station to Linkoping, the station where the line will strike the Thunder Bay branch, 686 miles, and that from Linkoping to Winnipeg being 371 miles, so that the House will see we have the shortest possible line by which to reach Winnipeg. It will also see that the distance from Montreal to Callendar station is 354 miles, while the distance from Toronto by the Gravenhurst line is 226 miles, or 128 miles less than that from Montreal iles less than that from Montreal

THE CONSTRUCTION STANDARD. I may now advert for a moment to some of I may now advert for a moment to some of the objections which have been urged against this proposition. I am told the standard is too low, that the standard of the Union Pa-cific railway is a very unfavourable standard, and that we ought to have selected something higher. Well, it is very well after having obtained the opportunity of making a con-tract to make severe stipulations, but when I have stated to the House the terms under which these parties have undertaken to con-struct this road, I think you will agree with me they were entitled to as favourable consideration as we could give them. I should like to know what position the Government of Canada would have been in which, after having offered \$84,000,000 in 1878 to the company of which Sir Hugh Allan was the president, should ask the gentlemen who were undertaking to do the same work for \$73,000,000 to make the terms more onerous than those of the previous contract. If any hon, gentleman will turn to the contract with the company of which Sir Hugh Allan was president, he will find that it provided that the standard of construction and equipment of the Canadian Pacific rails way should be the Union Pacific railway, and therefore we have gone as far as any member way should be the Union Pacine ranway, such therefore we have gone as far as any member of this House or any fair-minded man will say we ought to go with reference to the standard. But what is this standard? Why, standard and advantage of the standard of standard. But what is this standard? Why, there are half-a-dozen leading roads in the United States to day of which the standard is mor objectionable in grades and curves than the of the Union Pacific; therefore I think ther is not much ground for cavil in that matter.
When the Union Pacific was built, the Gov of aid to it than we are giving to this read agreed that the standard of the Baltimore an Ohio railway should be put in the contrast of the Union Pacific, and the Baltimore and Ohio railway as everyon. Baltimore and Ohio railway, as everyon, knows, is a road that is doing an enormow traffic, and is regarded as a first-class road. The Portland and Ogdensburg railway, at half a dozen other American lines, have also a standard that cannot compare with the standard we have selected. I need not detak the House, therefore, by trying to show that it would have been utterly unreasonable for the Government of Canada to exact from these gentlemen, who were agreeing to con-struct this road at so much less terms the were agreed to in the Allan contract, a higher standard than we have done. But we have standard than we have done. But we have better guarantee than could be inserted in the contract of the high standard of the read and that is, that these gentlemen are not constructing the road for the Government of Canada to work, but they are constructing as their own property; and when it is constructed, they have to furnish the means a maintaining and operating the road; and every disadvantage of construction will fail every disadvantage of construction will fat upon them, and not upon us. And, sir, what would have been my position in de manding excessive terms in relation to the standard of the road when they had in their hands my own statement, the statement of the Government of Canada, that with all the resources of this country at our back we were compelled to lower the character of the road in order to construct a cheap line of railway, and that the lowest estimate we could make

fore, I need not detain the House by dealin with the question of the standard of the road THE SUBSIDY DIVISION. Nor, sir, will I detain the House very lonupon the other point that has been raised, and that is the mode upon which the money is being divided. I have shown the cost of the Pembina branch at the lowest rate at which we can now put it. If hon, gentlemen have paid any attention to the deplorable description that he late First Minister gave us a year ago as to the difficulties they would have to surmount between Red River and the foot of the Rocky Mountains, I think they will come to the Rocky Mountains, I taink they will come to the conclusion that the amount is not extravagant. I call the attention of the House to this fact. The Government want that road pushed through Red River to the foot of the Rocky Mountains as fast as it can

of the cost of such a work was \$80,000,000, a sum in excess of the whole amount they were

