

DOMINION PARLIAMENT.

HOUSE OF COMMONS.

OTTAWA, April 25.

In the House of Commons yesterday a petition from the Corporation of the City of Toronto, in favor of the Georgian Bay Canal, was ruled out of order by the Speaker as it involved a money grant.

Sir Francis Hincks brought down the estimates for the year ending June 30th, 1873.

In reply to Mr. Stephenson, Hon. Mr. Morris said the Government intended making arrangements whereby Inspectors of Inland Revenue would no longer share in seizures, but be paid increased salaries. Subordinates would still share in seizures.

In reply to Mr. Mackenzie, Sir John Macdonald said that all papers relating to the Treaty, necessary to a proper understanding of the subject, should be laid before the House.

Mr. Francis Jones moved the appointment of a special committee to enquire into the serious interests of the Dominion. He spoke at length in favor of a policy of protection.

Mr. DeCosmos, in seconding the motion said that the people of British Columbia were strongly in favor of protection for the farming community.

Messrs. Strong, Macdonald and Stephenson supported the motion.

Mr. Mills thought there was no necessity for protection; and Mr. Bodwell said that our farmers were never more prosperous than at present, and did not, therefore, stand in need of protection.

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some company incorporated by this Parliament for building and working of the road. The Bill went further, and authorized the Government to enter into an agreement with any company incorporated to build the whole line, or with any company empowered to build any portion of it. There was also a provision allowing any two or more such companies to amalgamate and build the road. The Government, then, desired to be authorized at once to make arrangements with any company having ten millions of dollars of capital, with at least ten per cent. paid into the hands of the Receiver General or with a company formed of divers companies, now seeking to be incorporated for the building of that railway, and amalgamated under an Act into one company. Then, if no agreement could be entered into with any such company, the Government desired to be enabled to receive from capitalists, bids for the construction of the road, and to be empowered to grant a charter to that company based on the provisions of the bill now introduced and on the general railway clauses act.

The quantity of land to be placed at the disposal of the Government was fifty million of acres, to be granted to the company in alternate blocks of twenty miles deep on each side of the road; the other alternate blocks to be reserved by the Government to reimburse themselves for the money subsidy which he would presently refer.

The line would be commenced at Lake Nipissing because it was a common point which could be reached by the St. Lawrence, the Ottawa and the Quebec. The distance between Lake Nipissing and the Pacific Coast was estimated at between 2,500 and 2,700 miles. Taking the latter to be the correct measurement, twenty mile blocks on both sides of the road in British Columbia, in the North West Territory, and in the Yukon, would give 34,500,000 acres of land.

To make up the fifty millions of acres, it should be found necessary to grant that much land would be taken from other parts of the Dominion. The Government further asked to have placed at their disposal a not exceeding thirty millions of dollars to be used towards the construction of the railway. By the sale of the lands reserved by the Government they expected to be reimbursed for this outlay.

By the Imperial guarantee the Dominion was promised that it would be secured to the whole amount. But supposing there was no such guarantee, Canada could out of her own treasury provide for the payment of the interest on that sum without increasing last year's rate of taxation, and provide for the payment of the principal in thirty years.

The work must be undertaken in accordance with the terms of the union between British Columbia and the Dominion. To oppose this bill was to oppose the union of the Pacific Provinces with the Confederation. With regard to the proposed loans to construct the Pacific Railway with the American system of railroads, the Government did not desire to have money placed at their disposal to aid them, but they sought power to grant such quantities of land as might be agreed upon between the Government and the building companies had been formed and were seeking incorporation for the purpose of building the Pacific railway.

After recess, Sir John Macdonald's bill respecting the arrears of stamps, was read a third time.

The debate on the second reading of Mr. Colby's bill for the repeal of the Insolvency laws was resumed.

Mr. J. H. Mackenzie moved an amendment to refer the matter to the Committee on Banks and Banking.

A debate ensued, which was continued till ten o'clock, when the House adjourned.

In the House of Commons, Sir George Carter gave notice of resolutions and a bill respecting the Pacific Railway.

Sir John Macdonald laid on the table all the additional papers respecting the fisheries, which could be brought down at present without detriment to public interest.

On motion of concurrence in the resolution respecting amendment to the Banking Act.

Mr. Cartwright moved an amendment to the effect that it was injudicious to give the Government further power as proposed. He admitted that the country was prosperous, but feared that disaster might come if the power of the Government in banking affairs were extended.

