THE HERALD

WEDNESDAY, MAY 14, 1890.

ALL matter for publication in the HERALD should be in this office by noon on Tuesday. Persons wishing their advertisements changed *must* advise us Saturday forenoon.

TRADE WITH THE UNITED STATES.

THE tactics at present pursued by the United States Congress plainly indicate, if any additional proof were required that we need have little hope of receiving anything like fair play on the trade question from that body. Their conduct also shows the wisdom of our Government and their supporters in the House of Assembly in not acceding to the wish of the Legislative Council to join with that branch of the Legislature in a memorial to the Governor-General, praying for closer trade relations between the two countries.

Canada has long since put on record her desire to enter into fair and equitable reciprocal trade negotiations with the United States, whenever the latter country will prove by its actions that it has come to a just conclusion on the matter. To take any further action, as indicated by the resolution passed by the Council, would only be placing ourselves in the position of suppliants.

Because the people of the United States could not have Canada for a slaughter market, Congress has thought fit to introduce, with strong hopes of its becoming law, a tariff bill by which, according to Mr. McKinley, its originator, from whom it takes its name, it is hoped the annual importation of twenty-five million dollars worth of agricultural products from Canada will be shut out from the United States.

The increase of tariff, consequent on this measure becoming law, is not needed for revenue purposes, as there is already shut up in the United States Treasury, and consequently diverted from the ordinary channels of trade, millions upon millions of dollars of surplus revenue.

This is not all. In view of the Mr. McKinley tariff coming into operation at an early date, United States buyers are taking away large quantities of farm products from the Maritime Provinces. Now, if our neighbors did not want these things, we may be sure they would not be so eager to purchase them before the bars are raised. Moreover, it is quite evident that the people of the New England states, at least, cannot benefit, but, on the contrary, are likely to suffer by the new tariff, should it become law.

In the face of such facts as these it would appear to us that it would be asking the people of Canada to humiliate themselves altogether too much, to expect them to go on their knees to our neighbors and beg of them to grant us some concessions on the trade question. But the most unreasonable contention in connection with the subject is that of our Opposition friends who pretend to hold the Government of Sir John McDonald responsible for our not having freer trade relations with the United States.

SWINDLING THE FARMERS.

THE Toronto Empire in its issue of the 8th inst., has the following:

"Some of the farmers of Ontario have had sad experience of swindling speculators, who have sold them worthless hay rakes, hull-less oats and other curiosities, or have purchased their products with bogus notes.

"We beg to warn those farmers who have not already been rendered cautious by such experience that a band of operators of the same class are now in the field with a scheme to swindle them in a similiar manner. As in previous cases the ground is prepared in advance by delusive circulars and other documents, and possibly some of the farmers who read this caution have already received from these swindlers or their agents a pamphlet with the delusive title, "Facts and Figures for Farmers." The facts are of the hull-less oat kind, and the figures resemble those on the bogus notes for which farmers have surrendered their hard won produce.

"The game for which these fictitious preliminaries are meant to pave the way is to induce the farmers to join in selling their country to greedy foreigners, and the consideration they are to get for the sale is as worthless as the bogus bills or cheques for which some of them have parted with their live stock, eggs, etc.

"The fraudulent consideration offered by these successors of the hull-less oats operators is that the farmers, by surrendering their country to the United States, will get a better market in which to sell their produce and higher prices for it. These tricksters are, however, not so smart in their vocation as the hull-less oats men—they talk too much and give themselves away. Their own words contained materials to expose their fraud. For instance on page 56 of the advance pamphlet, before the personal canvass, will be found this incautious admission;

"Wheat is now produced in the United States sufficent to feed 79 million of people, as against 65 million of population, beef sufficent for 71 million and swine for 76 millions."

"And with all this wheat, beef and swine—the list might be greatly enlarged—which is produced into the United States in excess of their wants, is it likely that they would buy at a good price from our farmers? It would be just as likely that the hull-less oats men would return after harvest to buy from the farmers to whom they had sold the seed at a swindling valuation. If our neighbors wanted to buy from us at all it would be at their own low prices, and on Tuesday wheat worth 97 cents in Chicago was quoted at $1.07 in in Toronto, oats 25 cents in Chicago and 39 cents in Toronto, and so on with other produce. What a gain for our farmers! Just the hull-less oats man's story over again.

We need not expose the fraud in further detail. Any intelligent farmer who gets this swindling advance document of the operators may find for himself a number of similar slips of these clumsy tricksters exposing their dishonesty. When the personal visits follow the designing knaves should have the same reception as one of the hulless oats men would experience if he repeated his call.

PROROGATION OF THE LEGISLATURE.

SHORTLY after two o'clock on Wednesday afternoon last, the Guard of Honor, with the Artillery Band, drew up in front of the Provincial Building. A few minutes later His Honor, the Administrator of the Government, accompanied the Lieutenant-Governor's Private Secretary, and Lieut. Col. Irving, A.D.C., arrived. Having taken his seat on the throne, and the Members of the House of Assembly being summoned thither, he gave the assent to the following bills:

An Act to incorporate the Full Electric company of Prince Edward Island.