the land at a dollar an acre? I think, there

THE SYNDICATE'S PROGRAMME. The syndicate intend the road to be comeleted to the foot of the Rocky Mountains at pleted to the foot of the Rocky Mountains at the end of three years from the present time. If it be thought a gigantic work to build 300 miles of railway by this powerful syndicate in a year, I may tell hon. gentlemen, for their information, that within the last year a few of these gentlemen completed between 200 and 300 miles of railway themselves, through as somewhat similar country; and therefore it is not an extravagant statement for them to make in stating that they intend to con-struct to the foot of the Rocky Mountains in three years, and to build 300 miles of this road during the coming season. What does that involve? It involves the expenditure of an enormous amount of capital at the outset. The very moment this contract is ratified by Parliament these gentlemen have to put the hands in their pockets and not only rake therefrom a million dollars to deposit with us as security, but they have to put their hands into another pocket the next hour and take out another million to equip the road; and that will be done within the course of the year. After reading the lachrymose state-ments of the hon. leader of the late Governent about these lands and the difficulty of getting them sold, it is not unreasonable to suppose that with all their energy and industry it will take two or three years industry it will take two or three years before they can make these lands to any large extent serviceable by a return of money from their sale. These gentlemen have, therefore, at the outset to lay out an enormous sum of money for equipment and in providing the plant necessary to run that work during the coming three years; and they have in the next place to wait for a considerable period before they can receive any siderable period before they can receive any return for the lands. At the end of the three years all that plant will, of course, be applicable to the other sections. I believe, three years all that plant will, of course, be applicable to the other sections. I believe, therefore, the more it is examined the more it will be found that in the division of money no injustice has been done, and those who place confidence, not in us, but in the statement of the leader of the late Government, have only to take his own statements, which have been read tonight, and that was his estimate of \$20,000 per mile for the portion to be constructed west of Red river, to perceive the advantage of the proposed arrangement. There is another million they have to put their hands into their pockets to pay us, and that is for

into their pockets to pay us, and that is for the work we have constructed west of Red river, and the material we have river, and the material we have on hand ap plicable for the purposes of construction.
Under these circumstances hon, gentlemen's
minds will be relieved to know that we have made the very best division of the money, the enterprise is to prove anything but a fa the enterprise is to prove anything but a fairure. There is a great expenditure of money to be made at the very outset in bringing people to this country. I regard this proposal to secure the construction of the Canada Pacific railway by the agency of this company as of the most vital importance from the point of view that, instead of having to struggle with railway companies in competition for immirailway companies in competition for im-grants, we will have a gigantic railway of grants, we will have a grants and the United States, France, Germany, and the British Islands, co-operating with the Government of Canada. But all that will involve a present canada, But all that will involve a present outlay of a very large sum of money by these gentlemen. The only hope they can have of having any means of sustaining the railway, if it is constructed, is by getting population as rapidly as possible into the fertile valleysof the North-West, and thus furnish the traffic which alone can support the operation of

ing the

I am told that another very obje

we were asking these gentlemen to come forward and take a position from which we shrank. I do not hesitate to say that, important as the enterprise was, the Government felt it was one of enormous magnitude, and trembled almost when they regarded the great cost of construction and operation of the road when constructed; and I ask, when we were shifting from our shoulders to the shoulders of a private company all the which he was a member? It first provides that any persons may construct a railway in the North-West, wherever they choose. They may organize under provisions similar to those under which parties in the United States may construct branch lines. It went further. We have not given these gentlemen a dollar with which to construct branches. We have the what of way for when we were shifting from our shoulders to the shoulders of a private company all the responsibility. I ask this House in candour to tell me whether they do not think that, as far as we could, we ought to have put these gentlemen in as favourable a position for the construction of the road as we occupied ourselves? That is all we have done, and, as I have said before, the moment the lands are utilized they become liable to taxation. I have been told that the lands of the Canada Company being free from taxation—

to those under which parties in the United States may construct branch lines. It went further. We have not given these gentlemen a dollar with which to construct branch lines. We propose to give them the right of way for branch lines, free, and shall be only too glad to do so if they run branches from one end of the country to the other. We felt it was in the interest of the country to give them every facility possible for the strengthening of the trunk line and the pouring of such volumes of traffic over it as are indispensable to the proposerity of the country, and as may

Company being free from taxation—
Mr. MACKENZIE—They were not free

Mr. BLAKE-They were only ordinary large landholders.
Sir CHARLES TUPPER Oh, it was owned in large blocks. Then the case is not Mr. BLAKE—No; this is much worse.
Sir CHARLES TUPPER—Well, we have

taken care they shall not own them in blocks. We have met the difficulty, and covered it;

but, as I said before, these gentlemen must sell their lands. It is impossible to sustain

from taxation.

