

OTTAWA RIVER IMPROVEMENT.

House of Commons, March 28, 1870. CONTINUED.

Mr. SHANLY said he trusted no objection would be made to granting the Committee asked for by his hon. friend from Ottawa County. He trusted that the House would continue to discuss and to investigate this question, session after session, with a view to obtaining all possible information on the subject of the navigation of the Ottawa. The labours of the Special Committee, properly directed, would serve to collate and to record such information, and the Committee itself being composed of members brought together from the furthest parts of the several Provinces, many hon. members of the House would thus have an opportunity of learning much that they cannot now be expected to know of the capacity and value of the great river that waters the heart of the Dominion. It was not to be expected that the Government could, all at once, undertake so vast a project as the opening up of a continuous navigation from Montreal to Lake Huron by way of the Ottawa and Lake Nipissing; but he did think that the improvement of the navigation from Montreal to the Capital should engage the early and earnest attention of the Government. There was already a trade upon that part of the river that was suffering to the extent of millions of dollars every year for want of proper facilities of transport. He alluded to the sawed lumber trade. He trusted that the Government would come down with a scheme for improving this portion of the navigation immediately. It would not do merely to enlarge the lesser of the now existing locks to the dimensions of the larger, but he thought that whenever a new lock had to be constructed, or an old one enlarged, the work should be done with a view to making each new lock of such dimensions and depth as ultimately to form part of a complete and uniform system of navigation adapted to the greatest available capacity of the Ottawa and other waters in the chain from Montreal to Lake Huron. As a practical engineer he would suggest that if but one new lock were to be constructed each year it should be of the full dimensions, which the evidence to be adduced before the Committee would show to be the extreme limit to which the natural capacity of the waters is susceptible of improvement. The labours of the Committee should be particularly directed to ascertaining from those who are thoroughly acquainted with the river, what depth of water may safely be calculated on as obtainable for a thorough navigation. He had not changed the views he himself held on the subject, and which were embodied in a report printed by order of the House of Assembly of Canada two years ago. He admitted that some two or three years since he had seen lower water in the Ottawa than he had calculated on when he made his surveys in 1856 and 1857; but still he believed that ten feet of water was obtainable throughout. His hon. friend the Minister of Justice asked "How about the climate in the region of Lake Nipissing?" There is no doubt that the region is a cold one, and that the season of navigation would be somewhat shorter by that route than by the Lakes and the Welland Canal, but he believed that the difference would be more than neutralized by the advantage of distance in favor of the Ottawa route, which would be, as between Lake Michigan and Montreal, some 360 miles shorter than the Lake route. In his published report on this subject, he estimated that the Ottawa season would average twenty days less than the Lake season; but he also stated his belief that, owing to the shorter distance, vessels using the former would do as much work—make at least as many trips—in the shorter season as they could do by the Lake route in the longer season. He advocated a ten feet navigation. He did not think that a greater depth was wanted in any part of our Canal system except the Welland. It was simply seeking for an impossibility to suppose that the great trade of the Upper Lakes, save in exceptional instances, would ever pass to the ocean without transhipment somewhere. He felt sure that even if only for economic reasons, transhipment would take place, and he felt sure that a continuous ten feet navigation by way of the Ottawa would bring an immense carrying trade to Canada.

Mr. MACKENZIE—Was not twelve feet the maximum depth mentioned in your report? Mr. SHANLY—No; ten feet. Mr. Clarke, who made a subsequent exploration of the route, reported in favor of twelve feet; but he (Mr. Shanly) held that ten feet was as great a depth as could be obtained within any reasonable limits of outlay.

DR. GRANT also addressed the House on the subject.

Mr. YOUNG (South Waterloo) said that whenever the question came up for discussion he would support any practicable scheme for improving the connection between the Upper Lakes and the ocean. He was inclined to believe that the Ottawa route would prove the most desirable; but he would ask the hon. member for Grenville if a statement made in the Ontario Legislature, to the effect that it would be impossible to get depth sufficient for a Ship Canal, by way of the Ottawa, were true?