An Act respecting the Representation of the People in the Legislature.

An Act to amend the Domestic Animals Act.

An Act to incorporate the Benevolent Irish Society of Souris.

An Act respecting the profession of Medicine and Surgery.

An Act respecting the Legislature.

An Act respecting Controverted Elections of members of the Legislature.

An Act to incorporate Mark Wright & Co., limited.

An Act to incorporate the Souris Driving Park Association.

An Act to incorporate the French River Hall Company.

An Act respecting elections of members of the Legislature.

An Act to incorporate the Mount Herbert Hall Company.

An Act in amendment of the Charlottetown Waterworks Act, 1887.

An Act to amend the Summerside Incorporation Act, 1886.

An Act respecting the investment of moneys by the Court of Chancery.

An Act in amendment of the Public Schools Act, 1877.

An Act to amend an Act respecting the garnishment of debts.

An Act to incorporate the Trustees of the Presbyterian church of Caledonia.

An Act to incorporate the King's County Exhibition Association.

An Act to constitute the bishop of Nova Scotia a corporation sole.

The Appropriation Act.

An Act to repeal certain Acts therein mentioned.

His Honor then delivered the following speech, proroguing the Legislature:

Mr. President and Honorable Gentlemen of the Legislative Council.

Mr. Speaker and Gentlemen of the House of Assembly.

In the absence of the Lieutenant-Governor the duty of administering the government having, by appointment, devolved upon me, it affords me much pleasure to thank you for the attention which you have given to the various subjects recommended to your consideration at the opening of the session, and also for the labor bestowed on the general business of the Province.

Mr. Speaker and Gentlemen of the House of Assembly.

I thank you for the supplies which you have granted for the public service.

Mr. President and Honorable Gentlemen of the Legislative Council.

Mr. Speaker and Gentlemen of the House of Assembly.

The measures enacted by you during the session will, I trust, under divine blessing, result in the material progress of the Province.

In returning to your homes I feel assured that you will devote your energies to promoting the welfare of our people.

EDITORIAL NOTES.

IT costs the United States annually, according to the journals of that country, $100,000,000 for pensions. More money than is required to support the German army.

A movement has been started in Democratic circles in the United States in favor of nominating Mr. Grover Cleveland for the Presidency, at the next election, in 1892.

A bill was recently passed by the Legislative Assembly of the State of New York, providing for the abolition of the death penalty, in the case of murder. But it was killed by the Judiciary Committee of the Senate carrying a motion to table it indefinitely.

A number of men who played the part of "repeaters" at the recent municipal elections in Chicago, have been subjected to terms of imprisonment, and many others are to be arraigned for the same offence. It is a sign of improvement in the domain of morals when such things take place in Chicago.

THE Fredericton N. B. Gleaner says: Government House has ceased to be the official residence of the Lieutenant Governor. Sir Leonard Tilley has had all his furniture and effects removed to St. John, and only the property of the province is left remaining. Mr. John Jarvis is in charge just now, and his family are residing in the building.

THE grand total amount given for railway subsidies so far this session by the Dominion Government is $3,485,000. Of this amount Ontario received $1,433,000, divided amongst fourteen railways; Quebec, $1,272,000, to sixteen roads; New Brunswick, $367,000, to seven roads; Nova Scotia, $290,000 to two roads; British Columbia, $112,000 to one road; and P. E. Island $9,600 to one road. It is understood that there will be another batch of subsidies granted this year.

JULES VERNE'S submarine vessel, like Victor Hugo's devil fish, incredible as it once appeared to be, has been verified in actual fact. The French experiments with the goubet at Cherbourg seem to prove that the problem of submarine navigation has been solved. The goubet immersed at a depth of six feet passed under five torpedo boats ranged side by side, feigned an attack on an English vessel, cut the chains of five buoys, threw out of gear the screw propellor of a war vessel and deposited a false torpedo under a raft.—*Exchange.*

THERE must be something lacking in the discriminative powers of buyers of oil paintings or the impositions recently discovered in Paris could scarcely have been possible. A search in a studio led to the finding of more than twenty spurious designs signed with the name of a well known military painter. The same imitator had successfully disposed of several of these counterfeits during the winter, "amateurs" buying them readily. It might be supposed that an artist who could thus paint well enough to palm of his imitations in this manner was possessed of ability to make a reputation, and with it plenty of money by honest work.—*Empire.*

GENERAL MIRIEL, who has just been appointed Commander-in-Chief of the French army, enjoys the reputation of not only being an able, but also a perfectly safe man. In many respects he is a conspicuous contrast to General Boulanger. He is not a politician, which is something unusual in a French military officer, while his professional attainments as a soldier and his rare qualities as an administrator and commander of large numbers of men have raised him to the highest place in the estimation of military authorities in Europe. Joined to these advantages, his known devotion to the Republic gives him the reputation of being an officer in whose hands the command of the army will be safe. The position is one requiring great firmness, tact and a genius for dealing with emergencies. His appointment is a proof that the Government consider him the right man for one of the most difficult positions in Europe.—*Montreal Star.*

