DOMINION PARLIAMENT.

Sir John Thompson laid on the table the annual report of the Department of Justice respecting penitentiaries.

Sir John Macdonald presented the report of the Commissioner of Northwest Mounted Police.

The following Bills were read a second time:

To incorporate the Assinaboia, Edmonton and Onjiga Railway Company.

To incorporate the Assets and Debenture Company of Canada.

To incorporate the Dominion Life Assurance Company.

To amend the Act incorporating the Boiler Inspection and Insurance Company of Canada.

To incorporate the Red Dear Valley Railway and Coal Company.

Respecting the Niagara Grand Island Bridge Company.

Mr. Carling, in answer to an inquiry by Sir Richard Cartwright, said that in estimating the population of the Dominion at 4,915,497, the numbers assigned to each Province were as follows: Ontario, 2,154,786; Quebec, 1,479,036; Nova Scotia, 483,277; New Brunswick, 345,292; Manitoba, 132,624; British Columbia, 131,306; Prince Edward Island, 120,176; Territories, 100,600.

The following Bills were introduced and read a first time:

Respecting the Alberta & Athabasca Railway Company—Mr. Davis.

Amending the Act incorporating the London Mutual Fire Insurance Company—Mr. Marshall.

Mr. Purcell introduced a Bill to make provision for the protection of persons employed by contractors engaged in the construction of railways under the Acts passed by the Parliament of Canada. He explained that the object of the Bill was to render the original contractors on railways liable for wages earned by the laborers engaged in the construction of the work. His experience in railway construction had convinced him of the necessity of such a provision in the law in the interest of the laboring classes.

The Bill was read a first time.

Mr. Tupper introduced a Bill to amend the Act respecting the safety of ships. He stated that the Bill was modelled largely on the Bill introduced by his predecessor last session, the chief difference being that it did not contain the provisions of the former Bill respecting the detention of ships at the different ports.

Mr. Tupper, in answer to an inquiry put by Mr. Moncreiff, said it was the intention of the Government to erect a range of lights in the village of Corunna, opposite Stag Island River St. Clair.

Mr. Bowell, in answer to the inquiry of Mr. Eisenhauer, said the Government were considering the question of changing the system of bonding of foreign fish, which had prevailed since Confederation. Petitions of that character had been received.

Mr. Bowell, in answer to inquiries from Mr. Boyle, said the value of our importations from the United States of green fruits, seeds, trees and other articles placed on the free list by Order-in-Council, dated April 4th, 1888, from that date until January 1st last, was $831,399. The amount of revenue which would have been collected upon such importations, if they had not been placed upon the free list, was $219,626. The value of such importations from the United States for the corresponding period of the previous year was $498,183. The value of our exports of these articles to the United States from 4th April, 1888, until January 1st last, was $1,486,022, of which apples amounted to $1,315,452, berries $80,000 and trees and seeds $50,000, leaving $40,570 for the smaller fruits.

Mr. Foster, in answer to the inquiry of Mr. Langelier, said no contract had yet been entered into for a line of rapid mail steamers across the Atlantic Ocean, but negotiations had been entered into with that end in view.

The House went into Committee of the Whole on the Alberta Railway and Coal Company.

Mr. Trow said the company had a monopoly of the whole coal business of that country. Coal at the mine cost the company $1 a ton, and at Calgary it cost $8. They could well afford to sell coal for $3. He asked that other railways should have running powers on this line.

Mr. Shanley said that the railway had no connection with Calgary.

Mr. Mills suggested that a clause should be inserted in the Bill fixing the maximum charge per mile.

Sir John Thompson said the company would have to submit their tariff to the Railway Committee. All these subjects were dealt with by the Railway Act in such a way that this company would be subject to the Railway Committee.

The Bill was reported without amendment.

The House went into committee on the Bill respecting the Kootenay & Athabasca Railway Company, and reported it without amendment.

Several Bills were advanced a stage.