Mr. SHANLY said that, as already stated, he considered ten feet as much as could be hoped for. Mr. Clarke, whose survey was made under the Board of Works, some three years subsequent to his (Mr. Shanly's) survey, took a much more sanguine view, and reported that twelve feet could be attained throughout, for a much less outlay than he (Mr. Shanly) had estimated as the cost of ten feet. He adhered to his original opinion that ten feet was the outside limit of capacity as to the depth of the Ottawa, Mattawan and French River waters.

Mr. MACKENZIE—That is the same depth as the Welland?

Mr. SHANLY—The same depth as the Welland now is. He was satisfied that none of our Canals, except the Welland, need have more than ten feet of water. Transhipment, as he had before observed, would take place at some point between lake navigation and the port of shipment into ocean vessels. There were good reasons in favor of transhipment. In the first place the grain benefits by being

passed through elevators after a long lake voyage. Then the cost of carrying in river and canal would be much lower by barges than by propellers. The same engine required to bring a propeller safely through the storms of the great lakes would, put into a small tug-boat, be sufficient to move the cargoes of half a dozen propellers on river and canal. Seeing what had been done on the St. Lawrence of late years he had come to the conclusion that the carrying trade of the river, in so far as grain was concerned, had gone irrevocably into barges; and he believed that were the Ottawa navigation completed throughout, the rule would be transhipment from propellers and schooners into barges at the mouth of the French river. They might call the navigation a "Ship Canal," or by any other high sounding name they liked—what he recommended was: locks 250 feet long, 50 feet wide, with ten feet depth of water. Such a navigation would give them all they need desire—the command of the carrying trade of the lakes.

Mr. A. P. McDONALD said, the Government had stated the other day, that it was their intention to appoint a Commission to give judgment on this question. He was opposed to a commission, as there were practical men in the department who could give as good an opinion as any men whom they could appoint, and Mr. Page could give them as much information on the subject as any man in Canada. As to the report being brought before the House next Session, he would only say, with regard to the Welland Canal, which ought to be attended to at once, that no work could be done except during the winter, and if they delayed it would be ten or twelve years before the improvements could be carried out, as they could not expend more during the season than from \$200,000, to \$300,000. The necessary work should begin at once, and it would find employment for a large number of people who had every winter to leave the country to look for work, and although the expense would be rather heavy, yet by the enlargement they could secure such a portion of the great American trade as would yield a revenue, and the enlargement would cost nothing additional for attendance. At the present moment the Americans were expending \$700,000 in constructing a canal at St. Clair to secure the trade of the West, and would manage to do so before we were ready. The Minister of Justice said they were holding back from this improvement as a return which could be made for Reciprocity. He had considerable acquaintance among the Americans, and leading men among them had said to him, that the free list was so extensive that it covered all that they had to send and so they had no need to give Reciprocity. If that were reduced then there would be some ground for an agreement. As to a Ship Canal on the Ottawa he differed from the members for Grenville and for the County of Ottawa. It was impossible, he believed, to get ten feet without an enormous expenditure. To get ten feet he believed would cost not less than \$30,000,000. He thought they could get 8 feet, which would give them a practicable route which nature pointed out as the course of the trade of the west, and if the Government did their duty they could have the work completed in ten years. Ontario, Quebec, Nova Scotia and New Brunswick held large quantities of unemployed lands, and he thought the Government here could arrange with them for the benefit of all, to obtain thirty million acres with which to build the canal. The Sault St. Marie Canal had been built in this way, and thousands of miles of railway, the lands for the building of which were held by members of the Imperial Legislature, who acted as Emigration Agents to fill up the new territory of the United States. Something of the same kind should be done here. The leader of the Ontario Government had an opportunity of doing the proper thing in this respect towards an important public work, but he failed to take advantage of it. Canada had a front of 1,500 miles long, with a depth of 300 miles wide, of which any improvements have been made in only 60 miles deep, leaving 240 miles of wilderness. No attempt had been made to open up this, except by the Government of Quebec, which deserved every credit. The Government here were like the people of Ottawa, who could see nothing but saw logs and lumber, and had their eyes full of saw-dust so that they could not spend one dollar on the improvement of the city, or on getting waterworks. The Government could see no duty beyond the pressing necessity of keeping their seats in the Cabinet, into which they would be none the worse of admitting a few members of the Opposition. He trusted the Government would abandon its proposal for a Commission, and put the matter in the hands of practical men.