A COLLEGE of Heraldry appears to be an institution much needed in New York. It is stated that devices that would put the Garter King at Arms in convulsions and which defy interpretation for the reason that they are utterly devoid of meaning are emblazoned on carriage panels and embossed on note paper in all colors. Republican love for the gewgaws of monarchy has been observed before now, but the courtiers of King Shoddy at New York are out-doing all former efforts in this line. A noted peculiarity in these devices is "metal upon metal." Silver on gold and gold on silver. But, perhaps, that is excusable, inasmuch as it indicates the wearer's only title to distinction. It is said that few of these remember or care to mention their grand-parents, for fear, probably, as Tom Hood wrote:

"The family line
Would end in a knot of stronger twine
That plagued some worthy relation."

—*Exchange.*

"HANSARD," as the official report of the House of Commons debates is called, has its uses. It enables hon. gentlemen to give proof positive of each other's inconsistencies. It has also another use, to which, however, it is seldom applied, namely, of enabling lawyers to get at the intention of legislators in the interpretation of obscure, doubtful and conflicting passages in the statutes. To the budding statesman Hansard is also of use in letting him know how questions were viewed and what ideas prevailed in former days. It is also very useful as campaign literature. Members can make speeches in Parliament and get a supply of them for distribution among their constituents at a figure very much lower than they could obtain otherwise, and by utilizing their leisure to addressing them during the session they can make their franc, save postage, and supply their friends with prime politics at first hand. Future historians will, do doubt, find in Hansard an inexhaustible mine of information, for it is a fact that certain members do bestow a vast amount of care and labor on the collection of facts and arguments. Of course it cannot be denied that there is a great deal of worthless gabble reported, but that is incidental to the parliamentary system and is like the "paying dirt" out of which the miners wash the grains of gold. Altogether the utility of Hansard may be considered established and worth the cost of its production. It is better than the Congressional Globe at Washington, because it is a report of what was said, not of what was never said and never read.—*Montreal Star.*

DOMINION PARLIAMENT.

In the House of Commons on the 5th inst. Mr. Girouard presented the report of the Rykert committee. Mr. Blake asked when it would be discussed. Sir John Macdonald said an opportunity would be given for discussion at an early day. Hon. Mr. Chapleau introduced his bill respecting the collecting and publishing of labour statistics. He explained that this action was taken in response to requests made by the labor organization. In establishing this bureau the government would be following the example of the United States. It would be a new branch of the department of agriculture. The minister of agriculture would be commissioner of labor statistics and he would have the right of appointing an assistant. The sum $10,000 would be asked this year for the establishing and operation of the bureau. Having detailed the branches of information to be dealt with by the new bureau, Mr. Chapleau took occasion to refer to the mischievous statements made by some newspapers that his introduction of this bill was a snub to the minister of agriculture and said how he came to introduce it was that since the early part of the session he had been charged with certain business relating to labor legislature. The bill was read a first time.

Hon. Mr. Colby moved the third reading of the bill to amend the seamen's act. Mr. Wilson (of Elgin) moved that the bill be referred back to committee to provide that the right of appeal granted under the general law against summary conviction shall also apply to summary conviction under the seamen's act. Mr. Blake supported the amendment. He said appeals were allowed from the carefully considered judgments of the higher courts and he saw no reason why the right should not be extended to summary conviction. Sir John Thompson said the offence dealt with under the seamen's act must be tried speedly or not at all, and if the right were given the witnesses would sail away with their ships and the cases would fall through. The offence of crimping would go unchecked for every crimp would take an appeal as a means of avoiding the penalty of the law.

Mr. Jones (of Halifax) supported the view expressed by Mr. Thompson, as he said his long experience with shipping had shown him the necessity of summarily disposing of this class of offences.

Wilsons amendment was declared lost on division, and the bill was read a third time and passed.

The resolutions respecting the extension of the iron bounty from 1892 to 1897 were received and adopted on division of 69 to 45 and a bill founded thereon was introduced and read a first time.

The senate amendments to the bill respecting bills of exchange cheques and promissory notes, were taken into consideration and after recess were concurred in.

The banking bill was again considered in committee and further progress reported.

Sir John Macdonald moved the House into committee on a resolution respecting the proposed contract with the Calgary and Edmonton railway company, which provides for the payment of $80,000 a year for twenty years to the company for transport services to be rendered for the government. The road will be 200 miles long and there is a subsidy of 6,400 acres a mile in addition to the contract stated above. For several years attempts have been made to have this road built for a subsidy of 10,000 acres a mile, but without success. Now the work is to be undertaken by the capitalists who are building the Long Lake and Qu'Appelle railway, with which a precisely similar contract was made last year. The same company are to build a line from Calgary to the boundary line, work upon which will start simultaneously with the work on the Calgary and Edmonton road. After a general discussion on the regulations which should govern land grants, the house went into committee of the whole.

