DOMINION PARLIAMENT.

Si Richard Cartwright, on the House being asked to concur in the resolutions containing items for railways and canals, said that despite the fact that the Minister of Finance had declared that there would be no increase of expenditure this year, it appeared that there was a large increase. It was quite clear that the expenditure was gradually working up to $40,000,000. The most serious feature of the increase was that no less than $2,000,000 would hereafter be a fixed charge upon the country. He would give the Finance Minister credit f oran earnest intention at the beginning of his official career to curtail the expenditure, but it was quite clear that intention had not been carried out. Canada was now obliged to raise $33,000,000 from the people, and that tax upon five millions of a population was a great burden. The sum would support 100,000 families at a higher rate of wages than were usually obtained in this Dominion. He moved in amendment, "That in the course of his budget speech it was said by the Minister of Finance that the expenditure of $12,738,000 would suffice to meet all the engagements of the Dominion on capital account up to the 1st of July, 1892, and would secure a fourteen foot canal system from Lake Superior to Montreal.

"That it now appears from a subsequent statement made by the said Minister of Finance and by other members of the Government that the requirements of the Dominion on capital account must be estimated for as follows:

For canals as aforesaid	$13,551,109
For Intercolonial Railway and subsidiary lines	3,000,000
For subsidies to railways	6,000,00
Annuities, capitalized	4,000,000
For road from Harvey to Moncton, not less than	3,000,000
For minor public works	1,600,000

Being in all about $30,000,000. That the Government have further agreed to expend $750,000 per annum for a term of years to subsidize certain lines of steamships, less the amount now paid to the Allan and Dominion lines.

"That the said annual charge for subsidies and interest on the said $30,000,000 will involve an addition to the fixed charges of the revenue of $1,700,000 per annum.

"That the estimated expenditure for the year ending June 30th, 1889, is $37,-893,384.

"That the inevitable effect of a large portion of this expenditure on capital account will be to diminish traffic and further increase the heavy deficit now existing in working the Intercolonial Railway.

"That under such circumstances the conduct of the Government in assuming these other and further obligations is reckless and improvident."

The amendment was lost on a division. Yeas, 40; nays, 73.

Sir Richard Cartwright, on the item for the Oxford & New Glasgow Railway, called attention to a statement by Sir Charles Tupper that the construction of the line would decrease the distance between that section of country and the upper Provinces by forty five miles. When interrogated the other day the First Minister said this road would only result in a saving of seven miles. It was therefore evident that this expenditure had been undertaken under false representations. He moved that the item be not concurred in, inasmuch as the House was induced to undertake this work by statements that had no foundation in fact and by false representations.

The motion was lost on a vote of 39 yeas and 70 nays.

Mr. Davies drew attention to the policy of working the Intercolonial, which, he averred, was in the interest of the coal owners and against that of other classes of producers. Government supporters were wont to point with pride to the large increase in the coal traffic on the Intercolonial, forgetting that every ton of coal carried over this road was carried at a loss, and so an increased coal traffic only meant an increase in the already large deficit which the operation of this road annually showed. He moved an amendment censuring the discrimination in favor of the Springhill coal producers as against the farmer and lumberman, and calling for a reduction in the item for the service of the Intercolonial Railway.

The amendment was lost on a division. Yeas, 39; nays, 71.

Mr. Somerville, on the item of $95,135 for immigration, said he did not approve of the policy of the Government, which aimed more at inducing emigration from the older provinces to the newer districts. This plan merely produced a displacement of population, and only depopulated the older provinces when there was no corresponding influx of immigrants from abroad to make up the loss. The expenditure under this head revealed, he believed, the grossest extravagance and corruption, particularly in the case of special agents Smyth and Webster, whose examination before the Public Accounts Committee disclosed a course of conduct of a most questionable character. The account rendered by Mr. Smyth of $1,542 of salary and expenses was incorrect, unreliable, untruthful and fraudulent, and the conduct of the Government in allowing the account was scandalous in the extreme. He moved an amendment reducing the appropriation to $50,000. The amendment was declared lost on the same division, recorded.