It being six o'clock the House rose.

AFTER RECESS.

Mr. McDUGAL (South Renfrew) resumed the debate. He disapproved of the appointment of a Commission on the subject of canals, and argued that it was the duty of the Government to enter upon the work at once. With reference to the cost of the Ottawa and Georgian Bay Canal, they had the evidence of one of the members of the House, who was authority on such matters, that it would not cost more than twenty-four millions. Mr. OLIVER—Mr. Speaker: I take this opportunity of expressing to the House my views respecting the position of the country with regard to the construction of great public works. There can be no doubt that the Dominion of Canada is now in a better position to build the works (generally conceded as necessary) than at the time of the construction of the Grand Trunk Railway and the existing canals. The value of public works should not be estimated by what they pay into the treasury, but by the indirect advantages conferred upon the country by the expenditure connected with their construction and the indirect increase in the value of property and facilities for transport. The amount expended in canals has paid it, it is true, but one-half per cent. on the investment; the Grand Trunk has paid really nothing on the Provincial loan, but can any man deny that the indirect advantages obtained exceed by far the sacrifice made in the expenditure? The vast addition to our population during the period of construction, and the consumption of tax-paying goods, the natural result of increased pop-

ulation, enable the Government to pay the interest on investments of this kind without rendering it necessary to augment the burden of taxation to be borne by the people of the Dominion. Our canals have cost fifteen millions of dollars; the Grand Trunk received from the late Province of Canada about fifteen millions of dollars. But can it be said that this apparently enormous expenditure has impoverished the country? No, Mr. Speaker, if these great public highways were closed to-morrow, the people of the country would rise in their might, and insist upon any reasonable sacrifice being made to procure their reopening. Our farmers, previous to the opening of these great highways, made a living only, now they are amassing wealth, and their prosperity is due mainly to the increased facilities of communication by which grain and produce can be moved towards a market. The people of the West did not complain of the construction of the Intercolonial Railroad, but of the route taken. I had heard a rumor that there was a gentleman at present in Ottawa who was willing to make an offer to construct a road from Riviere du Loup to Halifax for \$20,000 a mile, and another gentleman was prepared to do it for \$25,000 a mile. If such propositions were made, they ought to be seriously considered. If it could be carried out at that rate we would save sufficient to make all the canal improvements that are required (hear, hear). The result of increased canal accommodation would be to produce general prosperity between Ottawa and the Georgian Bay. There are tracts of country fit for settlement, and nothing would more effectually promote the settlement of the country than works of that kind. That work is a necessity. The navigation should be improved from the head of Lake Superior to the Ocean, if we wish to accomplish a desirable object. If we are to succeed in such a vast but important enterprise, looking at the matter from a national standpoint, I certainly think that the Ottawa Canal should claim our first attention. The construction of the proposed canal would shorten the distance from point to point: would open up a large section of country which would be available for settlement under greater facilities than those now offered, and would give width to our country, while now we have length, without the important desideratum of breadth. In a word, Mr. Speaker, the increase of our population would enable the Government to provide for the extra amount of interest on the capital expended in these public improvements. The total liabilities of the Dominion scarcely exceed one hundred millions of dollars, or about two dollars of interest per head on the population. It seems clear that no country in the world is so lightly taxed for the interest of its debt as Canada, and we are therefore in a better position now, I repeat, to undertake public works of general benefit, than we were twenty-five years ago. The figures and distances can be easily stated:

Table with 2 columns: Route, Distance. Montreal to Lake Huron.....430 miles, Navigation now available.....351, Canals to be made.....20

Estimated cost.....\$12,058,680. I conclude, Mr. Speaker, by trusting that every facility will be granted by the Government in connection with the proposed opening up of canal communication via the Ottawa Route, and that Public Works of this character should, when found desirable, receive from this House and the country, a fair and liberal encouragement.

