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 withold 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 blind 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 1-2c. per pound, be struck out, as common soap meant castile 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 as 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 veiw 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 endorsation 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 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 Transatlantique 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 send them all over the "Soo" 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 amendment 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.

MURDER HIS MANIA.

An Eleven-Year-Old Who Tried to Kill His Mother, Himself and His Twin Brothers.

Martin McMahon was just as bright and just as tough a little 11-year-old as ever worried a fond mother into distraction until one afternoon six weeks ago, when he was brought to his home, on the top floor of No. 201 East 95th street, unconscious, says the New York World. He had been playing ball with some companions, and was hit with a bat just ever the left eye. He lay abed several days, a very sick boy, and after his recovery complained of pains in his head.

He acted strangely at times, and found it harder to learn his lessons than previously. He complained last Monday of feeling ill, and a doctor was called in by the lad's mother. He told Mrs. McMahon that she had better take the boy to the hospital. A few minutes after the physician had gone Marty picked up one of the twin boys, only 10 months old, and, with a wild yell, threw it across the room. The little fellow struck on the piano, none the worse for its fright. Marty could not tell why he did it, but all night long he raved like a madman, frightening his parents and annoying the neighbors.

The next day he was quiet, but his mother watched his movements carefully. On Wednesday night the twins were sleeping in the crib and Mrs. McMahon was darning stockings in the dining-room. Marty had been out wandering about the street, and when he came in his mother saw that he was in an excited frame of mind. He went to the cupboard and tried the edge on the bread knife. Then he walked to where the twins lay and would have murdered both had not the mother seized him. He dropped the knife and grappled with her, and for several minutes it looked as though he would overpower her.

"I knew," said Mrs McMahon, "that unless I mastered him he would kill us all. At last he seemed to quiet down. He talked rationally and could not explain his conduct. His father, who is a conductor on the 2d-avenue road, came home late. Poor Marty shrieked and cried all night, but we could not see him taken away. The neighbors all threatened to move and appealed to the landlord. On Thursday he tried to kill himself with the bread knife, but I disarmed him in time. That afternoon I took him to the Presbyterian Hospital. There they told me that he was demented, but that an operation would bring him all right. They told me to take him to Bellevue. I brought the boy home on Friday and on Saturday he was wild and I kept him locked in a room.

"This morning he begged me to let him out, and I did so. He grabbed up the carving knife that lay on the table and made for me. I ran into the hall, with him close upon me. Neighbors called in Policeman Cavanagh, and he disarmed the boy. Then they took him away in the ambulance."

The lad was taken to the Harlem hospital, and later removed to Bellevue.

The Future of Electricity.

The edge of the electric future is bright with the immediate promise for the world's weal. In the nearer foreground I see a practical method for the production of electricity directly from the burning of coal. This achieved, there necessarily follows the universal adoption of the electric motor as a prime mover; the relegation of the steam engine to the scrap heap; and the almost immediate realization of the air ship as a means of transportation. Assuming the cause of chemical affinity to lie in the unlike electric charges of the combining atoms, I see the practical realization of electric synthesis, whereby wholesome food products will be directly formed under the potency of electric affinities. I see, too, a marked advance in electro-therapeutics, whereby human life will be prolonged and its sufferings alleviated. Diagnosis and prognosis will be profoundly aided by exact electrical measurements of the various organs of the human body as regards their electro-motive force and resistance. The electro-therapist of the future will employ electric charges and currents for restoring the normal charges and currents of the body, as well as for the stimulation of nervous or muscular tissues. Back of these achievements I discern a practical apparatus for seeing through a wire—i. e., a device for looking into a receiver at one end of a metallic wire and seeing therein a faithful reproduction of whatever optical images are impressed on a transmitter at the other end, even though thousands of miles intervene. I see the possible use of the step-down transformer for the preparation of road-bed or surface by the vitrification, in situ, of clay or other suitable soil, by the intense heating power of enormous currents of electricity. These things I believe I see with fair distinctness. In the further background I faintly see, dimly outlined through the clouds, an apparatus for the automatic registration of unwritten, unspoken thought, and its accurate reproduction at any definite time afterwards.—[Mr. E. J. Houston, in McClure's Magazine.

Foreign Crops.

The English say that the crop, which is now mostly gathered, is the biggest for a long time, and that both the grain and general crops are full of abundant promise Potatoes form a possible exception both there and in Ireland, but it is not too late for their chances to improve. Much the same hopeful story is told from most parts of the Continent.