Mr. Ellis, on the item of $2,000 additional salary to C. Schreiber, Chief Engineer of Government Railways, said he did not rise so much to oppose the increase as no say that Mr. Schreiber was very distasteful to the people of the Maritime Provinces, friends of the Government as well as enemies. He attributed much of the Intercolonial deficits to Mr. Schreiber's bad management, to his general impertitence to the people, and to his neglect of the public interest.

The item passed.

Mr. Platt, on the item of $250,000 to meet expenses in connection with the Electoral Franchise Act, moved an amendment to the effect that a complete and satisfactory voters' list is now and will continue to be available for Dominion election purposes in every Province of Canada, and that such can be secured without any expenditure from the public treasury.

The amendment was lost on a division.

The remaining items in the main estimates were concurred in.

Sir John Macdonald moved the House in committee on the railway subsidy resolutions. In reply to inquiries he stated that during the present year applications had been received by the Government for subsidies amounting to $21,000,000. Since 1882 the grants to railways had averaged $2,000,000 per annum.

Sir John Macdonald, on the resolution providing a subsidy of $375,000 for the construction of a tunnel under the St. Clair River, between Sarnia and Port Huron, said the proposed tunnel proper would be 5,280 feet in length, and with approaches of 10,000 feet. The estimated cost would be two and a half millions, and the work of construction was well under way.

Mr. Davies said that while the question of tunnels was under consideration he wished to press upon the Government the necessity for a tunnel under the Straits of Northumberland to connect Prince Edward Island with the mainland.

Sir John Macdonald said that if a tunnel across the Straits of Northumberland could be constructed at a reasonable cost it would be worth while to proceed with the work and settle the question of connection with the mainland.

The item then passed.

Sir Richard Cartwright asked for further information in regard to the proposed subsidy of $30,000 for the bridge over the St. John River at Fredericton.

Sir John Macdonald said that the total cost of the bridge had been $376,000. The Government had already advanced $300,000 to this work by way of a loan, secured by first mortgage bearing interest at 4 per cent. The bridge company was largely composed of Mr. Gibson, of St. John, and the member for York (Mr. Temple).

Mr. Temple, in answer to inquiries, said the annual revenue from the bridge was estimated at $30,000. The cost of maintenance would be about $2,000 per annum and the interest charge $15,000.

Mr. Laurier protested against what he believed was a most improper appropriation of public moneys for personal advantage. Here was a work which, by the admission of one of its principal owners, would yield a handsome revenue above the cost of operation, and yet the public money was advanced to nearly if not quite its full value, with evidently little hope of expectation that the amount would ever be repaid. He did not envy the position of the member for York, whose independence was so clearly affected by these appropriations, and public sentiment must be dead indeed if such acts would be condoned.

Sir John Macdonald said the badge of all the hon. gentleman's tribe was calumny, and he lost no occasion to attack hon. members and impugn the public opinion of the country. According to his idea, no member of Parliament could have an interest in any undertaking receiving Government aid.

Sir Richard Cartwright said it was a very old trick of the First Minister when he was pressed for an answer to assume a pretty fair semblance of passion. There was no doubt that the position of the member for York, who, it appeared, had good reason to expect this additional grant of $30,000 for some time, was utterly inconsistent with the independence of Parliament.

Mr. Davies asked if any bonds had been issued on this bridge. He considered that before the vote was taken the Government should make a plain statement of this.

Sir John Macdonald—I do not know that it would influence your vote.

Mr. Davies—If it is parliamentary to say so, I tell the right hon. gentleman it is a piece of impertinence to say that.

Sir John Macdonald—It may be impertinence, but it is true.

Mr. Davies—It is not true; it is false.

Sir John Macdonald—I challenge the hon. gentleman to name one single instance.

Mr. Davies—I voted against my party four or five times.

Sir John Macdonald—Name one.

Mr. Davies—On the Orange Bill.

Sir John Macdonald—That was not a party vote.

The resolution was carried.

Mr. Foster brought down further supplementary estimates.

Mr. Bain inquired if the Minister of Public Works was prepared to bring down to the House the report of the engineer who recently inspected the Dundas and Waterloo macadamized road.

Sir Hector Langevin said he would bring down the report of the chief engineer, which would give all the information required.

Sir John Macdonald intimated that it was the desire of His Excellency, if the state of public business would permit, to close Parliament on Wednesday.

Mr. Laurier inquired if the Government could now state what orders on the paper would be discharged and what would be proceeded with.