the road without bringing a population into the country as rapidly as possible. It is said this is a gigantic monopoly—"you not only free the lands from taxation until occupied, but you create a monopoly." If we have one strong point in our case, it is this—that under points no consequence of the Allan contract to the second of the Allan contract to and a company. Under this contract only 25 000,000 acres of land are to be reserved. Under the Allan contract of 1873, and the terms of the Canada Pacific railway Act of 1874, contractors were entitled to have their lands in large blocks of tweaty miles againe. Under this contract the Government have possession of every alternate mile over the whole section and along the whole line of the road. Can there be any mompoly? Why, under the teams of the late Government have possession of every alternate mile over the whole section and along the whole line of the road. Can there be any mompoly? Why, under the teams of the late Government Act the Government Act the Government Act the Government of the Union Racific railway and the late Government Act the Government of the Union Racific railway and the late Government and the contract of the Union Racific railway and the contract of the Union Racific railway and the late of the contract of the Union Racific railway and the late of the contract of the Union Racific railway and the late of the contract of the Union Racific railway and the late of the contract of the Union Racific railway and the late of the contract of the Union Racific railway and the late of the Contract of the Union Racific railway and the late of the Contract of the Union Racific railway and the late of the Contract of the Union Racific railway and the late of the Contract of the Union Racific railway and the late of the Contract of the Union Racific railway and the late of the Contract of the Union Racific railway and the late of the Contract hon. gentleman opposite press more strongly upon us than that of not selling the land below \$2.50 an acre; but we say we should be only too glad to plant a free settler upon every acre belonging to the Government. We hold on the monopoly point that instead of 52,000,000 acres being locked up in blocks of twenty miles on each side of the road, instead of our being bound to sell at no less than \$2.50 an acre, we can open up to free settlement the 29,000,000 acres the Government retains, to utilize it in the interest of the country, over and above the amount given the syndicate, or can sell at prices below the minimum fixed by the terms of 1874. What about the terms of a year ago? Read the resolution Parliament massed here for the ansolution of the House if they have any objection of that kind to make. A year ago a company, with as strong claims to consideration as it would be possible for any company to have on the Parliament of Canada, came to have on the House if they have any objection of that kind to make. A year ago a company, with as strong claims to consideration as it would be possible for any company to have on the Parliament of Canada, came to have on the Parliament of Canada, came to have on the Parliament of Canada, came to have on the House if they have any o ninimum fixed by the terms of 1874. What about the terms of a year ago? Read the resolution Parliament passed here for the appropriation of 100,000,000 acres, and you will see how absolutely Parliament places them at the disposal of the Government for use in any way possible to secure the construction of the railway. Instead of having handed over to a monopoly, as it may be called, those 100,000,000 acres, we hold 75,000,000 in our own hands, to be used for promoting the interests of Canada by free settlement, and by sales to return to us the money rethe only hope of maintaining this road and of operating it after it was built was to retain the traffic of the Canadian North-West by

taxation. The United States Government has given great land grants to railways under what is called the "head grant system," and in one case a company was authorized to select in any part of the public lands of Texas — that magnificent country that has excited the admiration of hongentlemen opposite—the most beautiful and fertile areas without any hindrance or any responsibility whatever. The company received twenty sections of 640 acres each of the unappropriated lands of the State for each mile of railroad which has been or may hereafter be constructed pursuant to

the interests of Canada by free settlement, and by sales to return to us the money required to be paid under the contract to the syndicate. As I said before, the question of freedom from taxation of

tion of freedom from taxation of the lands is not new. In 1870, an Act was

passed in the United States for the relief of the International Railway Company, now consolidated under the name of the Inter-national and Great Northern Railway Com-

pany, which provides similarly to what has been, enacted as regards other railway companies in various States of the Union, that the lands of the company shall be free from taxation. The United States Government has given great land great to relieve the states.

or may hereafter be constructed pursuant to the Act of 1870, "the said company, its suc-cessors and assigns, to have the right to locate the said lands as head rights and without the

necessity of alternating the sections. The said lands and certificates to be released from

all county, State, municipal, and other taxes for a period of twenty-five years." The moment our lands, however, are sold they become liable to taxation. Under the United

Mr. MACKENZIE-I firmly expressed my

States law they remain free for twenty-five years after coming into the hands of private purchasers. There is nothing of the kind here. The moment our lands are utilized or sold—and the company cannot afford to keep them from settlement—it will add more to the value of the remainder than would be receible in any activities. and experience.