PEARLS OF TRUTH.

By doing our duty we learn to do it—[E. B. Pusey.

Right conduct is connected with right views of truth.—[Colton.

Every evil to which we do not succumb is a benefactor.—[Emerson.

Without economy none can be rich, and with it few will be poor.—[Johnson.

By the very constitution of our nature moral evil is its own curse.—[Chalmers.

Those who exaggerate in their statements belittle themselves.—[C. Simmons.

He that is good for making excuses is seldom good for anything else.—[Franklin.

A vile encomium doubly ridicules; there's nothing blackens like the ink of fools.—[Pope.

Virtue and genuine graces in themselves speak what no words can utter.—[Shakspeare.

No author is so poor that he can not be of some service, if only as a witness of his time.—[Fauchet.

More firm than sure the hand of courage strikes when it obeys the watchful eye of caution.—[Thompson.

Talkers are no good doers, be assured. We go to use our hands and not our tongues.—[Shakespeare.

The hope of amending is, after all, our very best and brightest hope; of amending our works as well as ourselves.—[Gladstone.

That tuneful nymph, the babbling echo, who has not learned to conceal what is told her, nor yet is able to speak until another speaks.—[Ovid.

A world of blossoms for the bees, flowers for the sick girl's room, for the glad infant sprigs of bloom, we plant with the apple tree.—[Bryant.

There is no happiness in life, and there is no misery like that growing out of the dispositions which consecrate or desecrate a home.—[E. H. Chapin.

In proportion as the structure of a government gives force to public opinion, it is essential that public opinion should be enlightened.—[Washington.

If any one speak ill of thee, consider whether he hath truth on his side; and if so, reform thyself, that his censures may not affect thee.—[Epictetus.

Horace appears in good humor while he censures, and therefore his censure has the more weight, as supposed to proceed from judgment and not from passion.—[Young.

It would be an unspeakable advantage both to the public and private, if men would consider that great truth, that no man is wise or safe but he that is honest.—[Sir W. Raleigh.

It is one of the worst effects of prosperity that it makes a man a vortex instead of a fountain, so that instead of throwing out he learns only to draw in.—[H. W. Beecher.

There are important cases in which the difference between half a heart and a whole heart makes just the difference between signal defeat and a splendid victory.—[A. H. K. Boyd.

Be a pattern to others, and then all will go well; for as a whole city is infected by the licentious passions and vices of great men, so it is likewise reformed by their moderation.—[Cicero.

Cant is itself properly a double-distilled lie, the materia prima of the devil, from which all falsehoods, imbecilities and abominations body themselves, and from which no true thing can come.—[Carlyle.

Shakespeare was great not merely by reason of his intellect, but the stage was then free; and Goethe was great, largely because he was in a position to decree literary laws instead of accepting them from inferiors.—[Conway.

SUPERSTITIONS OF TRAINS.

A Veteran Passenger Conductor Talks of the Whims of Tourists—People Who Will Not Begin a Journey on Friday—Pranks on 13.

"Yes, travelers are superstitious and cranky," said a veteran knight of the punch recently, in response to a query. "I think the average passenger conductor deals with more oddities daily than the curio collector of a freak show. As to superstition, I think there is more of it crops out on trains than anywhere else. Last week, just as the train was ready to pull out for Chicago, a well-dressed man came out of the coach on the platform and in an agitated manner asked me what day it was.

"I told him it was Friday, and without another word he re-entered the coach and in a moment returned with his luggage, and by way of explanation stated that he never began a journey Friday, and would wait until the next morning. That is only a sample. The much-mooted unlucky 13 is perhaps the cause of more worry and inconvenience to tourists than any other sign which they deem of ill-omen. I have known passengers to begin at the head of the train to see if they could find number 13 anywhere.

"If the engine happened to be 13 they would resignedly wait for the next train, and if they succeeded in finding number 13 on any of the coaches they would hold up their hands in holy horror. I have seen passengers refuse to ride in a coach which held 13 passengers, and if you will ask any ticket-man he will tell you that of all sections in a sleeper, 13 is the most difficult to dispose of.