Mr. Brown, in moving for the second reading of his Bill to make further provision to prevent cruelty to animals, said the main object of the Bill was to prevent the trap shooting of pigeons and small birds, cock fighting, dog fighting, and not only to punish the instigators, but all who attended sport of that debasing character. The Humane Societies of Toronto, Ottawa, London and Hamilton had petitioned for the Bill. Every true sportsman in Canada would support the measure. There was some opposition emanating from some of the gun clubs of Canada. These debasing slaughters were called tournaments; but they were not manly sports. The men went within twenty or forty feet of the defenceless birds and shot them in a heartless manner. Dumb animals were as sensitive to pain as any hon. gentleman. The same sport could be obtained from clay pigeons as from shooting the live bird. The practice of shooting small birds for sport was cruel and barbarous, and was being discountenanced all over the civilized world. The Queen had refused to accept invitations for herself or any of the Royal Family to attend such events. In these pigeon matches the eyes of birds had been put out to increase the sport. There was nothing in the Bill that could not receive the full confidence of every member.

Mr. Lister—It provides for overdriving a hen.

Mr. Brown—It was a queer old rooster that said that. He asked hon. gentlemen if they would like to be cooped up in a box and then let loose only to be shot. The measure proposed would effectually stop these abuses.

Mr. Tisdale, in moving the six months' hoist, said he was not in favor of cruelty to animals, but he objected to people laying down a principle and then trying to put down things which did not rightly come under it. If he could understand what was aimed at he would be very glad. If it was desired to stop pigeon-shooting out of traps, why was it not plainly stated? The Bill declared that killing birds by the dozen was cruelty. It looked as if it was promoted in the interest of vegetarians. With the exception of that matter the Bill dealt with what was already covered or was objectionable. The Bill declared that any person might interfere to prevent cruelty. Surely the country had not arrived at such a pass when every man should have authority to interfere when he supposed there was a case of cruelty. If Mr. Brown saw a market woman wringing the necks of her chickens he would interfere, and we would have to eat them alive.

Mr. Charlton said the Bill commended itself to him and would receive his support on the understanding that it be referred to a committee, and modified if necessary.

Sir John Thompson said that the chief principle embodied in the Bill was that it is expedient to make a penal offence the use of live animals as a target. The Bill gave the right to interfere only where there was a case of cruelty. Many objections against the Bill were applicable against the present law.

Mr. Edwards approved of the Bill because it afforded the means of disposing of abandoned animals.

The House divided on Mr. Tisdale's motion, for the six months' hoist, which was lost on a vote of 71 yeas and 72 nays.

The Bill was read a second time.

Sir John Macdonald presented the annual report of the Department of Railways and Canals.

Sir John Thompson introduced a Bill respecting the rules of court in relation to criminal matters.

Mr. Edgar introduced a Bill to provide for placing on the free list articles of merchandise, the production of which may be controlled by trusts or combinations. The following is the text of the Bill:

Whereas it is expedient in the public interest to suppress the evils arising from trusts or combinations for the purpose of regulating or controlling the production or price of merchandise, manufactures, commodities, or products, therefore Her Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows

Whenever an import duty is imposed by law on any merchandise, manufacture, commodity, or product which is manufactured or produced in Canada to an amount exceeding two hundred thousand dollars, and over 80 per cent. of the aggregate value of the amount manufactured or produced in Canada shall be manufactured or produced by persons, partnerships, or corporations who shall be parties to any agreement or agreements, combination or combinations, trust or trusts, for the purpose of regulating or controlling the production or price of such merchandise, manufactures, commodity, or product, all such merchandise, manufactures, commodities and products, during the continuation of such agreement or agreements, combination or combinations, trust or trusts, shall be admitted into Canada free of duty.

In order to determine whether any merchandise, manufacture, commodity or product shall be admitted free of duty under the foregoing provisions, it shall be the duty of the Treasury Board when information is received by the Minister of Finance of the existence of such agreement, etc., to investigate the facts with reference to it, having given public notice of the time and place of such investigation, and the Treasury Board shall have the same powers to enforce the attendance of witnesses and to compel them to give evidence as is vested in any court of record in civil cases.

If upon such investigation it shall appear that the merchandise, manufacture, commodity, or product come within the provisions of this Act, the Governor-General shall by his proclamation order such merchandise to be admitted into Canada free of import duty.

Whenever such agreement, combination, etc., to the extent aforesaid shall cease to exist, the Governor-General shall, upon the report of the Treasury Board to that effect, give notice thereof by proclamation, and thereafter the duty otherwise provided for by law shall be collected on such merchandise, etc.