Sir John Macdonald moved that the Bill respecting the Rocky Mountain Park of Canada be withdrawn.—Carried.

Sir John Thompson moved that the Bill relating to bills of exchange, cheques and promissory notes be withdrawn. He expressed the hope that early next session the House would be prepared to take up this measure again and deal with it as its importance demanded.—Carried.

Sir A. P. Caron said that since he first introduced the Bill respecting the militia and defence of Canada, he had received a number of suggestions from gentlemen connected with the force which he thought were entitled to consideration. He therefore proposed not to proceed with the Bill this session, and he moved that it be withdrawn.

The motion was carried.

Sir John Thompson moved consideration of the Senate amendment to the Franchise Bill. He explained that the amendment merely gave power to mayors and aldermen to take statutory declarations in the same way as reeves and magistrates.

The amendment was concurred in.

The following Bills were read the third time:

To amend the Dominion Lands Act.

Relating to ocean steamship subsidies.

Mr. Davies inquired if it was the intention of the Government to press the Bill increasing the salaries of judges.

Sir John Macdonald said that was one of the measures which the Government had not yet decided to drop.

The House again went into Committee of the Whole on the railway subsidies.

Sir John Macdonald, on the vote for a subsidy for twenty miles from Kingston towards Smith's Falls, stated, in reply to an inquiry, that on a future occasion he hoped to persuade Parliament to subsidize the Kingston, Smith's Falls & Ottawa line for the remainder of the distance to Smith's Falls.

Sir John Macdonald, in moving the subsidy of $158,400 to the South Ontario Pacific, stated that the road would pass through a fine agricultural country, and that the subsidy would be used to assist the line from Woodstock to Hamilton.

Mr. McKay said the road was necessary to give the Niagara peninsula more direct access to the Canadian Pacific Railway.

Mr. Shanly protested against subsidies of this kind. He did not think it was proper to subsidize roads through a country like that through which this road would pass. It was in fact a competing line with the Great Western Railway and in a way interfered with vested rights.

Mr. Sutherland defended the subsidy.

The resolution passed.

Sir Richard Cartwright, on the vote of $63,000 for the Niagara Central Railway, said this line also passed through a section of country that was absolutely gridironed with railways. The system of duplicating lines was strongly to be condemned. The Government were adopting a policy which would result in the consolidation of all their lines into one huge railway system. He doubted the wisdom of this procedure.

Mr. Charlton said that these subsidies injured corporations which were entitled to consideration. So far from the public being benefited they had to pay for the maintenance of two lines instead of one, and then these lines combined to make their rates pay.

Sir John Macdonald said that a combination of railways could not produce any more serious effects than any one line could.

The resolution passed.

Sir John Macdonald explained that it was proposed to double the subsidy on 30 miles of the Baie des Chaleurs Railway and make it $6,400 per mile.

Mr. McMullen said this was another rotten arrangement.

Mr. Riopel, in answer to inquiries, said that for the first 15 miles the road had been aided to the extent of $15,000 by the Dominion. For the next 30 miles the subsidy had been $6,400, and it was now proposed to double the subsidy of $3,200 per mile on the next 30 miles. Besides this the Provincial Government had given a subsidy of $7,000 per mile. Bonds had been prepared and would be issued for $20,000 a mile. The stockholders had paid in $30,000. The President of the company was Senator Robitaille, and he (Mr. Riopel) was one of the directors. The contract price of the line was $20,000 per mile.

Mr. Mitchell said this was outrageous; with an investment of $30,000, subsidies to the extent of $1,180,000 had been secured.

Messrs. Davies, Gilmour and Mills denounced the arrangement.

The resolution was agreed to on a division in committee: Yeas 40, nays 23. The resolutions were reported.

Mr. Davies, in concurrence on the railway resolutions, moved an amendment striking out the vote of $30,000 for a bridge over the St. John River at Fredericton.

The amendment was lost on a division: Yeas 33, nays 65.

Sir Richard Cartwright moved in amendment that the sum of $30,000 to be paid to the Fredericton Bridge Co. be applied to the reduction of the $300,000 already advanced to the company.

The amendment was lost on the same division.

The second resolution granting a subsidy to the Baie des Chaleurs Railway Company was concurred in on a division: Yeas 66, nays 35.