In the finit here The moment of the company cannot afford to keep continued and of the company cannot afford to keep continued to the continu

fracture is the exemption of the laude from taxation. I have no hesitations in saying I would have been very gird if that was not a successful to the control, if it were only to meet the strong projulice that exists in white country we had be comed to the control, if it were only to meet the strong projulice that exists in white country we had be comed to the country of the coun

ference?

Sir CHARLES TUPPER—The hon, gentleman will be greatly relieved to find that it is not so bad as he had hoped. It is upon the capital they have expended themselves.

Mr. BLAKE—Under the terms of the contract, for there is a doubt about it?

Sir CHARLES TUPPER—That is a question of law upon which I will defer to the to those under which parties in the United to there is a doubt about it?

States may construct branch lines. It went further. We have not given these gentlemen and dollar with which to construct branches. We propose to give them the right for way for it is made and the pour branch lines free, and shall be only too glad to do so if they run branches from one call do to do so if they run branches from the should that the country to the other. We feel it was in the interest of the country to give them in the interest of the country to give them in the interest of the country to the other. We feel the value of our lands. Not one dollar can they spend in the construction of the laze Minister of Fhance a year to the properties of the streamy of Canada by increasing of the tranship of the value of its hands in their neighbourhood. But the bill of the late Government generally cannot be their ask of the search pr

THE AREA OF GOOD LAND.

Now, sir, I am glad to say that I am able opposite from the construction of the great canadian Pacific railway, and inasmuch as the only hope of maintaining this road and of operating it after it was built was foretain the traffic of the Canadian North-West by the trunk line, we came to the country, however greatly any section might denand and need it, to construct a line which would carry the traffic of the North-West out of our country, and leave our trunk line, which and cost the country such a great sum of money, denanded of the traffic necessary to sustain it. (Cheers.) Well, sir, that policy was amnounced and deliberately adopted by the Government, and it was my duty, as the Minister of Railways, to submit it to the small Parliament upstairs, the Railway Committee. That Committee embraces the great body of gentlemen on both sides of the House who are prepared to give great consideration and bring their indigment to bear in rotation to these questions. I think that it contains 100 members.

Six CHARLES TUPPER—The number is 95. I say it is a small Parliament in the Covernment on this point, it was adopted by that committee without a single dissenting with the hone gentleman, and then I submitted the deliberate judgment of the Government on this point, it was adopted by that committee without a single dissenting which was supposed to extend into Canada and so the most able explorers and one of the best qualified men to form a judgment process. The All Canada is a submitted the deliberate judgment of the Covernment of the Mackenzie—I have no power to give assistance.

Six CHARLES TUPPER—The hone, gentleman failed in the discharge of the data of the hort process of the same of the leading members of the same and the same nearest seathers. I have not settlement. I can say is, that the hone gentleman failed in the discharge of the data of the high position as one of the leading members of this parliaments if he, ou an occasion when the Government.

Mr. MACKENZIE—I shave no power to give assistance.

Mr. MACKENZI Now, sir, I am glad to say that I am able to bring my remarks to a conclusion, but be-fore doing so I will ask the House to have

THE ANTI-N. P. CHARGE.

with. Now, sir, steel rails are free under the Mr. MACKENZIE—For how long? Sir CHARLES TUPPER — So long as THE RAILS EXEMPTION.

THE RAILS EXEMPTION.

The Government felt, that the construction of railways was so vitally important to the development of Canada that they made an exception of steel rails, saying that while steel rails were not manufactured in this country, they should be admitted free. Hence, also, this limit includes the holts, nuts, iron, timber, and material for bindges. We judged that by admitting iron for bridges free of duty we would probably have the bridges constructed of iron instead of wood, but is there a member of this House who fails to see that it we had not made such a provision we only had to import these articles ourselves to make them free? I may say that under this contract the position of the industries of Canada and of the National Policy is better than ever before. The Government intended in this matter, as in everything else, to be true to that policy which has lifted Canada out of the condition of depression in which our country was, which has lifted the credit of our country was, which has lifted the credit of our country by changing deficits into handsome surpluses, which has vitalized the industries of Canada, put money in circulation and commercial enterprises in operation, and created industries from one end of Canada to the other. We should be faithless to the country and to the position we occupy if we did not in everything to which we put our hands maintain that policy in its integrity. (Applause.) I may say that the Minister of Finance will be prepared to submit a measure to deal with this very point, by which the construction of everything that can be constructed in Canada for the purposes of the railway will be manufactured in our own country.