He stated that the Bill proposed that whenever an import duty is imposed by law on a commodity manufactured in Canada to an amount exceeding two hundred thousand dollars in value, and over 80 per cent. of the aggregate value of the amount manufactured and produced in Canada, and which is produced by persons in a combination, then the article should be admitted into Canada free of duty. In order to determine whether or not the particular articles are subject to a combination, the Bill proposed that it should be the duty of the Treasury Board, upon complaint, to make an investigation, and if upon such investigation it should appear that the commodity was subject to a combination, the Governor-General should issue a proclamation ordering such articles to come in free of duty. Upon the combination ceasing to control the article the duty would be restored. The object of all these combinations, he said, was to prevent fair and open competition in the Canadian market, and to prevent such monopoly he thought we should remove the barrier which prevents competition from abroad in the particular articles in respect of which the monopoly exists.

Sir John Macdonald said he did not object to the introduction of the Bill, but it was possible that on examination it would be found that the subject of the Bill being a matter of trade and commerce it should be introduced by resolution.

The Bill was read a first time.

Mr. Foster, in answer to the inquiry of Mr. Langelier (Quebec), said that the total amount of $1,500,000 voted in 1885 for an extension to Quebec of the Canadian Pacific Railway has been paid. The sum of $970,000 had been paid to the Bank of Montreal for the bonds of the North Shore Railway, at 81½, and the remaining $570,000 was paid to the Grand Trunk Railway.

Mr. Kirkpatrick, in moving the second reading of the Act to permit foreign vessels to aid vessels wrecked or disabled in Canadian waters, expressed the hope that the Bill would meet with more favorable consideration in the House than it did last session. The measure was dictated by principles of humanity and of regard for the protection of property, which was often lost owing to the fact that the services of the most available wrecking tugs could not be utilized. Since the Bill was defeated last session the President of the United States thought the matter of sufficient importance to warrant a reference to it in his message, and he there expressed the hope that some amicable arrangement in regard to wrecking would be entered into between the two countries. The American people were jealously guarding their rights in this matter, and while they had an offer of reciprocity in wrecking on their statute books, conditional on our acceptance, they firmly refused to allow our wreckers to work in their waters until we grant like privileges to them. He moved the reference of the Bill to a select committee composed of Messrs. Cockburn, Bergeron, Edgar, Charlton, Labelle, Langelier (Quebec), Masson, Mulock, Shanly, Patterson (Essex), Weldon (St. John), Weldon (Albert), Holton and the mover.

Mr. Patterson (Essex) moved in amendment that the Bill in question, together with his Bill providing for reciprocity in the coasting trade, be referred to the select committee. He did not quite agree with the last speaker that considerations of humanity should lead us to make any particular advances to the people of the United States on this question. The Americans, whenever they sought reciprocity with Canada in any direction, were usually induced to do so with an eye to the material gain which was likely to accrue, and the adoption of the Bill now before the House would undoubtedly bring about complete reciprocity in inland navigation, which our neighbors were so desirous to secure.

Mr. Speaker ruled the amendment out of order. The question was on the second reading of the Bill, and its reference to the select committee named in the motion.

Mr. Patterson (Essex) moved in amendment that the select committee to which the Bill should be referred be composed of Messrs. Bowell, Tupper, Kirkpatrick, Ferguson (Welland), Boyle, Charlton, Lister, Prefontaine and the mover.

Sir John Macdonald said he would much prefer that the promoters of the two Bills should meet and agree on a committee, to which their respective measures could be referred. He reminded the House that the Bill of the member for Frontenac (Mr. Kirkpatrick) was rejected by the House at the last session. This was the same Parliament, and it was a serious thing to undo its own work, but he supposed that after the eloquent speech of the mover the House would be free to change its views if it decided to do so.

After some further discussion the amendment was withdrawn and the Bill was read a second time.

Mr. Burdett moved the second reading of a Bill against frauds in supplying milk to cheese and butter manufacturers.

Sir John Thompson said that as this was a criminal Bill, it should be referred to a select committee.

Mr. Burdett agreed to this course if it would not impede the progress of the Bill, which it was very desirable should be passed this session, in view of the fact that the Act by the Province of Ontario declard with that subject had been dealing *ultra vires*.

