

expenses and travelling expenses.

Mr. WOOD said it had been estimated that a certain number of lunatics and convicts and boys for the Reformatory would have to be carried at a certain cost each, amounting in all to \$5,250, which will be paid by the Government, and refunded to them by the counties. Under the present system the same service, performed by the counties themselves costs \$16,000. The cost of taking one boy to the Reformatory reached as high as \$115.

Mr. HARDY explained that Mr. Korman, the agent of the manufacturer in Europe, received no salary at all from the Government, which only paid the necessary expenses. His salary was paid by those who employed him. Part of the expense was due to the handling of heavy goods exported from Canada to Europe, including agricultural implements, etc. The Government thought it expedient to incur this expenditure for the purpose of opening this new trade in manufactured goods with Europe, as no manufacturer could afford to do so on his own account. This is one way of giving a bonus to manufacturers in order to gain them a footing in Europe.

Mr. WIDDIFIELD said that he had just introduced a deputation to the Attorney-General, part of whose business was the renewal of this grant. There was a strong feeling among the manufacturers of York that this grant should be renewed.

Mr. MILLER objected to paying such a large sum as \$20,000 for insurance on public buildings and furniture for three years. In his opinion the Government should be prepared to stand occasional losses by fire, which would, in the end, amount to less than the aggregate of insurance premiums.

Mr. YOUNG said that the Government would be disregarding of the interests of the people of this country if they did not insure the public buildings, at such a low rate as one-half of one per cent. per annum. He said that while the Conservatives professed to be the friends of the manufacturers he found here that they were opposing the expenditure of a small sum to assist in opening up a foreign market for them. He was sure that the Government would meet with the commendation of the manufacturers of this country for the course they had taken, and many had taken advantage of the opportunity thus afforded of sending their goods to Europe.

Mr. FRASER, in referring to the matter of insurance, said that there was a difference of opinion as to whether the Government should incur the risk of loss by fire or insure the public buildings. The Dominion Government insure, their buildings, and recent losses by fire show the wisdom of their doing so. In addition to insuring the buildings, they had to keep a strict watch because fires might cause losses which no insurance would pay for.

Mr. NEELON said it would be very unwise and unbusinesslike for the Government to do away with insurance. If the buildings were destroyed by fire the Government would be directly responsible to the people for the loss. He thought that it would be a good idea to have a moderate insurance on the buildings, and from year to year reduce the risk.

After the Treasurer had given explanations in reference to other matters, the item was passed.

The House adjourned at 11 o'clock.

NOTICES OF MOTION.

Mr. McLaughlin—Order of the House for a return giving (1) the names of all police magistrates in this Province, (2) the amount of salary of each, or if by fees, the amount of such fees, (3) number of cases brought before each for adjudication, (4) number of convictions, (5) amount of fines imposed.

Mr. Lauder—Order of the House, that it is not in the public interest that persons should contract with the Provincial Government for the purchase of the public lands, or for timber belonging to the Crown while they continue to occupy seats in this House.

Mr. MONK—Bill to protect the goods of lodgers against distress for rent due to the superior landlord.

PARLIAMENTARY COMMITTEES.

RAILWAY ACCIDENTS.

The Committee on Railway Accidents commenced to-day the examination of the managing officers of various railways.

Mr. W. J. SPICER, Superintendent of the Grand Trunk Railway, gave testimony at considerable length regarding the danger of accidents occurring. He believed that the majority of accidents from frogs and guard-rails arose from the carelessness of brakemen and others walking on the track too close in front of moving trains. Brakemen were not likely to use a stick to guide the link in coupling, most of them preferring to use the hand, even at the risk of having their fingers maimed. The running board should not be more than two feet in width or its edge would be too high above the roof of the car. He believed that 75 per cent. of the Lappan couplers attached to the Intercolonial Railway cars which came to the Grand Trunk were found to be out of order. A platform at the end of the car for a brakeman to stand on when coupling would be dangerous, since freight cars from the United States roads would not have them on, and brakemen might have their legs crushed by standing on the track to couple instead of using the platform. Some accidents would no doubt be prevented by filling the frogs with wood, but that was not always done on the Grand Trunk.

Mr. H. WALLIS, Locomotive Superintendent of the Grand Trunk, thought that only a few Lappan couplers had likely been tested on that road, not enough to base a decided opinion on. He thought two brake vans, one in front of a train and the other in the rear, could not be depended on to stop a train, as the grades on Canadian roads are often heavy. There would be more safety with brakemen on the top of the cars. If a strong brake could be applied to the engine it should do much to stop the train. It might prove dangerous to provide anything for the brakeman to catch when passing from one car to another, as foreign cars would not have them on, and the men would be thrown off by missing their hold in the dark.

Mr. F. CUMBERLAND, Managing Director of the Northern, said that the Lappan couplers used on that road were not more liable to get out of order than the ordinary couplers. He thought that any particular mechanical contrivance on cars belonging to trunk lines would cause trouble on foreign lines when interchanged. Brake vans would not ensure the stopping of trains, and would be very expensive. He disapproved of rails along the running-boards, as they would be likely to catch in brakemen's clothes, and owing to the difference that would be sure to exist in foreign and Canadian cars the men would be exposed to more dangers than without the rails.

Mr. E. P. HANNAFORD, Engineer of the G. T. R., admitted that if the old form of rail, known as the "U rail" were used in frogs and guard rails there would be less danger of feet being caught in them. He thought that any change in the running-boards, except that of lengthening them, would fail to lessen danger. The present throw of switches could not well be extended, as it would require a rail of too great a length to allow the necessary bend. This would be liable to break and throw trains off the track.

Mr. GEDDES exhibited the model of a contrivance for filling the space between the guard and wing rails. It consisted of a piece of thin iron, fastened to the lower flanges of the rails and sloping towards the top.

Mr. C. APPLETON exhibited to the Committee the models of self-adjustable extensions to the running board, which would leave no space to leap over. He had also a model of self-acting coupling links, which, he claimed, would obviate the danger of brakemen's fingers being crushed.

MUNICIPAL AMENDMENTS.

At the meeting of the above Committee several amendments were proposed to Mr. Watterworth's Bill respecting water-courses. The Act respecting transient traders and petty chapmen was brought up for discussion, and the need was felt of changes in several clauses in the Act