CONCLUSION.

Now, sir, I am glad that I shall not be compelled to trespass further upon the attention of the House. When I rose I expressed the pride and pleasure it gave me to be able to propound to Parliament a measure which will secure in ten years the construction of the Pacific railway upon terms more favourable than the most enthusiastic friend of the railway had ventured to hope, and which this Parliament will have the opportunity of putting its seal of ratification to. I have the satisfaction of knowing that throughout this country every man breathed more freely when he learned that the great undertaking of constructing and operating the railway. was to be lifted from the shoulders of the Government, and that the liability the country was going to incur was to be brought within, not only the limit which, in its present financial condition, it is prepared to meet, but within such limits that the proceeds from the sale of the lands granted for the construction of the line will wipe out all liabilities at no distant day. And I say we should be traitors to ourselves and to our children if we should hesitate to secure, on terms such as we have the pleasure of submitting to Parliament, the construction men opposite should give us. I say, sir, that looking at this matter from a party point of view, the lowest point of view, I feel that these gentlemen, by following the course they propose, are promoting the interests of the party now in power, just as they promoted our interests when they placed themselves in antagonism to the National Policy, which the great mass of the people desired. Sir, I am disappointed at the course of the hon, gentlemen, but I hope, upon fature reflection, at no distant day the results of this measure will be such as to compel these gentlemen candidly to admit that in taking the course which we have followed we have done what is calculated to promote the best ininterests of the country, and that it has been attended with a success exceeding our most sanguine expectations. (Loud and long continued applause).

MANITOBA LEGISLATURE.

speech from the Throne at the Opening.

Winnipeg, Dec. 16.—The local House was opened by his Honour the Lieutenant-Governor this afternoon with the usual formalities. The speech from the Throne was as follows:—
"Gentlemen of the Legislative Assembly:
"In convening you again to deliberate on the public affairs of the country, I seize the opportunity of congratulating you on the rapid advancement of the province and the general signs of prosperity that surround us on every side.

"It is gratifying to know that the operation of the Municipal Act of last session has been generally successful, and has been the means of affording to the people of this province an opportunity to prosecute necessary improvements of a local character, beyond the reach of the provincial authorities.

"During the recess a delegation of my Ministers waited upon the members of the Privy Council of the Dominion of Canada, and urged upon them, among other matters, the expediency of enlayeing the honderice of

DOMINION FINANCES.

steel rails are not manufactured in this | Comparative Statement of Receipts and Expenditure.

> THE PROGRESS OF A TWELVEMONTH. The Anticipations of a Surplus Fully

Realized. OTTAWA, Dec. 17.

The following is a comparative statement of the total receipts and expenditures on account of Consolidated Revenue Fund for the six months from the 1st of July to the 30th of November in 1879 and 1880 respectively. Cents are omitted. A mere glance will suffice to the state of the same the engineers in the same the engineers in the same than the engineers. to show the enormous improvement in the financial condition of the Dominion, and the justification for the anticipation in the Speech from the Throne of a handsome surplus this

Customs.
Excise.
Post Office.
Rev. from Public Works.
Rev. from Minor Public
Works.
Rev. from Minor Public
Works.
Rev. from Railways.
Bill stamp Duty.
Interest on Investments.
Casual
Ordnance Lands
Bank Imposts.
Fines and forfeitures.
Premium discount as change.
Mariners fund.
Harbour police.
Steamboat inspec Ontario
Supreme Court reports
Intercolomial railway receipts susp. Act *
P. E. I. do. do. †
Pacific do. do. †
Windsor branch M. T. Ry... Total consolidated fund Payments.

8,909 570 73,015 56,389 37,382 401,704 179,862 4,351 540,137 159,866 Pensions.
Superannuation.
Militia and Enrolled Forces
Mounted Police, Manitoba..
Money Order Commission.
Public Works and Build'gs.
Ocean and River Service.
Lighthouse and coast service.

14,607 2,541 nil 2,222 1,904,482 CHARGES ON REVENUE.

Railways working expenses. \$432,651 Minor revenues. 6,196 Total consolidated fund..... 9,242,690 * Transfers to revenue made to end of September, and transfers made to end of July respectively.