Sir Francis Hincks said the honorable gentleman was always crying "wolf," but the wolf never came. He defended the policy of the Government, and said that it could be in no way weaken the confidence of the public in our banking institutions.

Mr. Gibbs asked if the weekly returns hereafter would show the gold reserved by the banks as well as that held by the Government, and on being answered in the affirmative, he said he was glad to hear it as it would tend to afford the public a greater amount of protection.

The amendment was then lost without a division. The resolutions were read a second time, and Sir Francis Hincks introduced a Bill founded thereon, which was read a first time.

Sir John Macdonald moved the second reading of the bill respecting the arrears of stamps.

Mr. Harrison thought it would be better to do away with the stamp duties altogether, the revenue derived therefrom was small and the trouble and annoyance great.

Mr. J. H. Mackenzie suggested that stamped paper should be used instead of stamps.

Mr. Barry favoured the repeal of the Act.

Sir John asked if it would not be better to retain the tax than to place increased taxes on the revenue of the Dominion.

Mr. Morris said the stamp duty was a very good consideration of the department.

The Bill was read a second time.

Mr. Colby moved the second reading of his Bill to repeal the Insolvency Act.

He said there was no necessity for an insolvency law in this country. The present Act encouraged dishonesty and fraud and should be repealed.

Mr. Harrison thought that the Act should be amended, not repealed.

Mr. Oliver, in seconding Colby's motion, said the repeal of the Insolvency Act was demanded by the vast majority of the merchants and traders of the Dominion.

The discussion was carried on till 6 o'clock when the House adjourned.

THE CANADIAN PACIFIC RAILWAY.

Mr. G. E. Carter said he desired to introduce a Bill respecting the Canadian Pacific Railway. The Government, in compliance with the Act of Union with British Columbia, had commenced the survey of the transcontinental railroad.

The preamble of the Bill he was about to submit to the House was to the effect that the terms agreed upon by the Dominion concerning this great work. The Bill contained the provisions with regard to the building and management of the road by private enterprise. The railway must be commenced within two years, and completed within ten years from the date of Union, which was the 20th July of last year. The Government would ask for power to arrange with

some amount of foreign capital was introduced, and the Grand Trunk and Great Western Railways were pushed forward with energy. The employment thus given to the people, the money being expended among them, was a new experience, and, without stopping to consider that these expenditures must be only temporary, men plunged into speculations of the most extravagant character. At least one bank in Upper Canada, whose directors became apparently seized with the same spirit of madness, promoted these speculations with a disregard of ordinary commercial prudence, which, viewed in the light of subsequent events, was utterly unjustifiable, and laid the foundation for its own downfall. It is not, therefore, to be wondered at that with the completion of these public works, with the stoppage of the large expenditures upon them, came the crisis of 1857. As the inflation had been produced by large expenditures of foreign capital, so the crisis followed upon the ceasing of these expenditures. It was the simple principle of cause and effect operating in both cases, and the same results which ordinary prudence, unblinded by the atmosphere of commercial recklessness, should have foreseen. The case to-day is entirely different. Canada's prosperity is in no way due to abnormal circumstances. We have had no great expenditures, nor have we discounted in any way the expenditures of this character which are about to take place. The prosperity has been due simply to the development of local enterprise, and to the ordinary commercial expansion which the necessities of the country have produced. True, we have had, especially in Ontario, some railways built; but they have been local undertakings, begotten of local necessities, constructed with economy, which stamp the principle of commercial success. The difference, therefore, between the prosperity of to-day and that which preceded the financial crisis of 1857, the fact which separates the one from the other, is that the one was produced by expenditure of money, and the other by the construction of large public works with foreign capital, while the other is the outgrowth of the natural progress of the country, and of those political changes which have removed the barrier of hostile tariffs, which formerly divided the British Provinces in America. While therefore, commercial prudence and caution and foresight are at all times necessary in communities as well as with individuals, while they are at no time so necessary as during periods of unusual prosperity, we are inclined to think that the present condition of Canada is one to create any serious fears for the future.