Mr. Jones introduced a bill in accordance with permission from the government, all days now being government days, for better securing the safety of certain fishermen. He explained that its object was to compel Bank fishermen to supply their boats with sufficient provisions, water and a compass. This was to prevent loss of life.

Mr. Colby said the bill was a useless one and would be an expensive one to a poor class of people who did not require it. He therefore moved the six months hoist.

Mr. Eisenhauer took the same view of the bill as the last speaker.

Mr. Kenny thought that we should do all we can for the protection of the fishermen. He did not consider that any harm would be done by allowing the bill to stand over for another year. He was anxious to have adopted any legislation that would protect deep fishermen and suggested that the government during recess obtain all the evidence possible upon the subject. The house adjourned, 12.15.

The marine department have been in communication with the Canadian telegraph company in reference to the transmission of time ball signals throughout Ontario, Quebec, and the Maritime Provinces, in order that accurate time might be observed at all points included in the eastern standard meridian. The work of transmitting given time in the United States is now done gratuitously by the Western Union telegraph company. The Canadian company, however, refuse to do the work and much surprise has been occasioned in consequence.

Writs for the election to fill the vacancy in Lincoln caused by the resignation of Mr. Rykert, issued to-day. The dates are thought to be May 16th and 23rd.

It is understood that the total vote for immigration purposes will be $250,000.

On the 6th the supplementary estimates, for the fiscal year ending 30th June, 1891, were laid on the table of the House of Commons by Hon. Mr. Foster. The total amount to be rated is $1,452,615, of which $313,000 is chargeable to capital and $1,139,615 to income account. Under the heading of civic government $19,046 will be expended. Legislation requires $15,182, of which amount $900 is so provide for the promotion of J. H. McLevi, formely of Sydney, $5,000 will be voted to and in a Canadian representation at the exhibition to be held at Jamacia in 1891. $3,000 is to aid in publishing yearly reports of the darymen and fruit growers associations, and $300 to pay George L. McDonald for claim for getting out building stone for the Philadelphia exhibition of 1876. To further immigration in Canada $150,000 will be asked. The battle fields of the Dominion are not forgotten and $2,000 will be asked for two monuments. Under railway and canals chargeable to capital $101,000 is required for the Short Line railway. $300 is required to pay H. F. Perley two years services in superintending St. Peter's canal. Vernon Smith's widow receives $400 as a gratuity. For public works chargeable to income, the total amount to be voted for the Dominion is $671,610. For public buildings in Nova Scotia, the Halifax Dominion building receives $2,500; Halifax immigrant building, $2,500; and Dartmouth post office $5,000; Chatham post office will get $1,500. For the improvement of St. John customs house $2,000, and for new heating appratus at Fredericton post office $2,200, Quebec public building receives $30,350; Ontario, $78,900; Manitoba, $62,500; Northwest territories, $31,300; British Columbia $69,290. For repairs to furniture and heating $8,310 is required, of which sum Charlottetown Dominion building will receive $800; Windsor, $200; St. John post office, $825, and St. John saving bank $800.

The harbors and rivers in Nova Scotia receive $123,150. Those in New Brunswick receive $43,350; and those in Prince Edward Island $16,200.

Quebec receives for harbors and rivers $55,300; Ontario $57,300; Manitoba $2,000; British Columbia $8,500. For dredging purposes $29,300 is required, $16,700 of which sum is for new dredging in the maritime province.

To connect Whitehead Island with Grand Manan Island, Bay of Fundy, $3,000 is provided for a land and cable telegraph line, $600 will be voted for loop lines from Meat Cove to White Point, C. B. $3,000 is required for lifting cable from Grosse Island to Bird Rock and relaying the same between Meat Cove and St. Paul's Island

For mail subsidies and steamship subventions $129,000 is required, of which $125,000 is to pay for the conveyance of the mails between the United Kingdom under contract with Andrew Allan. Steam communication between Fort Mulgrave at the terminus of the Eastern Extension railway and East Bay, Cape Breton, $4,000

To meet the increased expenses on guardianship, owing to the proposed change in the system of protection, $24,500 will be required, of which sum Nova Scotia and New Brunswick each will receive $3,000, Prince Edward Island $500. For the survey of oyster bays $5,000 will be required $5,000 is also required to cover cost of building lobster hatcheries.

The Indians of the Dominion require $16,313. Sev. J. D. Cummane, missionary, will receive for services to Indians of Colchester and Hants $100. Rev. Father Richard, Big Cove, Richibucto county $200 Rev. Mr. Smith, of Dalhousie, $50, and Rev. Father Murray, Carleton county, $100.

Under the head of miscellaneous $38,968 is to be voted, of which sum $26,389 is a further amount required for plans for printing bureau. $800 will be voted for the construction of roads on ordnance lands at Grands Falls, N. B.