† Transfers made to end of October, and transfers made to end of September respectively.

† Represents transfers for Intercolonial railway to end of September, and for Prince Edward Island railway to end of October.

† Represents transfers for Intercolonial railway to end of July, and for Prince Edward Island railway to end of September.

SITTING BULL'S INTENTIONS.

Washington, D.C., Dec. 15.—The following telegram has been forwarded to the War Department from Buford, dated December 4th:—

will be gratifying to know that the operation of the Municipal Act of has session has been generally successful, and been the means of affording to the people of this province an opportunity to prosceed the province an opportunity to prosceed the reach of the provincial authorities.

"The state of Dalotta, St. Paul :—
"Allison reports as follows:—'I arrived wood Munitain on November 22nd, having been compelled to lie over on account of the Dominion of Canada, and urged upon them, among other matters, the expediency of enlarging the boundaries of this province. I am happy to state that their representations on this subject have been acceded to.

"You will be asked to give your consent to a bill to province. I am happy to state that their province. You will also be asked to make provision for representation in the Legislative of these portions of territory to be intorported within this province, and the entergement of the province. We will also be asked to make provision for representation in the Legislative of these portions of serritory to be intorported within this province, and the externation of such existing provincial always as may be deemed expedient.

"Your attention will be directed to such amendments to the present Municipal Act as will make the same more efficient and more applicable to the circumstances of the people of the province.

"Allison reports as follows:—If all the province and the Privy of the North-Western police, with Capabla to total, and the heart province and to accept the following the province of "To the Assistant Adjutant-General, Department of Dakota, St. Paul:

EDUCATIONAL NOTES.

CANADIAN. At the recent close of the Ottawa Normal School session, Principal McCabe received a very cordially worded address, accompanied with a beautiful album.

The Jesse Ketchum prizes have been dis-tributed to the pupils of the Public Schools of this city by the gentlemen appointed by the Bible and Tract Societies. At the fall session of the Kingston Teachers' Association, just closed, Mr. J. R. Wightman, M.A., of the Collegiate Institute, read a very good paper upon "The teacher's work outside of the school."

The Almonte school board have authorized the chairman to adolt in the chairman to adolt in the chairman to a school to a school to the chairman to a school to a school to the chairman to a school to a s

the chairman to advertize for a new classical headmaster for the High School, as Mr. Slack failed to reply to the secretary's letter notifying him of his appointment to that posi-

An agitation is on foot to incorporate a University volunteer company in connection with Queen's College, Kingston. In a city with so martial a record as Kingston, the wonder was that the idea was not broached

The evening classes in connection with the Mechanics' Institute in London are being very well attended. There is a good staff of teachers, and the fees are trilling—two things which combine to make it a very popular institution.

stitution.

A meeting of the Alma Ladies' College Board, St. Thomas, will take place on the 23rd inst., for the purpose of completing the final arrangements for the opening of their magnificent institution for the higher education of women.

The Board of Trustees of Manitoba College has offered two premiums for architects, one in Toronto and the other in Montreal, for plans for new buildings for collegiate purposes. A hope is expressed that they may be ready for occupation by the 1st of September, 1881.

The Board of Trustees of Manitoba College has offered two premiums for architects, one in Toronto and the other in Montreal, for plans for new buildings for collegiste purposes. A hope is expressed that they may be ready for occupation by the 1st of September, 1881.

Considerable grumbling is indulged in at this time by the property-owners of London South over the excessive school rate imposed. The majority of ratepayers think that expense attending the erection of the new school-house might have been spread over a number of years, and thus fall lighter upon them at present.

Something has been said regarding the habits of schoolboys congregating upon street corners and snowballing passers by. Teachers should let their pupils know that by such conduct they place themselves within the reach of the "strong arm of the law," and must not be surprised if their enjoyment of this practice is summarily put a stop to.

An article on consequenting appears in the

An article on co-education appears in the December number of the Bystander. It makes an excellent suggestion, that good music schools be established, in which girls may receive a thorough, practical musical education. It is to be hoped that as the success of the various schools of Art and Design throughout the country is now an established fact, the wish of the editor of that journal may also become an accomplished fact.

the wish of the editor of that journal may also become an accomplished fact.

