, in view of the facts which he had presented and proved, the "election of Arthur Joseph Turcotte therefore becomes void."

The amendment was defeated by 84.

DIVORCE BILLS.

Mr. Sutherland moved the House into committee on a bill for the relief of James St. George Dillon.

Mr. Masson contended that there was not sufficient ground adduced for granting the divorce, and moved in amendment that the order be discharged and the bill referred back to the Miscellaneous Private Bills Committee for further enquiry.

The amendment was carried by 64 to 61.

FAST ATLANTIC SERVICE.

Mr. Foster moved the second reading of the bill further to amend the Act respecting ocean steamship subsidies.

The bill was read a second time.

TOO MANY MEN IN AMERICA.

The Country Overrun With Them as Proved by the Census of 1890.

Marrying and giving in marriage is purely a personal matter in this happy land of independence. Perhaps more than in any other country in the world it is a matter of sentiment; and that so may it be until the end of time is the aspiration of all true lovers and happy wedded folk. But at the risk of brushing off some of the bloom of fancy from this subject, says the Boston Post, it is interesting to regard it in the cold light of figures which tell what kind of an aggregate is made up by the individual tendencies of the American people toward matrimony. Such figures are furnished for the first time by the census of 1890, former enumerators not having been concerned with this very important feature of the social condition of the United States.

The first thing which catches the attention in the tabulations of the census bureau is the vast number of young bachelors. At the age of 24 years only 20 out of 100 are married, and even up to 30 years nearly one-half still remain single. The women do better. At the age of 24 years nearly half of them have become wives, and before they reach 30 years nearly three-quarters of them have found their mates. As a rule women marry at an earlier age than men, and this accounts in part for the difference. But the fact remains that the vast army of young men of America remain bachelors at an age at which their grandfathers were at the heads of families and bound to the community by the strongest ties known in our social system.

Exact comparison is, of course, impossible, owing to the absence of figures for previous years; but it is safe to say that this habit of bachelorhood has increased and that the tendencies of modern conditions of life are toward its further growth. As the standard of luxury—which we have come to call comfort—is raised, the cost of maintaining a family becomes greater and the responsibility becomes more formidable. The young man who can support himself in ease hesitates to assume greater burdens, which must involve some sacrifice of his habits and may bring the need of greater exertion as a bread-winner than he in his bachelor freedom, likes to contemplate. And so the young woman, seeing new opportunities of agreeable occupation opening up on all ends for those of her sex who have capacity for business, for art, for industry of many kinds, may be influenced by greater indifference to the sentiment which leads to marriage. Yet which is the better state? If long life is the desired thing these census figures have something of interest to tell the young bachelors of America. They show that of all the American men and women who have reached the age of 65 years, 94 out of every 100 are married. All but six out of the 100 who have perished in their bachelorhood have dropped out of the world.

The action of human breath will corrode aluminum. This was discovered by the experiment of using the metal as the diaphragm in the mouthpiece of a telephone.

A man in New Jersey has discovered a new cure for hydrophobia. Before being bitten by a rabid dog he seized the animal and choked it to death. The remedy is infallible.

There is now playing in Paris a Russian horn band, each horn being capable of producing a single note only. So perfect is the training that the band produces the effect of one equipped with ordinary instruments.

HIS TOUGH SHARK STORY.

The Brighton Boatman Had Seen Many Strange Fish in His Day.

"Have I ever seen a shark? Lor' bless your heart, sir, hundreds of 'em!"

This was in reply to one of the numerous questions put to an old Brighton boatman by a London excursionist on his first holiday trip to that fashionable resort and who was indulging in a row on the briny ocean.

"Have I ever seen a shark? Ask my mate, him that's rowing that 'ere couple out yonder. We were shipmates together aboard the Rajapootah Indiaman. His father, who is dead and gone this twenty year or more, was carpenter aboard of her.

"Chips' we used to call him, and if you don't mind listening to an old salt who's been round the world enough times to make a landsman giddy at the very thoughts of it, I'll just tell you of a little adventure we had with one of them man-eating monsters.

"Well, one day we were becalmed on the line, when says young Bill—he was young Bill then, him as I just pointed out to you—says he, 'I shall have a swim round for a cooler, for, believe me, the sun was that hot we had to throw buckets of water on the deck to keep it from catching fire.