Under the heading of collection of revenues $200 is an increase to Sydenhan Howe's salary and $200 to provide for an increase of salary to two first class clerks in St. John N. B., post office dues, except in the ports of Halifax, Miramichi, Pictou and Sydney pilotage district. All ships registered in Canada of not more than 20 tons registered tonnage are also exempted.

Hon. Mr. Colby gave notice of a bill respecting the harbor of Pictou. Now the custom is for the harbor commissioners to charge dues on vessels above forty tons register every time they enter harbor. The bill proposes to provide that such charges shall only be levied for three entries in any one season.

Scriver, on the 7th, questioned the Postmaster General as to whether or not the New York Mercury, complained of as an immoral publication, is to be allowed to come through the mails. Hon. Mr. Haggart replied that the matter was under consideration of the government.

The so-called "McGreevy Scandal" was brought before the house by Mr. Barron, who asked a series of questions relative to the contracts for the Quebec harbor improvements and the Esquimalt dock. Sir Hector Langevin gave him the desired information, which did not disclose anything sensational.

Sir John Macdonald, in answer to an inquiry, said Monday 11th would be set aside for the discussion of the reports of the Rykert and Middleton committees.

The banking bill was again considered in committee; several trifling amendments mainly explanatory were made, and one new clause was added respecting the note circulation of the Bank of British North America and the Banque du Peuple. Their charters do not impose on the shareholders of these banks double liability for the notes, and as they thus offer less security than the other banks, Hon. Mr. Foster proposed that their authorized note issued should not be to the full amount of the paid up capital, as is the case with the others, but only to the extent of 75 per cent of their capital, and that for any former issue a sinking fund should deposit cash or bonds as security for the same.

After recess the bill was reported from the committee.

Hon. Mr. Foster moved the third reading of the tariff bill, and Sir Richard Cartwright thereupon moved in amendment declaring that in view of the excess of revenue over expenditure reported and estimated in the budget, it was inexpedient to continue to tax the necessaries of life.

Hon. Mr. Foster, in reply, showed that the tariff did not bear heavily upon necessities.

Mr. Ellis, of St. John, asked the government why they had not taken steps to protect the laborers on the Albert railway, who had not received their full allowance of back pay out of the loan of 1886?

Sir John Macdonald answered that he could not without time to inquire, give the hon. member the information asked for.

Mr. Weldon of Albert expressed regret that while the government had in 1881 promptly sent down to New Brunswick a cheque for the full amount of back pay, they had not taken greater security that the men should have received the money. He pointed out that he feared the men had relied too strongly upon the good faith of the company at the time, and that if they had in 1886 refused to work further for the company until they were paid in full, the government should certainly have seen that the men received their back pay. After the election of 1887 he discovered that the money was almost all gone. He had done all in his power to protect the laborers. Mr. Weldon concluded by warmly defending the good name of his county, which had been so unjustly exposed in consequence of the deplorable swindle of the Albert railway bonds, and affirmed that the people of Albert were in no way connected with that swindle.

Mr. Weldon of St. John endorsed the statement of the member for Albert acquitting the people of Albert of all connection with the bonding swindle, but blamed the government for loaning money to a bankrupt county.

After a discussion taking up all the afternoon and evening, the senate by a vote of 27 to 14, threw out Clarke Wallace's Combines bill.

May 8, 3 a. m.—After further discussion Cartwright's amendment was lost on a party division of 62 to 93, and the bill was then read a third time and passed.

The house spent some time in supply and adjourned at 1.50.

After routine on the 8th, the banking bill was read a third time and passed, after an amendment by Mr. Armstrong, requiring banks to be kept open until three o'clock on Saturday afternoon, had been declared lost on a division.

Hon. Mr. Foster moved that the house go into committee of supply, and in amendment Mulock proposed a motion of censure in connection with the subsidies which have been granted to the Caraquet railway.

Mr. Blake followed, arraigning the government for their subsidy system and especially for the distribution in the Maritime Provinces, and was yet speaking when the house took recess.

After recess Mr. Blake continued, making an attack upon Mr. Burns, M. P. for his connection with the Caraquet railway and the methods in which his business had been conducted.

Mr. Burns said all these statements, paraded by Mr. Blake for the purpose of injuring the government and the Caraquet railway and its owners, had been answered in the last electoral campaign in Gloucester. He explained now as then, that he had gone into this enterprise because he believed it was one for the public benefit and one that might reasonably be expected to be profitably operated. He was sorry to have to say that his expectations had not been realized and declared his readiness to part with his interest in it to any one ambitious to secure it. He did not see that he was guilty of any offence for having invested his money in a public work in his constituency.

Sir John Macdonald criticised Mr. Blake's address as in matter histrionic and in manner endeavoring by ridicule and sarcasm to crush a member whom he knew to be unable to answer him in the same style. The subject had so often been before the house that he did not care to discuss at present the general attack on the government policy of assisting railways, but he wished to emphasize the fact of the success of that policy, all the roads whose construction had been assisted by the government being subsequently operated regularly. He scouted the proposition advanced by Mr. Blake that members of parliament should not engage in such enterprises and said that if we looked for examples we found that no such idea was entertained in England—our great exemplar. This kind of affected purity, which did not mean anything, was a very easy kind of morality from the tech outward. Referring to the apprehension that had been expressed that the government would yet take over these branches of the Intercolonial whose construction had been so largely assisted, he declared that the Intercolonial railway was burden enough, and no one need be alarmed that the government were going to absorb any more branches.