At the annual missionary meeting held in St. Andrew's church, Kingston; it was stated that last year \$9,200 was contributed in the western constituency for colleges (Knox College, Toronto; the theological department of Queen's, Kingston; and the Montreal College)—Knox receiving \$7,200, Queen's \$1,500, and the last named \$500. The speaker went on to say that if the church members of the western section, about 70,000, were equally western section, about 70,000, were equally taxed the cost would not be more than about

At the late meeting of the Teachers' Association at Ottawa, Dr. G. Baptie read some "Notes on the Boston meeting of the American Association for the advancement of science." A discussion ensued as to whether science and theology were allied, or had opposite tendencies. Various opinions were expressed upon the subject, but no conclusion was arrived at. One speaker contended that Tyndall and Huxley's opinions were diametrically opposed to the teachings of theology; another defended Huxley, who, he stated, had voted for the introduction of the Bible into schools.

Object teaching has been discredited by the American Association for the advancement of science. A speaker at the Ottawa Teachers' Association said that the Association had come to the conclusion that object teaching had not produced what was expected of it. It made really no difference whether you had the object present or not; the pupil should not be told the properties of an object, but should be allowed to find them out for himself. The evils of object teaching were illustrated in China, where it had been in force since the days of Confucins, and where teaching had degenerated into a mere mechanical process.

A difficulty having arisen in Brockville relative to the payment of school taxes, the At the late me

since the days of Confucius, and where teaching had degenerated into a mere mechanical process.

A difficulty having arisen in Brockville relative to the payment of school taxes, the matter was submitted to the Education Department. It was decided by the Minister that where the landlord or tenant pays school taxes by agreement, he has a right to designante the school which he will support. Thus if a Roman Cathohic landlord pays taxes for a Protestant tenant the school rate may got the support of the Separate School; and in the same way if a Protestant landlord pays taxes for a Roman Cathohic tenant he has a right to instruct the town treasurer, or the tax collector, to pay his school rate over to the Public School board. If the tenant pay taxes by agreement, he has a right to say how the money-shall be applied. This is an important question, and it is well that it is thus authoritatively decided.

Astronomy is becoming educationally very popular of late. The other day Mr. Knight read a very instructive paper before the "Genesis of the Earth," in which he gave a synopsis of Sir William Herschel's nebular hypothesis, as published by him in 1811. He also gave the celebrated nebular hypothesis of Laplace. Mr. Knight mentioned some striking facts and figures about the solar raystem. His lecture or essay, as indeed it may be called, was illustrated by numerous diagrams, enlarged by the use of a magic lantern. It has been said that meteorology is the pet science of the day; but it must look to its laurels now that the grander science of astronomy, in its popular dress, is coming rapidly to the front. Carlyle has said:

"Why did not somebody teach me the constellations, contained the horder and in proof cites the testimony of one of Charlottee once to the chiral, and he protecting a chief provided from his convent. The unfortunate prices was insulted by a rabble in the streets, seeing which the officer said that the streets are seinment of the forward and gave his arm to the Carlotter of the constitution of the fact of

FOREIGN.

Washington, D.C., auxiliary to the American Froebel Union.

An edition of Mrs. Brassey's "Voyage in the Sunbeam" has been printed for school and class reading.

class reading.

The Hon. Edward Lyulph Stanley, M.P., has been appointed Chairman of the Statistical Law and Parliamentary Committee of the London School Board, in place of Mr. James Watson, deceased.

The population of India is estimated at 240 millions, of which 191 millions are to be found in British India. In the whole of India 34 millions were in school attendance, 27 millions being in British India.

27 millious being in British India.

Another wing is in course of erection at the Astor Library in New York in accordance with the will of William B. Astor. When completed it will have a frontage of about 150 feet, and a capacity for 400,000 volumes.

At Lewes, England, where there has existed for many years an increasing prejudice against "School Boards," the managers of the voluntary schools have declared their inability to carry on their schools without further subscriptions.

EUROPEAN JOTTINGS.

A committee has been formed in Palerm prepare for a grand celebration in 1882 of sixth centenary of the "Sicilian Vespe

Some devoted admirers of Brillat Savarin placed on the great gastronomer's tomb, on All Saints' Day, a lovely pate instead of unestable immortelles. The Duc d'Aumale has withdrawn so en-

tirely from public life in France that he has sold his hotel in Paris and means to live altogether at Chantilly. Mme, Scottis, while crossing the Ebro at Tortosa on a rope, fell on the rocks in the presence of 5,000 spectators, but there are some hopes of her recovery.