Sir John Thompson agreed that the Act should not be impeded.

The Bill was read a second time and referred to the Select Committee.

Mr. Jamieson, on the order for the further consideration of his motion declaring it expedient to prohibit the manufacture, importation and sale of intoxicating liquors, and the amendments thereto, briefly addressed the House, urging the acceptance of his motion, and refusing to accept the amendments.

The House divided on Mr. Taylor's amendment calling for a plebiscite on a prohibition law which shall make full provision for compensating those engaged in the manufacture of such liquors, which was lost; yeas 58, nays 85.

On the question of the amendment of Mr. Wood (Brockville), providing for prohibition when the public sentiment of the country is ripe for its reception and enforcement,

Mr. Mills moved in amendment to the amendment that the following words should be added: "And that a vote of qualified electors of Canada be taken at a convenient time to ascertain the opinion of the country upon the question."

Mr. Taylor objected to the amendments before the House because they did not contain a provision for compensation to those engaged in the liquor trade.

Mr. Mills said he did not think the question of compensation should be submitted to a plebiscite.

Mr. Bergin did not believe that prohibition would be practicable for many years. Recourse should then be had to as efficient a license law as possible. He censured the professed temperance people for their insincerity and vacillation in connection with the enforcement of the Canada Temperance Act.

The amendment to the amendment was lost on a division; yeas 35, nays 127.

The main motion as amended was declared carried without a division. The motion is as folbws: "That in the opinion of this House it is expedient to prohibit the manufacture, importation and sale of intoxicating liquors except for sacramental, medicinal, scientific and mechanical purposes when the public sentiment of the country is ripe for the reception and enforcement of such a measure as prohibition."

Sir John Macdonald said he had heard that the Opposition intended to move an important amendment, and requested that it be laid over till Tuesday, as it might interfere with the arrangements of members who wished to go home over Sunday.

Sir Richard Cartwright agreed not to press the motion till Tuesday.

In Committee of Supply, on the item of $15,500 for printing voters' lists,

Mr. Foster substituted $10,000 for the amount named, and intimated that it was not probable that the sum would be used.

On the item of $10,000 for printing, binding and distributing the laws,

Mr. Bowell intimated that $6,000 would be sufficient, and that sum was substituted.

The item passed.

Mr. Shanly moved for the third reading of the Bill to incorporate the Alberta Railway & Coal Company.

Mr. Watson said it was of the utmost importance that the Northwest should have cheap coal. He moved that the Bill be referred back to the Committee of the Whole to insert a clause providing that the maximum rate for coal must not exceed 1 cent per mile.

Mr. Speaker ruled the motion out of order, as proper notice had not been given.

Mr. Trow said it would be an extreme hardship if the Government did not protect the settlers by restricting the tariff of the company. They should not be allowed to charge 100 per cent. over the cost of the coal.

Mr. Shanly said the House might as well fix the price of coal as fix the rate at which it should be carried.

Mr. Sproule said that it cost more than a cent a mile to carry coal in Ontario. The company were doing an important work for the Northwest, and should be allowed some privilege in return.

Mr. Mills held that Parliament had power to fix the rate, and it was their duty to do so.

The hour for the consideration of private bills having expired, the motion dropped.

Mr. Mills made an inquiry of the Government in reference to the accuracy of the press report that the Department of Fisheries had been informed that the Canadian vessels seized by the United States authorities in Behrings Sea, in 1887, would be sold next month. He asked whether or not there had been any correspondence with the Foreign Office on the subject, and of what nature; whether the Canadian Government had asked the British Government to send a cruiser to Behrings Sea to protect the Canadian vessels on the high seas; what answer had been received, and what was the present state of the correspondence between the American Government and the Foreign Office on the subject.

Sir Hector Langevin said he could hardly give the information at present. There had been some correspondence on the subject and the hon. gentleman should move for the papers.

Mr. Mills asked whether the Government would bring down the papers as a matter of course.

Mr. Tupper said that all the correspondence that had taken place up to the opening of the session had been brought down, and it was a question whether or not the subsequent correspondence could be made public.

The House then resumed in Committee of Supply.