Cartwright followed up the attack made by Messrs. Mulock and Blake on Mr. Burns.

Hon. Mr. Haggart made a spirited defence of Mr. Burns, quoting from the financial statement to show that the road had been constructed and operated at a loss, and that Mr. Burns was poorer to-day than if he had never gone into the enterprise. The subject then dropped.

Mr. McMullen, returning to his crusade against General Laurie's mileage allowance, moved a resolution affirming that no member of the commons or senate should be permitted to draw mileage from beyond the limits of the Dominion.

Sir John Thompson said this resolution could not be adopted, being in direct contravention of the statute which governed the subject.

General Laurie reiterated his explanation that his residence being in England he could not draw mileage from anywhere else, but announced that so far from having drawn the money with a desire to profit by the provision of the law, he had determined to give it in aid of the fishermen's widows and orphans in his constituency and had already done so.

McMullen's resolution was declared lost on division, he failing in an attempt to have the required five members to stand up to demand the yeas and nays.

The house then went into supply, and having passed a few items of supplementaries adjourned at 12.50.

On the 9th a motion for the adoption of the report of the printing committee raised a discussion on the question of amounts due by certain members for extra copies of their speeches, which they had printed at the government bureau last session. It was brought out that these debts could not lawfully be charged against their sessional indemnity, as proposed.

Mr. Blake announced that he intended on the first day of next session to move for a return showing the names of the defaulting members, as he thought parliament was justified in adopting the wholesome practice followed in clubs of posting the names of members in arrears.

Mr. Davin thereupon entered the curious plea that he and some other members had agreed between themselves that they would not pay their sessional bills at all until the government made a reduction of the amount, which the members considerated too large.

Sir John Macdonald, in answer to a question on the order paper, announced that the government had come to the conclusion to remove the export duty on pine and spruce logs in the event of the United States reducing the import duty on sawn lumber to $1 per thousand feet. An intimation to this effect will be sent to the authorities at Washington.

The house went into consideration of the land subsidies to the Northwest railways. The system of granting land within a limitation at the price at which the companies shall sell was made the subject of lengthy addresses from the opposition side, continuing up to recess and resumed afterwards.

The land subsidy resolutions were reported from committee.

Cartwright brought up the matter of the Anderson mail contract on the motion to go into committee of supply coming up, and Sir John Macdonald said there was no objection to bringing down such of the correspondence as related to the termination of the contract arrangement.

Mr. Foster said Messrs. Anderson's letter in the London Times taking exception to his alleged declaration that the contract had been cancelled by the government seemed to be based on an error, as what he said, was that the contract had been surrendered, not that it had been cancelled.

May 10, 2.15 a. m.—The house then went into supply, considering the public works appropriations in the supplementary estimates, and adjourned at two o'clock this morning.

FATAL ACCIDENT ON THE I. C. R.

CAMPBELLTON, N. B., May 11.—A sad accident happened this morning at about seven o'clock at Morrissey rock tunnel, about six miles west of Campbellton. No. 44 train, in charge of conductor Perron and drivers John Devereaux and McNutt, was on time and was running at the usual rate of speed when on entering the tunnel it struck about a ton of rock which had become dislodged from the top of the tunnel and had fallen on the track. There were two engines on the train, which were derailed. Both engines ran to the mouth of the shed, which is about fifty feet long, the head engine striking the rock and throwing the tender completely over her and allowing the hind engine to follow up, running in and tearing the right side of the leading engine and placing them almost side by side. Fireman Angus Gorman was instantly killed, and driver Jacob McNutt seriously, though not dangerously hurt. The men in the second engine came off without a scratch. Only two or three cars were derailed and about fifty feet of track torn up. As soon as possible a special with auxiliary car with district superintendent J. E. Price and locomotive foreman J. A. Johnson repaired to the scene of the accident.

Gorman had been firing about two years, and was 20 years of age and about the only support of his widowed mother living in Campbellton.

An inquest was held by Coroner McHendrick and a verdict rendered in accordance with the facts. The wreck will be cleared up by Monday morning. The town is cast in gloom over the sad affair.

FIRE IN MONTREAL.

ASYLUM BURNED—GREAT LOSS OF LIFE.