A Bill founded on the resolution was introduced and read the first time.

Sir John Macdonald moved the House in committee to consider the resolution on which to found an address to Her Majesty, praying her to cause a measure to be submitted to the Parliament of the United Kingdom, declaring and providing the westerly, northerly and easterly boundaries of the Province of Ontario to be as therein described.

After some discussion resolutions were reported and referred to a special committee, which forthwith reported an address to be presented to Her Majesty.

The House went into committee on the resolution to provide for the construction of the Harvey-Salisbury short line as Government work.

Sir John Macdonald explained that the Government considered that the country was committed to see that this road was built. Already there had been two offers to construct the line at $16,000 per mile. One of those offers was by the Fredericton Bridge Company. On the completion of this road it would become part of the Canadian Pacific short line from Montreal to Moncton.

Sir Richard Cartwright asked what privileges the Canadian Pacific Railway would obtain over the Intercolonial.

Sir John Macdonald replied there would be merely an ordinary traffic arrangement. The Government considered that the Intercolonial could not be handed over to any private corporation. In order to keep to the compact of Confederation the Intercolonial must be always maintained as a Government line, in no case to be transferred or abandoned.

Sir Richard Cartwright said it appeared that to shorten the distance twenty-seven miles the country was to be taxed two millions. This was merely an expenditure for the purpose of making the Intercolonial an additional burden upon the country. Of all the proposals that had been made in the House for a long day this appeared to be the most irrational, most absurd, and, in many respects, most dishonest. He had very little reliance in the statements made by the Government. Ultimately it would prove that not one mile would be saved and the cost would be nearer four or five millions than two. It would be the means of destroying what little value remained in a railway system in which the country was interested to the extent of forty millions. A more improper proposal had never been made.

Mr. Weldon (St. John) contended that the C. P. R. was under obligations to build this line. It was a waste of money, and would not benefit the Province of New Brunswick. The new arrangement with the C.P.R would draw away traffic from St. John and destroy its legitimate trade.

Mr. Mitchell said that a pledge had undoubtedly been given on the part of the Government by Sir Charles Tupper that this link of road would be given. He regretted that the Government had determined on making good this pledge at an expense to the country of millions of money without securing any adequate return. It would have been better to have admitted what was the fact, that Sir Charles Tupper's statement was not true.

Mr. Jones said some provision should be made in the arrangement to give running powers to the Grand Trunk over this line.

The resolution was reported.

OTTAWA, May 2.—The third session of the sixth Parliament of the Dominion of Canada was formally prorogued this afternoon by the Governor-General, having been in session three months—a session of fair average duration. When the Governor-General gives his assent this afternoon to the measures subsequently passed, including those to go through their final stage to-day, the legislation of the session, as regards the number of Bills passed, will stand as follows: Government Bills, 46; Public Bills, 2; Railway Bills, 38; Insurance Bills, 4; Loan Company Bills, 5; Divorce Bills, 4; Mining and Mineral Bills, 2; Bridge Company Bills, 2; College Bill, 1; Church Bills, 2; General Bills, 5—total, 111.

The following is the text of

THE SPEECH FROM THE THRONE.

Honorable Gentlemen of the Senate:
Gentlemen of the House of Commons:

In relieving you of the arduous labors which the present session of Parliament has imposed upon you, I rejoice that I am able to congratulate you on the number of important and useful measures which have resulted from your deliberations.

I have reason to hope that the authority which you have conferred on my Government will enable them to conclude an arrangement for effective steam communication with Europe and with Asia, whereby the trade and commerce of Canada will be widely extended and the traffic passing over her lines of communication greatly developed.

You have again made liberal provision for extending the railway facilities of the Dominion and for increasing their efficiency.

The Act relating to the electoral franchise will, I believe, be found an important improvement, tending to economy and certainty in the administration of that branch of the law.

The measure by which the system of speedy trials for criminals has been extended to the Maritime Provinces is likely to prove a valuable addition to our criminal procedure.

It is gratifying to know that your address referring to the boundaries of Ontario will lead to the early settlement of the principal question, which has remained unsettled to the present time, between that Province and the Dominion, in a manner entirely satisfactory to all concerned.