A number of items in connection with the Central Experimental Farm were passed, after which the committee rose and reported.

Mr. Foster intimated that he hoped to be able to make his financial statement on Tuesday next.

Friday is Not Unlucky.

Friday, February 22nd, 1732, George Washington was born.

Bismarck, Gladstone and Disraeli were born on Friday.

Friday, March 25th, 1609, the Hudson River was discovered.

Friday, June 30th, 1461, Louis XI. humbled the French nobles.

Friday, March 18th, 1776, the Stamp Act was repealed in England.

Friday, June 13th, 1492, Columbus discovered the continent of America.

Friday, December 22nd, 1620, the Pilgrims made the final landing at Plymouth Rock.

Friday, June 10th, 1834, Spurgeon, the celebrated English preacher, was born.

Friday, November 20th, 1721, the first Masonic lodge was organized in North America.

Thomas Sutton, who saved England from the Spanish armada, was born on Friday.

Friday, January 12th, 1433, Charles the Bold, of Burgundy, was born, the richest sovereign of Europe.

Friday, Nov. 28th, 1814, the first newspaper ever printed by steam, the London *Times*, was printed.

Friday, June 12th, 1802, Alexander Von Humboldt, in climbing Chimborazo, reached an altitude of 19,200 feet.

Friday, Sept. 7th, 1465, Melendez founded St. Augustine, the oldest town in the United States by more than forty years.

Friday, April 8th, 1646, the first known newspaper advertisement was published in the *Imperial Intelligencer*, in England.

Friday, May 14th, 1586, Gabriel Fahrenheit, usually regarded as the inventor of the common mercurial thermometer, was born.

Friday, March 5th, 1496, Henry VIII., of England, gave to John Cabot his commission which led to the discovery of North America. This is the first American State paper in England.

Friday, Nov. 10th, 1620, the Mayflower, with the Pilgrims, made the harbor of Provincetown, and on the same day they signed that august compact, the forerunner of the present constitution of the States.

Four Hundred Million Collisions of Meteors Daily.

Observations of falling stars have been used to determine roughly the average number of meteorites which attempt to pierce the earth's atmosphere during each 24 hours. Dr. Schmidt, of Athens, from observations made during seventeen years, found that the mean hourly number of luminous meteors visible on a clear moonless night by one observer was fourteen, taking the time of observation from midnight to 1 a.m. It has been further experimentally shown that a large group of observers who might include the whole horizon in their observations would see about six times as many as are visible to one eye. Prof. H. A. Newton and others have calculated that, making all possible corrections, the number which might be visible over the whole earth would be a little greater than 10,000 times as many as could be seen at one place. From this we gather that not less than 20,000,000 luminous meteors fall upon our planet daily, each of which in a dark clear night would present us with the well-known phenomenon of a shooting star. This number, however, by no means represents the total number of minute meteorites that enter our atmosphere, because many entirely invisible to the naked eye are often seen in telescopes. It has been calculated that the number of meteorites, if these were included, would be increased at least twenty-fold; this would give us 400,000,000 of meteorites falling in the earth's atmosphere daily.—*Prof. Lockyer in Harper's for March.*

Western Society Event.

There was another egg eat at Dwight. August Krall on a wager ate 41 raw eggs, picking up 26 off the floor with his teeth without breaking the shell. August is the champion egg eater so far.—*Omaha Herald.*

The Earl of Lytton is anxious to let furnished, his magnificent and picturesque seat of Knebworth, in Hertfordshire. It was here that his father wrote many of his novels.

THREE MEN KILLED.

Horrible Deaths of Trainmen in a Railway Accident.