"Then, aside from the superstition which prevails among the traveling public, there are countless passengers, who are cranky, and if they lose a chance to kick are in a bad humor for a week afterward. They kick for a seat in the centre of the coach; kick because the train goes too slow or too fast; kick because they are in a draught, or because it is too hot. And the worst of it all is that when they kick I'm the individual who is called up to hear them, as if I were responsible for the whole business.

"About the only time when some fellows don't kick is when they are on their honeymoons. Everything goes on as smoothly as if it had been ordered so, but let the same men ride on the same train five years later and the chances are they'll kick themselves into exhaustion."

"I saw several cyclone cellars while I was out west," remarked the visitor. "Dear me," exclaimed young Mrs. Tocker, "Who on earth would want to buy a cyclone."

A FIREMAN'S HELMET.

For Use in Foul Cellars or Smoke-Filled Houses.

A party of London fire-department officials are making a tour of the great cities of Europe and were recently given an exhibition by the Vienna fire department.

The appliance most interesting to the English visitors was the chamois-skin helmet and air life tube for use in cellars or underground buildings when on fire. It is the invention of chief Inspector Muller, second in command of the Vienna fire brigade. The air tube is spirally protected and cannot bend or split. The end is attached to a manual and the air pumped through. The helmet is securely fastened

to the shoulders by two thin chains passed under the armpits. It was subjected to a rigid test in the court of the Central Fire station. The fire-proof cellar which the fireman thus equipped entered was full of the densest smoke. English captains who essayed to accompany him were quickly driven back on descending the staircase itself. Chief Inspector Muller, after the trial was over, was warmly congratulated on the simplicity and great utility of this air helmet.

Magnetism in the Wrong Place.

The recent order of British Admiralty whereby sentries are forbidden to carry side-arms when on duty in the dynamo flats of her Majesty's ships appears to be due to some experiments which are said to have demonstrated that bayonets belonging to the marines have become highly magnetized owing to close proximity to the dynamos employed for lighting purposes. Both magnetic and electric influences may easily be perverted, and sometimes with startling results. Not long ago a passenger on board an ocean steamer folded up his iron deck chair before retiring, and, as the night was stormy, left it inside the pilot house. The man at the wheel presently became aware of something wrong with the compass, and before the delinquent deck chair was pounced on the ship was half an hour out of her course. An equally well authenticated case is that of a learned professor who took his head student out testing one day. It was winter time, and, as a cold wind blew through the station, the head student kept on his hat while taking insulation readings. The result showed an unprecedented degree of insulation, one, in fact, greater than infinity, and the professor, as well as the student, was amazed and mystified. The former, however, repeated the test, and obtained results much less creditable to the firm who supplied the cables, but still very good. The student had ignored the fact that the felt hat he wore was stiffened with a steel wire in the brim.

A Big Gunpowder Explosion.

The mightiest of gunpowder blasts in connection with railway works, if not the very greatest blast ever exploded, was that by which Sir William Cubitt blew away, with one charge of 19,000 pounds of gunpowder, the entire mass of the Round Down Cliff, which rose to the height of 350 feet above the level of the sea within a few miles of Dover, England. This monster blast, fired by galvanic electricity at several points instantaneously, at once heaved off from the cliffs a mass of more than a million tons of chalk, which rolled down upon the beach, the dislodged stuff covering a space of fifteen acres, which may still be seen by the traveler along the Southeastern Railway, stretching towards the sea near the western base of the well-known Shakespeare's Cliff. By means of a similar blast on the Londonderry & Coleraine Railway, a hill was thrown into these a by a charge of 3,000 pounds of powder, and 30,000 tons of material were thus instantaneously removed from the line of the works.

ENGLAND TO LIMIT IMMIGRATION.

A Bill Introduced in the House of Lords Which Also Deals With Anarchists.

In the House of Lords on Friday the Marquis of Salisbury introduced a bill in regard to alien paupers, giving the Government powers to control immigration similar to those passed by the Government of the United States. The bill also deals with Anarchists. England, Lord Salisbury said, appeared to be the ground upon which anarchistic plots were hatched. The Government ought to be empowered to expel from the country men whose presence was likely to cause a breach of the peace or lead to the commission of crime. Lord Rosebery assented to that part of the bill dealing with alien paupers, but he objected to the second part of it with indignation, and repudiated the suggestion that England was the hatching ground of Anarchist conspiracies. Lord Salisbury said that he did not mean that England willingly harbored criminals, but he contended that the fabric of the law was insufficient to deal with them. The bill was then read for the first time.