The amendment of the laws relating to copyright will, it is hoped, remove some of the embarrassments under which the printers and publishers of Canada have labored for some years past, without doing injustice to authors in this or other countries.

You have provided for greater efficiency and economy in the postal service, for giving greater facilities for the settlement of our lands in the Northwest Territories, and for increasing the safeguards of life and property on our ships.

Many of the other measures, although of a minor character, will be found of great usefulness in conducting the affairs of administration.

Gentlemen of the House of Commons:

You have liberally provided for the various requirements of the public service.

Honorable Gentlemen of the Senate; Gentlemen of the House of Commons:

In taking leave of you I congratulate you on the indications of prosperity which appear in all parts of Canada, and on the increasing revenue which promises amply to meet the appropriations for the year. I sincerely hope that in the season which is now opening the labors of our people may be blessed by Divine Providence, and that when it shall be my duty to summon you again I shall be able to renew the congratulations which I have already expressed on the marked welfare and progress of the Dominion.

Not Likely to Occur Again.

The London (Ont.) *Free Press* devotes half a column to a grave refutation of the theory, advanced by a wag in the guise of a scientist, that the low water in the Great Lakes is caused by a leak in the bottom of one of them. The wag-scientist is doubtless laughing in his sleeve.

The evident sincerity with which the London paper attacked the theory is almost as amusing as the alarm of the old woman whom the traveller in the then new West found crying in the doorway of her log cabin in "New Connecticut."

"What is the matter with you, my good woman?" he asked.

"Oh!" she replied, "a man who just rode by warns us that we must all escape for our lives, for the Indians have got a lot of pries under the Great Lakes and are going to tip them over and flood the country."—*Syracuse Journal.*

Make the Application Yourself.

"Dr. Philetus Dobbs" gives an amusing account of a Sunday school he visited "on the other side of the world." The superintendent tapped a bell, without uttering a word, and the chorister arose and led the singing. Another tap brought another man to his feet who read a chapter in the Bible. At a third tap a prayer was offered, and so it went on. He said to one of the teachers: "Things move on very quietly here. I noticed that you got to work at the lesson very soon." "Yes," said the teacher, "that is what I came here for." "I noticed also that the superintendent did not say a word." "He can't," replied the teacher, "he is dumb. We elected him because he couldn't talk, and we have had plenty of time for the lesson ever since. The last superintendent we had nearly talked us to death."—*Louisville Western Recorder.*

U. S. of "North" America.

Poor "Robert Elsmere!" He has been preached upon, lectured at and criticised to death. Now he is used as a "prize coupon" in the United States of North America. The book is being given away by the dry store people as a bonus with a 20 cent cake of soap or quarter pound of tea or "an infant's body linen."—*St. James' Gazette.*

FREDERICK T. ROBERTS, M.D., Physician, to the Royal College of Surgeons, University of London, Eng., says: Loss of appetite, loss of eyesight, dyspeptic symptoms, irregularities of the bowels, are some of the symptoms of advanced kidney disease. Warner's Safe Cure cures these troubles, because it removes the cause, and putting the kidneys in a healthy condition, enables them to expel the poisonous or waste matter from the system. This is why Warner's Safe Cure cures so many symptoms that are called diseases.

A Difference of Sex.

When a man falls down on the street he is up again with the rapidity of a jack-in-the-box. When a woman falls down she sits in bewildered meditation until some man comes along and sets her on her feet again.

Why is it not just as wrong to permit notoriously unwise marriages, asks the Boston *Congregationalist*, as to grant divorces on evidently inadequate grounds

FOR THE DREAD DIABETES.

Dr. Robin Considers Antipyrine an Indispensable Auxiliary to Treatment.

Dr. Albert Robin has made an important report to the Paris Academy of Medicine on the treatment of diabetes by antipyrine. Of itself antipyrine is not a cure for diabetes, but judiciously administered it exercises upon the patient a suspensive effect. Three grammes should be administered at the start, in three doses, given at intervals of four hours, and as far as possible from meal times, for antipyrine diminishes the activity of the gastric juice, as M. Albert Robin's researches prove. The medicament must not be pure, but associated with bi-carbonate of soda, in the proportion of half a gramme of the latter to one gramme of the former. After eight days of this treatment the diabetic symptoms are considerably ameliorated, when the use of antipyrine should be dropped, and the usual treatment of diabetes followed. If one patient becomes fatigued by the classic treatment, or if it ceases to have effect, resource is again had to antipyrine for a period of from six to eight days. These successive changes are continued as long as necessary, and judiciously combind appear to M. Albert Robin to be the best treatment for the disease.