As to the public works which are about to be undertaken by the Government, no one can question their necessity, nor can it be fairly doubted that they will return to the treasury, either directly or indirectly, far more than their cost. It is a fact worth noting that the surplus revenue of this year, represent a capital almost sufficient, guarantee of our bonds is taken into account to effect the enlargement of the canal, and give a like guarantee of five million pounds sterling to the Company which undertakes the construction of the Pacific Railway. The revenues will continue to increase there can be little doubt. It must be remembered that the contemplated public works are designed to open up large tracts of fertile lands for settlement, and that every additional settler becomes a contributor to revenue. It is admitted by all persons now that the Canadian Northwest territories comprise an immense area of the very best land in the Dominion, and are capable of sustaining a population of several millions of people. The opening up of these territories, therefore, which the Pacific Railway is designed to effect, instead of being regarded as an expenditure bringing with it the burden of taxation, will in reality be a permanent producing large revenues, and actually lessening the aggregate burden of the people. And with the railway, as with the canals, their enlargement is a necessity of our position. In every view, therefore, whether we look at the present acknowledged prosperity of the Dominion in the light of the causes which have produced that prosperity, or to its future, in view of the enterprises which are in contemplation, we find grounds for the utmost confidence in Canadian prospects.—*Montreal Gazette.*

OBSTRUCTION OF THE OTTAWA.—We understand that an effort which was made some two years ago to obstruct the navigation of the Ottawa, by placing a boom across a portion of it, with a Carrillon, is again to be attempted, and that the Government so far entertain the idea, as to have allowed plans thereof to be prepared by the Department of Public Works. This is in the interest of a few Quebec lumber merchants, who by running saw logs down the river, wish to effect a slight saving. This placing of booms in the stream threatens, it is said, to throw a great impediment in the way of navigating the Ottawa by the hundreds of barges and steamers that pass over its waters during the summer; and, were there no other reason to condemn it, there is the fact that it would, in effect, be an interference with what must be considered as the Queen's Highway. Every facility should be given towards the navigation of the stream, and no private right or privilege should be allowed to be established, that in any way conflict with the fullest and freest use of the river by the general trade.

TERRIBLE ACCIDENT.—About half past ten o'clock yesterday morning, an accident of a fearful character occurred at the Parliamentary library. About two tons of stone was being hoisted by means of a derrick, when two men, named Mason and Curran, got on the stone to the top of the building. The load was hoisted to nearly the height of the library when one of the ropes broke, and men and stones were precipitated indiscriminately to the ground. Mason, an aged man, had one leg broken in two places and the other received but one fracture; Curran got one leg broken, both men sustaining other but minor injuries. Considering the nature of the accident it is a matter of astonishment that it did not result fatally to the unfortunate and foolishly men, who were so rash as to hazard their lives in such a manner.

Dr. Wood and other medical gentlemen were promptly on the ground and attended to their wounds.—*Ottawa Times.*

April 1 was Bismarck's birthday. But he isn't one of them.

The cabinet-makers of Montreal are about to strike.

The Princess Imperial of Germany, daughter of Queen Victoria, has been delivered of a daughter.

There is much excitement in the British House of Commons. There are symptoms of an approaching critical contest.

A lady of Rochester, Minn., has obtained a patent for a fan, to be attached to a sewing machine, and operated by the same power.

The Albany Evening Journal states that the fortune which Hon. Erasmus Corning leaves his son and only child is estimated at eight millions.

The Hon. Joseph Royal, Provincial Secretary of Manitoba, sold his household goods and furniture, prior to his departure, with his family, for the Northwest.

The news from Spain is serious. Don Carlos is probably on Spanish soil, at the head of troops, while in Madrid, an enthusiastic warlike meeting was held in support of the Throne.

All save one of Queen Victoria's ladies waiting are widows, her choice being Prince Albert died. They receive £1,800 per annum, and are the widows of the deceased peers.

A son of George Marr, of Windham, broke both bones of his leg and partly dislocated the ankle joint recently by jumping from a fence, allowing his foot to be caught by a spike.

PENNSYLVANIA.—Two new steamers belonging to the Union Forwarding Company will be launched at Pembroke as soon as navigation opens. It is said the launch will be celebrated in the usual manner.

At the great Conservative meeting in Manchester a few days ago, Lord Derby expressed his full confidence in the leadership of Mr. Disraeli. This intimation is of great importance at the present time, as it shows that there exists no rivalry between the two statesmen.

Farmers in the Ottawa district have begun to plough late lands and do not think this a very late spring after all.

They report favorably of the general aspect of the crops, and are of opinion that they are comparatively safe after the winter's frost.