A Bangor, Me., despatch says: A serious accident occurred to the morning train from Bangor to St. John, near Boyd's Mills, two miles east of Kingman, at 10 a.m. Mail clerk David Palmer, who was on the mail car, gives the following account of the disaster: When the train reached Boyd's Mills, the scene of the accident, he was sitting on a table in the front of the car, M. C. Mudgett, of Dexter, chief clerk, near him, with his feet on the stove, and John Campbell, a clerk, was on the table. When the shock came the cars went over in a heap, rolling over several times. The train consisted of engine, mail, baggage, Pullman, smoker and three passenger cars. The first five left the track, but the other three kept on running upon a side track. The mail car, baggage, Pullman and smoker caught fire like a flash, being entirely consumed within fifteen minutes. The train had been running at full speed, and a misplaced switch caused the derailment. Palmer, Mudgett and Campbell were held like a vise by the timbers of the shattered car, the former with part of a letter rack over his legs and Mudgett under the stove. Campbell's back was broken. The dense smoke from the burning cars and steam from the engine boiler hung over the mail car. All shouted for help; Mudgett cried to Palmer that he was being burned, and bade him good-bye. Palmer thrust up one arm through an opening and was seen by Conductor Chase, who attempted to pull him out, but was unable to do so. Three others joined him, and finally succeeded in removing him in a bruised condition. They were unable to reach Mudgett and Campbell before they burned to death. Harry Goodwin, fireman, was killed, and Julius Angell, engineer, was cut severely, but none of the passengers were hurt. The injured were taken to the Kingman House, in Kingman, where their wants were attended to. All cars were equipped with Sewall heaters, but the fire caught from the stove used in the mail car. The main track is but little damaged, and a construction crew, which arrived about 5 p. m., cleared off the debris.

SMALLPOX AT FINGAL.

Churches, Schools and Skating Rinks Closed—Compulsory Vaccination to be Enforced.

A St. Thomas despatch says: During the past two weeks many rumors have been circulated in this city regarding an epidemic which has made its appearance in Fingal, a small village about six miles west of the city, and has already resulted in the death of two married women, while a number of others are suffering from the disease in that locality. The local physicians from the first have pronounced the malady chickenpox, but as the results are of such a serious nature the Board of Health of Southwold yesterday took the matter in hand to find out the exact nature of the disease and take the necessary precautions to prevent its spreading. Dr. Tweedale, medical health officer of St. Thomas, was summoned, and after making a careful examination of the different cases pronounced the disease undoubtedly smallpox, and his opinion was corroborated to-day by other city physicians. The Board of Health thereupon decided to close the churches, schools and skating rinks, and also to enforce compulsory vaccination. All sorts of rumors are afloat in the city to-night, many of which are groundless, but it is undoubtedly true that there are a number of new cases developing in the vicinity of Fingal. The Southwold Board of Health have been advised to quarantine all houses in which cases exist and see that the families are comfortably provided for. A special meeting of the St. Thomas Board of Health will be held this evening to consider the report of Drs. Tweedale and Van-Buskirk.

Hints for Slippery Weather.

Ladies in such weather cannot safely dispense with bustles.

Always laugh at a man who slips down. He would laugh at you.

You may perhaps be allowed to wonder at times why men don't wear bustles.

If you break a suspender don't swear Take a tug at the buckle in the back of your trousers.

Don't brush off your clothes. Appear to be serenely unconscious that they are not all right.

If both shoulders touch the ground, the fall, according to the wrestling rules, is awarded to the sidewalk.

Never slip down in sight of your own house. One prefers to be laughed at by strangers rather than by one's wife.

If you feel yourself falling and there's a man within reach grab him. In this way you often secure somebody to fall on.

Always wonder why the City Council doesn't pass a law compelling everybody to put ashes on his icy sidewalk.

Don't walk too near the store fronts. If you should go through a plate glass window you would have to pay a big bill for damages.

Swearing at the man who never sprinkles ashes on his sidewalk is considered good manners by every authority on etiquette during icy weather.

If you slip down endeavor to look pleased. It indicates a superior order of mind. If you look pained it but adds to the mirth of people who see you.

Above all, take heed where you stand when laughing at somebody else while puffed up with pride in your own sure footedness. Pride often has a tumble.

As your legs go lurching and lunging in one direction and another over the slippery places occasionally, vow to set a good example by sprinkling ashes on your own sidewalk.

Always fall down rather than fracture your spinal column in efforts to keep your feet. No man can feel an unalloyed satisfaction in his escapes from tumbles when his entire frame is wrenched and sore.

If you see any one near you sprawled out on the sidewalk say good-naturedly: "Come here, and I'll pick you up." This is important. It is always said on such occasions, and pleases a man when he's down.

A man named Slade has just died in great agony from swallowing a sugar crusher whilst drinking a glass of grog at Crewkerne, Somerset.