Hon. Sir FRANCIS HINCKS said he would speak rather as a member of the Ottawa Country than as a member of the Government, leaving it to the Minister of Public Works to speak for the Government in this matter. He thought that some members misapprehended the object of the Commission that was to be appointed. That Commission would not interfere in any way with the Public Works Department in the execution of the works. He had always taken a deep interest in the improvement of the navigation of the Ottawa, and he was satisfied that the policy of the Government in this matter was the correct one. That, as already announced by the Minister of Public Works, was to first improve the navigation between Montreal and Ottawa.

Hon. Mr. LANGEVIN said that the subject under discussion had frequently been under the consideration of the House. What had been heard showed that the Government were correct in their intention to appoint a commission. The hon. members for Grenville and Middlesex differed with each other on the subject of the canal proposed, and outside, engineers differed from both of them. This showed the advisability of exercising great care to prevent mistakes. The commission would therefore compile the fullest information on the whole canal system. When the Government came down with a scheme for these canals, it would be prepared to show the House that the means of the country will be sufficient to meet the extra expenditure. In reference to the Bay Verte Canal, and the improvements of the River St. John, he said that during recess surveys would be made to see what could be done. In the improvement of the Ottawa, the first thing would be to improve the Grenville Canal. It was the intention of the Government to place in the estimates an appropriation for the purpose of increasing the size of this canal.

Mr. MACKENZIE had been amused at the mode in which the Minister of Public Works had tortured the difference of opinion between the hon. members for Middlesex and Grenville into an acknowledgment that the Government policy was the correct one. If the opinions of honorable gentlemen in the House, like the member for Middlesex, who had no engineering ability were to be taken as an authority there never would be any progress made in the matter. He (Mr. Mackenzie) supported the scheme not so much on account of its being a short means of communication with the West, as because it would open up the back territory. The distance by the Ottawa would be, no doubt, shorter than by the Lakes, yet the difference in time would not be much when the time lost in canalage was taken into account. In reference to the desirability of getting ocean-going vessels into our upper lakes, he said, that he considered that this would be found to be impracticable, because the class of vessels

that sailed on the ocean had to use centre boards, and although many of our lake vessels had to make quick trips across the Atlantic, several of them had been lost in storms on account of the absence of those centreboards. Then again, even if the canals were deepened sufficiently to allow large sea vessels to pass through them, it would not pay carriers to run lake or sea vessels with crews of fifteen men through them, when barges of three or four men could do the work more cheaply. Again, if sea-going vessels once got through the canals into the lakes, they could not enter our harbours drawing the depth of water which they do, nor could they enter the American Harbours of Chicago, Milwaukee, Toledo, Sandusky, &c.; none of which had a depth of more than eleven feet.

Mr. BLANCHET favoured the appointment of a Commission on the subject of Canals, and said, that was the plan pursued by the American Congress in reference to the construction of the Erie Canal. He spoke of the value of the Ottawa Canal to the whole country.

Mr. SHANLY explained, with reference to his previous remarks, that he did not advocate a Ship Canal. What he believed possible was, more properly speaking, a barge canal—a canal ten feet deep, and fifty feet wide. The same amount of steam power required for a propeller on the lakes, could move six times the amount of produce in barges on canals.

Mr. McCALLUM said our canals had been of great benefit to the country, and he hoped the Government would go on with the work of improving the canals and constructing new ones, without throwing all the responsibility on a Commission.

Mr. RYAN (Montreal West) was glad to hear that the Government intended to improve navigation between Montreal and Ottawa. He referred to impediments in navigation at the St. Ann's Locks, and said it could be removed at a cost of \$2,000, and hoped another season would not be allowed to pass without its being removed. Immediate work was required to improve navigation between Montreal and Ottawa, but he also favored the larger scheme indicated by the motion, and would be glad to find the Government prepared to take hold of it next session.

Mr. SIMPSON (Algoma) referred to the activity of the Americans in the matter of canals, and said the success which attended their efforts should induce us to follow their example. He approved of the Ottawa Canal scheme, and was glad to learn that the Government were disposed to take hold of the work.