The greatest conflagration that has ever taken place in one locality on the Island of Montreal occurred on the 6th inst., at Longue Point, six miles from Montreal, where St. Jean de Dieu Lunatic Asylum, containing 1300 patients, in charge of 70 Providence sisters, was burned to the ground. All the men were saved, but from the closest calculations somewhere about fifty women perished in the flames. The building cost, with the ground, a million dollars. The fire started apparently in a cupboard in the top of the centre building. Drs. Bourque and Baculet worked like heroes trying to save the unfortunates inside, and the men helped them bravely, but like dumb cattle the poor demented creatures rushed towards the flames, which seemed to have a terrible fascination for them. In half an hour all chance for saving those who were upstairs in the middle portion was gone. Most of the men were gotten out, but a number of women, especially in the violent wards, had to be left to their fate, an eye witness from the beginning says their cries were heartrending and made one's hair rise. It is said with such fury did the fire rage that even at the beginning nothing could be done to save the building. The building was insured for $300,000. But a few crumbling walls are all that remains of the once magnificent asylum.

A SAD CALAMITY.

We know that the readers of the Monitor will join with us in extending our deep sympathy to our esteemed contributor, Mrs. J. G. McCormac, of San Diego, who, under the *nom de plume* of "Manzanita," has contributed a number of beautiful Catholic stories and other contributions to these columns. The residence and all its contents of Mr. and Mrs. McCormac were entirely destroyed by fire on last Saturday night and the family escaped with their lives. Along with her household effects Mrs. McCormac has to mourn over the loss of two original stories which she had just completed for the Monitor as well as the Manuscript of a book which she had nearly ready for the press. Mrs. McCormac received some severe bruises in her endeavors to save a few valuable goods, and Mr. McCormac nearly perished in the flames in his efforts to save an old lady of eighty—who would not come out of the burning building. The cause of the fire is unknown. It originated about one o'clock! in the morning and is supposed to have been the work of an incendiary. May He who tempers the wind to the shorn lamb console the afflicted hearts of this estimable family. —*San Francisco Monitor, April 30th.*

(Mr. McCormac is a native of this Province, and eldest son of Mr. Daniel McCormack, Narrow's Creek, Grand River East. We deeply sympathize with him in his loss.)

A WRECKED SCHOONER.

A wreck which was seen off Beaver harbor, east of Halifax, a few days ago, has been identified as the ill-fated schooner Laburnum, Captain Deegan, which sailed from Halifax many months ago for Porto Rico with a cargo of fish and never arrived at her destination. She doubtless capsized and all on board perished in a cyclone which struck the coast the night she sailed. She was a crack sailor and this was her first ocean voyage. The derelict was sighted off Beaver harbor early in the week by the fishing schooner Advance. She came to Halifax for divers, a supply of dynamite and other assistance. When the Laburnum capsized her anchors fell overboard and the wreck became anchored where she upset. The chains were broken by dynamite and the Advance was thus enabled to take the wreck in tow. The steamer Rimouski was signalled and agreed to tow her to Beaver harbor or Halifax, but a storm came up and as she only had enough coal to reach Halifax the Rimouski was unable to carry out her agreement. The schooner Advance then continued to head for Beaver harbor with her prize, but when they neared the shore the wreck dragged the Advance toward the breakers, and to save herself the schooner was compelled to cut adrift from her prize. The latter then drifted on to the rocks and went to pieces. Nothing was seen of the bodies of the crew.

THE C. P. R.

BY VESTIBULED TRAIN FROM ST. JOHN TO CHICAGO IN LESS THAN 48 HOURS.

D. McNicoll, general passenger agent, T. A. McKinnon, master of transportation, and C. E. McPherson, of the C. P. R., were in the city yesterday. Messrs. McNicoll and McKinnon returned to Montreal yesterday. Their flying visit was in connection with the new C. P. R. timetable, to take effect early in June. The company propose to make quick connections between Halifax and St. John and Chicago, and points west. It is not yet definitely arranged when the daily express will leave St. John, but it is understood that it will either be about an hour later than at present, or about eleven o'clock at night, with the chances largely in favor of the latter time. The management wish to give close through connection for Cape Breton and P. E. Island, and also to accommodate local traffic. The express from Montreal will arrive here about the same time as at present. Handsome new vestibule sleepers and day coaches are being built for this end of the line.

On the Western division in connection with the Wabash railroad, the C. P. R. will run a through vestibuled daily train between Montreal and Chicago, the first of its kind in Canada. The route will be via the C. P. R. and its recently completed extension from London, Ont., to Detroit, then via the Wabash railroad between Detroit and Chicago. All the equipments will be new, containing the latest improvements. The trains will consist of the favorably known colonist sleeping cars, first-class buffet coaches, and the splendid first-class sleeping cars finished inside with light woods, for which the C. P. R. has become celebrated.

It is the intention to leave Chicago about 4 p. m. and arrive in Montreal the next evening in time to make connection with the C. P. R. through trains for St. John and Halifax. The west bound train will leave Montreal about 9 p. m., making all eastern connections and arriving in Chicago the following night in time to connect with the late trains for the west and northwest. The time from St. John to Chicago will be less than 48 hours.—*St. John Sun, May 10th.*

WE are pleased to learn that D. Montgomery, Esq., Superintendent of Education, who has been quite ill, is improving.

K. D. C. Is Guaranteed.

LOCAL AND OTHER ITEMS.