"In fact, a pig we killed the day afore we hung aloft and roasted him in the sun, catching the gravy in a bucket, and he was done beautifully.

"So in he goes, head first, with his clothes on, and me and his old man looked over the side, just abaft the fore-rigging, to see him come to the top of the water again.

"But no Bill could we see, and instead of him up came a tremendous shark with his sides sticking out as if he had a cargo inside over and above his regular bill o' lading.

"It was then as clear to us as the nose on our faces that poor Bill had dived clear down his throat.

"The poor old man had a fit right away and we carried him below and put him in his hammock, and then ran up on deck again in the hopes that we should be able to catch the fellow.

"But it was nowhere to be seen, so, after watching some time to no purpose, we went down below to see how the old man was getting on, and to our astonishment and sorrow we found his body nearly cold and as stiff as the flying jibboom.

"We sewed him up in his hammock, putting the grindstone that he used to grind his tools with inside to make it sink and laid the body on a hatch, with the union jack spread over it for a pall.

"Then the skipper read the funeral service, all of us standing round dreadfully cut up, me especially, for young Bill was my messmate, and I was very fond of the old man.

"As soon as the skipper has finished the last words—which I shall never forget, they was so solemn—the hatch was tipped up and overboard the body went with a splash, and all was over, at least we thought so.

"But almost immediately afterward up comes another shark, a bigger one, it seemed, than the first; certainly it was thicker.

"The boatswain at once ran for the shark hook and baited it with a junk of pork and slung it over the stern, and it was not many minutes afore we had him hooked and hauled on deck.

"Well, the first thing we did was to cut his tail off, for he was flapping it about so that it shook the ship from the stem to stern, that we were afraid it would shake her to pieces.

"After we had done that we thought we heard a very strange noise inside of him, a sort of grating sound, like a boat being dragged over a shingly beach.

"So we set to and cut off his head, and then ripped him up, when what d'ye think! what should we see, to our great astonishment and delight, but Bill and his father sitting upright like two Jonahs, the youngster turning the grindstone and the old man sharpening his knife, intending to cut their way out of the creature's belly.

"You say I said the old man was dead? Please don't interrupt me and I'll tell you all about it.

"There's no doubt but what he seemed dead, but it was only his blood froze with horror, and the shark warmed him to life again.

"What made him most uncomfortable, Bill said, was the slipperiness and topsyturveness of the place, for there was no rest at all, for one minute he was standing on his head and the next on his feet, and then tossed from one side to the other, sometimes getting jammed between its ribs, that he wondered the meal didn't disagree with the fish itself.

"But at last came the climax, and Bill thought it was all over with him for down its throat was shot a heavy body like a sack of coals right atop of him, nearly smothering him, so that he had scarcely room to move or breathe, and he must have been some time insensible, he said, when he was woke up by a loud report.

"He thought for a moment the creature had swallowed a powder barrel and it had exploded, but it was only the busting of the canvas shroud the old man was sewn up in, which had blown up like a paper bag.

"The noise in its inside, Bill said, must have astonished the shark, for he again found himself standing on his head, so he knew he was making for the surface, and on reaching there it opened its enormous jaws for air, when a flood of light entered between the rows of teeth which enabled Bill on gaining his feet to take stock of his lodgings, and the very first thing that he saw was his old father crawling out from under the canvas like a chick from its shell.

"The old man had caught sight of the grindstone and soon put it into working order, and on the fish once more coming to the top again admitting light Bill at once saw what was in the wind, and they commenced business at once, when they were startled by a sudden change in the shark's movements, and soon they distinctly heard the sound of human voices, and they knew they were saved.

"Well, we all was so thankful at their miraculous escape from the jaws of death that every mother's son of us on board took

our solemn affidavits that we'd never tell a lie or anything of that kind again, and me and my mate have kept our words ever since."

A BAD YOUNGSTER.

English Courts Have to Deal With a 15 Year-Old Boy Who Threatens to Blow up Buildings.