The geological survey of the Dominion is to be carried on vigorously, and Parliament has been asked to grant an appropriation of \$45,000 annually for five years for the purpose. The great importance of this survey can hardly be over-estimated.

Mount Vesuvius is again in a state of violent eruption. A column of flame shoots several hundred feet above the crater, and stones, ashes and cinders fall in dense showers around the summit.

Tourists are hastening to Naples to witness the spectacle.

The Rev. Robert Moffat, the African missionary, who has been for 14 years in the interior of Africa, considers that his son-in-law Dr. Livingstone, is safe, and is staying at the headquarters of some chief until he receives aid from home.

They have a custom in Germany of requiring the members of the Royal Family to learn a trade, apparent in the view of possible revolutionary changes.

We learn that Prince Henry, son of the Crown Prince of the German Empire, and the Princess Victoria of England, has just been apprenticed to a book-binder in Berlin. His father is an experienced compositor.

A New York paper observes that the experience of England, Canada and Continental Europe demonstrates that nothing adds so much to the efficiency of the militia as the use of ranges for competition in marksmanship, yet in the United States, from inability to procure ranges for practice, the militia are slow to retain in their ignorance of the use of the rifle.

A correspondent writes from Naples: This city has been more crowded than Rome the last month; every hotel that tried every day for a lodging in vain, hired a railway carriage, and during the night and returned to some in the morning.

A court at Hong Kong lately condemned a criminal to be killed by a bullet. The culprit, a strong and healthy man, was kept awake constantly by the sound of the firing of the gun, and he died of the noise.

The Chatham Press says:—We hear from almost every quarter that the fall wheat looks very much better and more promising than was to be expected at this time.

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Editor Carlton Place Herald.

On Wednesday evening, 24th inst., a number of the leading men of the North Annapolis Agricultural Society, assembled at the residence of Doctor Mostyn, and presented him with a very valuable

arm clock, silver tray and Gold mounted cane. The articles were of the very best kind, and cost something in the neighborhood of (\$200) two hundred dollars. The presentation was made by the 1st Vice President, with the following address:

MATTHEW, DEAR SIR.—The members of the North Annapolis Agricultural Society beg you to accept of this arm clock, silver tray and Cane, as tokens of their respect and esteem, and for the very efficient services you have rendered them as President of this Society.

On behalf of the Society.

REPLY.—In accepting your very handsome presents, allow me to return you and the gentlemen who have subscribed for them, my very sincere thanks. The efforts I have made for the benefit of the Society, were made with the best of intentions, and with the hope of receiving a reward, but really for the advancement of the agricultural interest of this country. True I am not a practical agriculturist; I wish I was, for there is no more independent life than that of the farmer, and none which conduces more to the wealth of a country. In my capacity as your President for the last six years I merely did my duty as such; and if my humble efforts have met your approbation it is all that I at any time wished for, and it is to myself a great satisfaction to be able to forward the interest of the Society. I shall only be too happy to do so. Again thanking you for your very flattering testimonial, more for the spirit it has evinced, than its intrinsic value.

I am yours very truly,

WILLIAM MONTAGUE.

Amongst those present we observed L. Nasmith President of the township Society, J. Black, J. D. Gommil, A. Cochran, J. Steel, F. A. W. Lister, R. Bryson, P. Cram, J. Stevens, P. McArthur. The Doctor at the conclusion of the meeting, expressed his appreciation of the gifts, and his friends (some twenty-five in number), to share his hospitality and until the wee sma' hours the company amused themselves around the festive board, and whiled away the time in the happiest manner imaginable. The members of the Society, understanding particularly interesting in their description of Ramsay in its early days, and in drawing a comparison between them now and then showed a decided preference for the present.

After spending a decidedly pleasant evening, the company dispersed, expressing unanimously the wish that the Doctor might long live to occupy the honourable position of President of North Annapolis Agricultural Society.

ONE WHO WAS THERE.

PRESENTATION.

Admission, 10th April 1872.

Dear Editor: You will oblige me by inserting in your well conducted and popular journal in this locality by giving the following account of a school in the Township of Adams, which was held in the School-house of S. Section No. 2 in the Township of Adams yesterday, a place in your next issue.

The examination commenced at half past nine A.M. The number of pupils present being 37. They were through the various subjects of Reading, Spelling, Grammar, Geography and Arithmetic with much credit to themselves and their Teacher. It also appeared that the school was well conducted, and that the pupils were well instructed in the various branches of learning.

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