Hon. Sir JOHN A. MACDONALD was gratified at the tone of the debate. With reference to the appointment of a Commission, he said it was not intended by the said appointment to delay the execution of the work, but to collect the necessary information to enable the Government to establish a general scheme, such as was proposed, embracing not only the Ottawa navigation but navigation between the head of Lake Superior and Fort Garry, as well as other important routes. The Commission would in no way interfere with the progress of those works that required to be undertaken at once. The report of the Commission would enable the Government to decide the order in which the works should be taken up. He understood the object of the Committee asked for in the motion, was to lay before the House information on the important subject of the navigation of the Ottawa and French rivers, and revive public interest in the subject. Besides the report of such a Commission would show to the Provinces of Quebec and Ontario the advantage such a work would confer upon them, and the importance of their aiding the work as Provinces. If all the projects urged upon the Government were counted up, the entire cost would amount to something immense, and it was, therefore, necessary, high as the credit of the country was, to not rush into these works without full information before them.

Hon. Mr. CHAUVEAU pointed out that the Province of Quebec had scarcely any other revenues than the subsidy from the Federal Government and the revenue from Crown Lands. The Local Government of Quebec were endeavouring to apply their revenue from Crown Lands to colonization purposes, and he believed they could go no further than that. And it should be remembered that in promoting immigration and colonization the Local Government were not adding to their own revenues, but rather to those of the General Government, as every settler paid duties to the General Government. Under these circumstances it could scarcely be expected that the Local Government could give away their lands to promote the Ottawa Canal scheme.

Hon. JOHN SANDFIELD MACDONALD said, that all the information possible respecting the Georgian Bay and Huron Canals, had been obtained that could possibly be got. All were in favor of making great works but no one pointed out where the means were to come from. The North-West had been acquired, and must be paid for, and other works were spoken of. It cost members nothing to talk about these things except the waste of time. The present debate was the greatest tempest in a teapot that he had ever heard of, a discussion arising from a petition signed by twenty-nine men, nineteen of whom had signed with crosses. The whole discussion had been gone over year after year and he thought the Government should have had firmness enough to resist the appointment of any such committee as was asked. They had got to hitherto without commissions. There was none on the Grand Trunk, the Welland Canal or the Intercolonial Railway. He remembered that on one occasion, on moving an amendment to the address, on the suggestion of Mr. Agar Yielding, member for Ottawa, regretting that nothing had been mentioned in the Governor's speech regarding the improvement of the Ottawa, expecting of course that the members from Ottawa would vote with him, but they all went against him, and from that day to this he never spoke of the Ottawa improvement again. He opposed the petition on constitutional grounds, and hoped that if the Committee were appointed, they would have their duties strictly defined.

Mr. ALONZO WRIGHT said the present was the only petition sent this Session from his constituents. Last Session the House was flooded with petitions from

all parts of the country, and the member for Cornwall had no right to treat so great a subject as flippantly as he had done. There was no doubt good reason why the Ottawa members had not supported the member for Cornwall. He remembered when that gentleman had pestered him so much that he was obliged to seek refuge in a sacred edifice (laughter.) With regard to the Ottawa, he thought it was necessary that its interests should be advocated, as intimately connected with those of the Dominion, and he was therefore glad to find that the Government had promised to improve the navigation to Montreal, as an instalment of the important work to be done.

Mr. FERGUSON objected to the remarks of the member for Cornwall, making light of the value of a commission on the subject of canals. He argued that the Huron and Ontario Ship Canal presented advantages which could be derived from no other route, and contended that a grant of land to do such work would induce emigration, which would in turn add to the revenues of the Government, and the general prosperity of the country. It was a fact that with the grant of ten million acres of wild lands, the Georgian Bay Canal could be built without the expenditure of a single dollar of public money, and he hoped the Local Government would take the advice of the Minister of Justice and adopt the wise policy of giving a grant to such a valuable public work. He would with pleasure vote for the motion before the House.

Mr. ROSS (Champlain) hoped the Government of Quebec would reconsider its decision and by a grant of land assist in the development of the Province and of the Dominion. This could only be done by modifying their policy in the matter of the public lands.