At the Derby-county Police Court recently a lad of 15, named Samuel Staton, was charged with sending a threatening letter to Miss Margaret Newton, daughter of C. E. Newton, a banker and ex-High Sheriff of Derbyshire, says the London Daily News. He is also charged with sending a similar letter to Mr. Newton, and with placing a canister containing gunpowder upon a window-sill at that gentleman's residence, Micklover Manor, near Derby. It was stated by the solicitor for the prosecution that the Newton family had for some time past been in receipt of offensive letters, and on May 1st Miss Margaret Newton received the following epistle: "Miss: Your father having refused me money, I shall now proceed to take my revenge. I came on Monday night and placed the can of powder against your window. That is but a sample of what is going to follow, as I shall use dynamite in large quantities, which will shake the manor to its foundations. I will give you one word of advice. Get another dog, as the one you have now passed within a few feet of me and could not see me. It is no use calling in the police, as I defy them. I saw the Micklover sergeant and Supt. Daybell at the manor on Thursday, and I shall put a bullet into both of them, if they give me any nonsense. They are useless in this case. My blow will fall when it is least expected, leaving death and destruction behind. You will greatly oblige me by showing this letter to the sergeant or Supt. Daybell. You cannot escape my vengeance by going to Jaffa, as your father has done. No more this time.

"JAY HAWK."

"P. S.—A false friend is more to be feared than an open foe. Show this letter to those thief-catchers. Catch me if you can. Beware!"

The prisoner had been observed to post a letter on the previous evening, and for some time past he had been in possession of a six-chambered revolver. Evidence as to similarity between the handwriting of the prisoner and that of the letter was given. The canister, it was stated, contained half a pound of sporting powder, and the only reason this did not explode was that the fuse, being of common make, had expired after burning two inches. A similar letter to the above was sent to a Mr. Hodson, the writer threatening to take revenge on that gentleman and his daughter if money was not deposited in a certain place mentioned in the letter. The signature appended was Invisible Jack. The prisoner was committed for trial on both charges, bail being refused.

GREAT CARGO.

The Largest Yet Sent To London From Australia.

The steamship Perthshire, which recently arrived in London, has brought from Australia and New Zealand the largest cargo of refrigerated goods ever imported. The cargo consists of 70,000 carcasses of sheep, 9,000 haunches, 9,000 legs, about 550 tons of frozen beef, 750 cases of butter, 150 bags of bullocks' hearts, 150 bags of ox-tails and kidneys, and seven cases of oysters. The holds have sufficient capacity to have accommodated 12,000 more carcasses of sheep.

The shipment is an interesting one, as it is the first time that meat has been brought to this country from Australia or New Zealand by means of an ammonia machine, and the excellent quality of the goods, as certified by the consignees, is sufficient evidence of the success of the Linde machines, by which the holds were cooled. Until recently only cold air machines were used in the trade. The ammonia machines occupy far less space, and apply the cold in a much more efficient manner, besides greatly reducing the consumption of steam.

The plant on the Perthshire consists of two independent refrigerating machines on the Linde system, each machine consisting of a compound ammonia compressor and an ammonia condenser combined on one bed-plate with a compound steam engine. The refrigerators consist of a series of coils of wrought iron tubes wound in long lengths without joint from end to end. There are upwards of eight miles of wrought iron tubing in the installation. The air is circulated by means of fans, which draw the warmer air from the holds, pass it over the refrigerator coils, and return it to the hold through suitable trunks. It is claimed for this system that the air is delivered into the holds pure, dry, and free from snow or moisture. There are no pipes in the hold whatever. The active circulation of air thus insured enables the temperature to be kept extremely even; the variation between different parts of the hold does not exceed 5° Fahrenheit.

FACTS IN FEW WORDS.

The coconut tree is the most valuable of plants.

Uncle Sam's egg crop is worth \$100,000,000 annually.

There are 57,000 women engaged in farming in the United States.

In Brazil a couple may be married by drinking brandy together.

It is estimated that New York has no less than 10,000 opium smokers.

The national banks of New York at present hold nearly \$100,000,000 in gold.

One thousand carloads of pocket flasks for liquor were used in Cincinnati last year.

The juice of walnuts will stain the complexion a dark brown without injury to the skin.

Canada's divorces for the past twenty years have just been figured up, and they amount to only 116.

It has been figured out that a man who shaves regularly until he is 80 has cut off about thirty-five feet of hair from his face.