FIVE houses were demolished, two persons killed and several injured by a cyclone at Cedar Valley, Wilson County, Kansas, on the 17th.

FOR fashionable dress goods and millinery of all descriptions go to Beer Bros. See their advertisement in another column of this paper.

THE official Gazette, of Quebec, on last Friday contained the announcement of the dissolution of the Quebec Legislature. Nomination, 10th June, election, 17th.

CAPTAIN E. E. EVANS died at Sackville, N. B., on Saturday last. The deceased was well and favorably known to the public from his long connection with the P. E. Island Steam Navigation Co., as captain of one of their steamers.

THE steamer Invermay arrived at Pictou on Friday last, bringing the captain and crew of the schooner Scotia, from Liverpool N. S., for Harbor Grace, Nfld., abandoned in mid ocean. A hurricane overtook the Scotia and she was in a sinking condition when the Invermay signalled her.

MRS. PHILIP BUTLER, while burning brush on land just outside the village of Ayer, Mass., was burned to death on Monday last. No one was present, and her body was found afterward by parties searching, in a literally roasted condition. The dead woman was about 45 years old and leaves a husband and two children.

CARD OF THANKS.—The Sisters of the Convent de Notre Dame desire to return their sincere thanks to Messrs. J. F. Willis & Co., for the loan of one of the celebrated Williams pianos; the Benevolent Irish Society for the use of the Lyceum; the South End Boating Club for decorating the Hall; St. Dunstan's Band for gratuitous services; and to all others who in any way contributed towards the success of the recent tea and fancy sale.

A special from Akron, O., of the 11th, says: At 5.30 last evening, in the midst of a most terrific cloud-burst, this city was struck by the worst tornado which has ever been known hereabouts. The storm struck the southern part of the city, and tore through the fifth, fourth and second wards, doing damages which cannot be estimated at this writing, but fully 100 buildings are completely demolished. Hundreds more are badly damaged. The track was between 50 and 150 feet wide.

THE Bangor Commercial of Friday last says: J. F. Curran of this city left here on Monday morning for Livermore, N. H., accompanied by his cousin, Alick Curran, and the sad intelligence has been received that on arriving there Monday night the latter was struck by an engine and instantly killed. The deceased had many friends in the city. He was a native of Kingston, N. B., was 45 years old, and unmarried. Both men were going to Livermore to work.

MR. PIUS MURPHY, an employe on the P. E. I. Railway, had a narrow escape from serious or perhaps fatal injuries on Saturday last. While standing in the railway yard here, near a car loaded with heavy lumber, the stakes, keeping the lumber on the car, broke and several pieces of the timber fell off. Murphy was struck on the head by some of the pieces and pretty badly wounded. Dr. Conroy attended to the wounds and he is progressing favorably.

WE are pleased to observe that Mr. Daniel E. Morris, of Milcove, and Mr. George M. Muttart, of Souris, who had been prosecuting their medical studies at the University of Pennsylvania, Philadelphia, have graduated with honors from that institution. In addition to this they have won, in competitive examination, the position of Resident Physician to the Philadelphia General Hospital. Mr. Morris also competed for and won an appointment as Resident Physician to the Howard Hospital and Infirmary for Incurables. We congratulate our friends on their success.

THE latest epidemic is reported from Tennessee. Despatches give particulars of the ravages of a disease called spotted fever, near Franklin, in that state. The disease is usually fatal, nine out of every ten persons attacked dying. The fever had a brief run in Sumner and Webster counties about two months ago, but disappeared. Last week it re-appeared, and within 48 hours had taken five lives. Since then a dozen more have died, and the people of the stricken district have about concluded to abandon it forever, as this is the fifth visitation of the fever. Farms and all kinds of stock can be bought for a song. The origin of the disease is not known. It comes without warning and goes as suddenly.

SAN FRANCISCO, May 12—News was received here last night that in the great storm on March 4th the schr. Eliza Mary was driven on the reefs at Mallicoli in the New Hebrides. There were on board a crew of 18, two passengers, 44 recruits and 15 returning laborers, making a total of 79. The first boat lowered, manned by four white men and several of the black crew, was dashed to pieces and four white men drowned. Those who remained on board the ship were saved. Several of the recruits swam for the shore but were either drowned or killed after landing. One boy with 20 men went with some natives to a village near the coast. They were given food, but while eating, the savages set upon them, and tomahawked them, the boy alone escaping by flight. In all, four white men and 47 blacks were lost.

THE S. S. Bonavista arrived at North Sydney, from Liverpool a few days ago, with a cargo of 7,000 bags of salt. To a Halifax Herald reporter, Capt. Anderson, who, by the way, has been on the sea for upwards of 20 years, stated that this was the roughest and most stormy passage ever experienced. He left Liverpool on April 20th and experienced heavy weather during the whole trip. He met a terrific gale on the 28th, with extraordinary heavy sea. The vessel had a narrow escape from foundering, the sea running mountains high. The water bursted the cabin doors and flooded the saloon several times