Mr. CURRIER supported the appointment of a Committee, and it was always necessary to agitate public opinion in this way before anything was done by any Government he had ever heard of. The people of Ottawa were always taunted when they asked for anything, by being told that they had the Parliament Buildings. He could say that he would rather have a half dozen good mills than these splendid buildings.

Mr. WALSH pointed out that the navigation of the Ottawa was greatly impeded by the practice of throwing out waste slabs and saw-dust.

Hon. Mr. Hulton said the most important feature of the debate was the announcement of the Government of the appointment of a commission. He wished the Minister of Justice to explain more fully the nature of the duties of this commission. As he looked upon it their duties would be narrowed down to the enquiring into the best mode of proceeding with the work contemplated, and the scale of works upon which they were to be proceeded with. He would like to know more fully and officially the precise nature of the functions of this commission.

Hon. Mr. HOWE supported the proposition for a commission to investigate fully and impartially the whole subject, and bring up such a report as would secure the Government and the members of the House from the importunities of those interested in various schemes. He stated the result of the experience of Nova Scotia in constructing public works, which had been highly successful. He urged that the public works should not be pushed on with such rapidity as would endanger the credit of the country, and to avoid this he deprecated entering upon such works without due deliberation and exact information.

Mr. JONES (Leeds) agreed that the matter required deliberate attention from the extent and cost. He regretted that he had heard nothing of a surplus this year when there should have been one, if ever. It was necessary to have economy in all departments. He had made up an estimate of the cost of the proposed works and the amount would be \$164,000,000. At present the only public work having interest was the Welland canal. The Grand Trunk returned no interest for advances, and it was more for the benefit of the Western States farmers than our own. He thought the gentlemen on the Treasury Benches were wise in their day and generation; it would satisfy everybody and do nothing. He would ask the Finance Minister whether there were any funds for this purpose. The member for North Oxford believed this was the happiest people in the world, with fewer taxes than any other, but the resources had not increased by Confederation, and he knew they had to pay a good many taxes. He trusted they would go to no great expense for public works, except what were absolutely necessary.

Hon. Sir JOHN A. MACDONALD said to satisfy the House he would lay the draft of the proposed Commission before the House before it was issued. The motion then passed.

To ASSIST NATURE most effectually in her efforts to throw off or resist serious disease, it is essential that an impulse should be given to functions which growing ill health suspends or weakens, namely the action of the bowels, bilious secretion, and digestion. Oftentimes, though this is impracticable by the use of ordinary remedies, it proves an easy task when Northrop & Lyman's Vegetable Discovery and Dyspeptic Cure is resorted to. Sold by Harkness and Co., Druggists, Dundas street.

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LORD LANSDOWNE'S QUEEN'S COUNTY ESTATE.

To the Editor of the Spectator: SIR.—We ventured to assert, in the letter you were good enough to publish, that the Government loaned money to Lord Lansdowne at 3 1/2 per cent. interest, for building and drainage purposes, and that Lord Lansdowne loaned his money to his tenants at 5 per cent. interest, thereby making an annual profit of £1 10s. on every £100 so borrowed. When our cases were before the Land Commission, Mr. Atkinson, Q. C., counsel for Lord Lansdowne, admitted the same. Mr. Trench, in his letter on the 22nd inst., says this statement is "absolutely misleading;" at the same time, he avoids contradicting it, and for the best of all reasons, he could not.

The truth, the plain and simple truth, is not to be disproved by any amount of sophistry, or by branching off into side issues, or by discarding wholly irrelevant points. It is and was a matter of perfect indifference to us what arrangements were entered into between Lord Lansdowne and the Government for the easy repayment of the principal of these loans. Whether it was to be repaid in five years or forty-five years mattered not to us, we were carefully boycotted from participating in any advantage likely to accrue therefrom. If a tenant paying £50 a year rent had £200, borrowed by the landlord from the Board of Works, expended on his holding, his rent was raised to £60 a year; that is to say, £10, the interest at five per cent. on £200, was added to his rent. Why was it that the rent did not stand at £50, and give a separate and distinct receipt for £10 amount of interest on money expended, as the tenant would naturally expect to be relieved from this burden at such a time as he had principal and interest paid to the landlord? The reason is obvious. The landlord desired to permanently increase his rental, and thus prevent the tenant from acquiring any property in the improvement so created by Government money.