Many of the Faubourg St. Germain swells have ceased to spend the winter in Paris; it cests too much. The aristocracy of birth is receding before that of wealth. The Duc d'Aumale has commissioned M.

Baudry to paint several decorative panels in rooms of the restored château of Chantilly. One will represent the legend of St. Hubert, patron saint of hunters. Mr. Swan's electric lamp has met with a very favourable reception among Londom electricians, and the opinion expressed by Professor Tyndall will probably induce many

experimenters to try it. In St. Petersburg it is generally accepted as a fact that a marriage ceremony has taken place between the Czar and the Princess Dolgorouky. The lady is henceforth to be styled Princess Turieff, and will have permanent apartments in the Winter Palace.

And will have permanent apartments in the Winter Palace.

From a serious article in a Paris newspaper: "If it were not for the foreign birth of Bernhardt she would run a much better chance of becoming President of the United States than did the famous Mrs. Woodhull, who, it is said, refused to accept her nomination."

Mr. Edmund Yates hears that the colebrated "Jinks," of American and Brighton fame, is one of the moving spirits at the latest gambling club. A well-known whist player lost £1,500 there a few nights ago, so that the ball is now set rolling with éclat.

The appointment of Constable of the Tower of London, vacant by the death of Field Marshal Sir Charles Yorke, dates from the time of the Norman Conquest, the first constable, Geoffry de Mandeville, having been appointed by William the Conqueror.

It is announced that Prince Camillo Borghese, who formed part of the Italian geographical exploring party in Africa, is approaching Tripoli. He is the first traveller who, starting from Darfur, has succeeded in reaching the North African coast by way of Wadai and Bornu.

Wadai and Bornu.

The dormant political passions in Oxford seem likely to be galvanized into activity by the election to the public oratorship. There are two candidates—Mr. Merry, who is a moderate Liberal and broad Churchman, and Mr. Wordsworth, who is an ecclesiastic of the "high" type, and a Conservative. The late Sir A. Cockburn was shooting

The late Sir A. Cockburn was shooting some coverts of Lord Eversley's, in Hants, a year or two ago and missing the "rocketers," as many men do who shoot in glasses. "How is it, Eversley," he said, "that I can't hit 'em?" "Why," said Lord Eversley, "I think, Cockburn, you give 'em too much law."

The Jesuits banished from France are said to be taking over to Lersey unward of 10. to be taking over to Jersey upward of 10.000,000 francs, to be laid out in the purchase

of property there, as well as 3,000,000 francs to Malta for the purpose of founding a college, while the inhabitants of Poitiers complain that their town will lose 10,000,000

Baltic.

At the dinner given in his honour by the Senior United Service Clah, Sir Frederick Roberts said that for his march to Candahar he resolved to take with him the regiments which contained the largest number of old soldiers, for, as he knew, young soldiers, however well they might fight, are incapable of standing the fatigues of a long march. The result proved that he was right, for when he arrived at Candahar the number of men on the sick list did not exceed three per cent.

Although the Empress of Austria has taken

the sick list did not exceed three per cent.

Although the Empress of Austria has taken Kilkenny Castle for two months, her Majesty's residence in it will be of but five weeks' duration, after which the Empress returns to Vienna to assist at the marriage of the Archduke Rudolph, the Prince Imperial. In five weeks, however, with the twenty-six horses and the twenty servants her Majesty brings with her, much good sport may be enjoyed, always supposing that the authorities of the Land League vonchsafe their permission.

A special correspondent in London telegraphs:—It is possible, even likely, that the Marquis of Ripon, Viceroy of India, will recover his health, but he will certainly have to leave the East. He has caught the jungle fever, after an attack of which a man may live, but at Lord Ripon's age cannot possibly hope to get well so long as he remains in India. If he is compelled to return it is supposed that the Earl of Dufferin, now ambassador to the court of St. Petersburg, will be asked to succeed him. succeed him.

anceed him.

A Russian young lady named Alexa
Ley, residing in the Rue Denfert Rock
Paris, and supporting herself by lessons
mitted suicide under very painful o
stances. She was a Bachelor of Art
amiable and of engaging manners. Si
reading for a higher degree, and had a
to a university officer to inscribe he
candidate. An answer to her amplicate