The Archbishop and the Baby Show.

Referring to a proposed baby show mentioned in *La Vie Illustree* some time ago, *La Semaine Religieuse*, the official organ of Archbishop Fabre, says: "A strange project, assuredly, would be that of a baby show in Montreal. We simply, for the moment, mention the announcement of this ridiculous and anti-Christian competition, convinced as we are that public sentiment, the piety of the mothers and the respect they have for their children will be enough to make it impossible. True, the thing has been done elsewhere; but have we nothing else to do than to imitate the faults of a civilization having a tendency to revive Pagan customs?"

O listen! On the breezes glad voices come to day,
From many a wife and mother, and this is what they say:
"The 'Favorite Prescription' works cures where doctors fail.
Best friend of suffering women, O blessed boon, all hail!"

If every woman who suffers from diseases peculiar to her sex, knew of its wonderful curative properties, what a mighty chorus of rejoicing would be heard throughout the length and breadth of the land, singing the praises of Dr. Pierce's Favorite Prescription. It is the only medicine for women, sold by druggists, *under a positive guarantee*, from the manufacturers, that it will give satisfaction in every case, or money will be refunded. This guarantee has been printed on the bottle-wrapper, and faithfully carried out for many years.

A clergyman startled his drowsy congregation the other day as follows—My dearly beloved friends, permit me to remind you that I came here to preach not to act as umpire in a sleeping match.

Slipping Past the Palate.

Without nauseating those who take them, the little, sugar-coated Granules, known all over the land as Dr. Pierce's Pleasant Purgative Pellets, produce an effect upon the bowels very different from that of a disagreeable, violent purgative. No griping or drenching follows, as in the case of a drastic cholagogue. The relief to the intestines resembles the action of Nature in her happiest moods, the impulse given to the dormant liver is of the most salutary kind, and is speedily manifested by the disappearance of all bilious symptoms. Sick headache, wind on the stomach, pain through the right side and shoulder blade, and yellowness of the skin and eyeballs are speedily remedied by the Pellets. One a dose.

To prevent over-sleeping, and thus risking the loss of their employment, the mail-carriers of Morocco resort to a unique and perilous scheme. They tie a string to one foot, and, as they know how long a yard or two will burn, they regulate the length of the string by the time they have to sleep. They light the string, which burns slowly, and when the fire comes to their foot they are painfully reminded that it is time to arise.

Confidence Begot of Success.

The confidence possessed by the manufacturers of Dr. Sage's Catarrh Remedy in their ability to cure the worst cases of nasal catarrh, no matter of how long standing, is attested in a most substantial manner by their standing reward of $500, offered for many years past, for an incurable case of this loathsome and dangerous disease. The Remedy is sold by druggists, at only 50 cents. It is mild, soothing, cleansing, deodorizing, antiseptic and healing.

The costliest leather in the world is that which is used in covering piano keys. It is a peculiar kind of buckskin and the secret of tanning it is not known outside of a family of tanners in Thuringia, Germany.

Robert Barrett Browning has lately sent to London from Venice the portrait he hat painted of his father, the illustrious poes.

Droll reflection from *Harper's Bazar* for apple-blossom time: If a boy and a half eat a green apple and a half in a minute and a half how will they feel in an hour and a half?

D O N L. 20 89.

FRENCH, SPANISH, ITALIAN Figure Paintings (5). Full directions: paint $1, post paid. SPANISH PORTRAIT CO 44 West 23rd street, New York. Agents wanted

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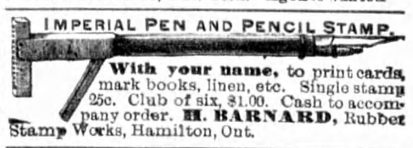

With your name, to print cards, mark books, linen, etc. Single stamp 25c. Club of six, $1.00. Cash to accompany order. H. BARNARD, Rubber Stamp Works, Hamilton, Ont.

DUNN'S BAKING POWDER
THE COOK'S BEST FRIEND