Mr. Trench says, "The theory that the increase of rent which the tenant assumes has been assumed in perpetuity is a pure delusion, and for this simple reason, the tenancies were yearly ones;" "and there could be no contract," "except a yearly one." Exactly so; he had the power of imposing what conditions he chose, of raising the rent how and when he thought fit, and it was, therefore, unnecessary for him to have any further contract. It was the policy of the management of almost all Irish estates to increase the rental on any and every pretext, and it was this policy, together with the uncertainty of tenure, that gave rise to the late agitation, by which the tenant-farmers of Ireland have gained so much, as it compelled the passing of the Land Act, which has baffled and frustrated landlords and agents in their benevolent intentions of improving the tenant's holding at the tenant's expense, at the same time increasing their own rental, which has permitted and allowed the hitherto serf to enjoy the fruits of his own industry, to live in peace and contentment on the soil of his native land, and that so long as he pays his way and obeys the law, he may consider himself the peer of any man. It has been insinuated that we considered ourselves justified in refusing to pay rent during the late agitation. Such is not the case. In 1879, we asked an abatement, to help us through that disastrous year, and were refused. In November, 1880, we renewed the application, with greater effect, and received twenty-five or thirty per cent. abatement on one year's rent. In November, 1881, we sought a similar abatement, at the same time desiring there should be a permanent settlement. The tenants met Mr. Trench and Mr. Rochfort in the school rooms here, and were told that these gentlemen were only paid servants, and consequently had no authority to make terms; that they came to learn our views, and place them before Lord Lansdowne, the upshot of this interview being that several tenants were served with writs from the superior Courts, and our amicable relationship much broken up. We fearlessly assert that no terms were offered to us in 1881, and that if any had been, we were prepared to favourably consider them on their merits. Mr. Trench says he did not include Lansdowne Lodge, rent office, or the other improvements we enumerated, in the £20,300 he spoke of in his first letter; it would be interesting to see the items, as Mr. Rochfort, under-agent, stated at a meeting of the tenants in November, 1880, that £14,000 were expended on these improvements. Who knows most about it, the agent or under-agent? Between them be it.—We are, Sir, &c.,

Patrick Kelly, Michael Kelly, Michael Dunne, Bryan Coffey, John Lyons, Denis Brennan, Laurence Byrne, Margaret Troy, Dennis Dunne, John Dunne, Edward Delaney, James Moore, Denis Dunne, sen., John Johnson, Arthur Neil, Thomas Moore, Jer. Murphy, Andy Murphy, Edward Kelly, Pat Lalor, John Brennan, Luggacurran, Stradbally, Queen's County, March 27th.

What's In A Name?

Scrofula is so called from the Latin *scrofula*, a pig, from the supposition that the disease came from eating swine's flesh. It is often inherited from parents, and leads to abscesses, ulcerous sores, debility, king's evil and consumption. The case of the Rev. Wm. Stout, of Warton, who suffered 23 years from scrofulous abscesses, is one of the most remarkable on record. Burdock Blood Bitters cured him after the best medical skill had failed.

Mr. C. E. Riggs, Beamsville, writes: "A customer who tried a bottle of Northrop & Lyman's Vegetable Discovery says it is the best thing he ever used; to quote his own words, 'It just seemed to touch the spot affected.' About a year ago he had an attack of bilious fever, and was afraid he was in for another, when I recommended this valuable medicine with such happy results." Sold by Harkness & Co., Druggists, Dundas street.

The Effects of Whiskey.

The effects of whiskey are always evil, and those who feed upon alcoholic stimulants, vainly endeavoring to cure coughs and consumption, but nurse a viper. Hagyard's Pectoral Balsam is a remedy that is always reliable for all throat, bronchial and lung troubles, and never does harm to any one.