company sovereign rights over the country, it only remained to entrust to its new masters power of life and death. Nothing also was cking for the complete sovereign power to be bestowed on the company. It was the very perfection of stupidity and blindness to require the construction of the North Shore line when the Sault section would have cost less and would have been far more useful. It was evident to him that the syndicate did not intend to build the Lake Superior section, for they could escape that portion of the under-taking with no loss. Indeed, the subsidy for the central section was so great that the company could easily forfeit their guarantee and neglect to build the guarantee and neglect to build the north shore sections. It was quite possible that if the main line was deflected southward to fifty miles from the American boundary, as he had reason to believe was intended by joining the line, the traffic of the immense region west of the point of junction must of necessity flow to ouluth, rather than by the north shore of ake Superior. He had not the slightest bjection to the St. Paul and Manitoba railvay doing this at their own proper cost or with some reasonable assistance if such course was for the benefit of the country. But would have the strongest possible objecion to give one hundred millions of money nd money's worth to construct a very excel ent branch line for the purpose of diverting or all time to come the traffic of the North-Vest along the line of the St. Paul and Manioba railway. On the subject of freight ates the Government said there was no couble, because the Government could fix the rates. Certainly the Government could ix the rates, but it had not the power to re verse them until the road had paid ten per verse them until the road had paid ten percent on the investment, or about \$10,000,000 a year. Another error was the omission of a clause compelling the sale of the lands given to the company. Still another was the giving of the road to the company in per-petuity. In France, Germany, and in back-Spain no roads were given in per-Hon. gentlemen opposite ought to have taken the opportunity of, at an early stage, consulting public opinion n this subject. Railways were an important factor in the development of a country, deciding the value of farms and contributing to the comfort of the people, &c.
The Government had not been sufficiently

live to the changed conditions dependent on such communication. Sir CHARLES TUPPER-I have no intention of again interposing in debate be-tween the large number of the House on both ides who have not yet had an opportunity f addressing the chair, as I rise for the purpose of noticing on the instant the remarks with which the hon, gentleman who has just taken his seat opened his observations. I say, ir, that I am in the judgment of the House when I assert at once that the hon, gentleman was obliged, having read the remarks which fell from me on a recent occasion, to convict simself of having attempted to place a gross nisconstruction upon those remarks. near.) I am in the judgment of the House, ir, when I say that the hon. gentleman, finding himself in a position in which he was unable to deal with this great question in the manner and spirit that so great a question requires, found it deirable to turn aside in gross and unmanly, bersonalities. ("Hear, hear," and cheers,) Now, sir, my hon, friend says that it is his ature, and he cannot help it. Well, sir, I am free to confess that, deeply as I regret to see the dignity of this House infringed upon base and unmanly insinuations (Opposi-n "hear, hear") coming from a gentle man who ought to be superior to utter-ances of such things, I say there is no ource from which any such utterances bear-ng upon myself could come, or that it would fall so harmlessly from, or that I would be so glad to hear them from, as from the hon. genman. .Sir, I do not forget that during the tleman. Sir, I do not forget that during the past five years that hon, gentleman has violated the dignity of Parliament and the proprieties of parliamentary debate to such an extent as it never was violated perhaps on the floor of this Parliament before, by the vile insignations and utterances which he made with reference to the leader of the present Government. Well sr, what did he accomplish by it? Did he injure that hon, gentleman? Why, sirther the independent people of this country. when the independent people of this country had an opportantly of judging between them, they consigned him to oblivion as far as they were able to do so, as well as the Administration of which he was a without a seat in Parliament, and left the party with which he had been connected and e Government with which he had been connected with a mere corporal's guard. sir, I say that if there is any source from which any reflection on myself could come, and from which unmanly insinuations could emanate, there is no gentleman in this House from whom I would be so glad to have them emanate as from that hon. entleman himself (Cheers) Sir I can exuse the hon. gentleman. I can make a great deal of allowance for the hon, gentleman. Men judge of other men by their own characters (Opposition cheers), and the man, sir, who is dishonest himself (hear, hear) is the very man who suspects dis-honesty in others. (Cheers.) It is the man who, looking into his own heart, asks himtunity?" who suspects his neighbour of doing that which is base, dishonourable, and unmanly. Sir, what is my position? He has ventured to refer to the Canada Pacific railway contract. If there ever was a Minister of Public Works who stood in ar npregnable position it is myself. Before this Parliament met the duty devolved upon me of letting contracts to the extent of six mi ions of dollars, and when two years ago, at hons of dollars, and when two years ago, at the instance of hon. gentlemen, I brought down every document and paper they asked for bearing on the subject, there was not a single question raised by these gentlemen. The House rose, and a paper—a paper, sir, the proprietor of which I am glad to know is within the sound of my voice—drawing venem from the depths of his own black heart, said that in the columns of his paper—(Cries of "cowart" and hisses by poposition members)—said that in the colum his paper which, if there was a word of truth in it, convicted his party leaders of being utterly unfitted for the positions of leaders which they occupy. (Applause.) If there was a word of truth in the libellous, slanderous, and false utterances of that paper, it only went to show that the party of which it was the organ had the misfortune of having men representing it in Parliament utterly unfit for their duties. If, sir, gentlemen opposite, with all the facts before them, had no fault to find, how dare their journal to insult the public intelligence by issuing its daily lying and slanderous utterances? Well, sir, what and slanderous utterances? happened? We were told, "Let Parliament meet, and then we will see where the Minis ter of Railways will be." Well, sir, Parliamet met, and — these hon, gentlemen asked for further information. They asked for more papers. They were brought down. They were laid on the table of this House. They had them in their hands for weeks be-fore Parliament rose, and then that second Parliament rose, after all these denunciations with which the columns of the press had been filled for years, without a man being found to filled for years, without a man being found to endorse the lying and slanderous utterances of the lying and slanderous paper. (Applause and cheers.) That is my position in this House, and, sir, this is the first hour, in this the third Parliament, with all this information before the House, when, goaded on to desperation by my challer.

nge on a public platform for any gentleman

who ventured to formulate a charge against

who ventured to formulate a charge against
my integrity and my conduct as a public
man, and having challenged the investigation in this House or out of it, before
any tribunal—it is only now that the hongentleman, who has been told from platform
to platform that not a man in Parliament

had dared to sustain or give the slight-est countenance to these statements, that hon gentleman ventures—what? To formu-late a charge? No. But he ventures to commit the most unmanly and dis-honourable act which one man can do

towards another, and has thrown out ar unworthy insinuation. (Applause.) Sir, I

an impregnable position, and forti-

fied as no public man in this country stood upon any question in which his character and position had been assailed. But instead of standing in that position, suppose that this had been my position—suppose that I had been entrusted as a public servant with the sale of public property. (Hear hear) public property. (Hear, hear.) Suppose that three million dollars of public lands had been put in my hands to sell. Suppose that I had gone to England, and suppose I had dopted a new and different mode from my predecessors, and instead of exposing them dopted a new and different mode from my predecessors, and instead of exposing them to open and public competition, I had sold them by secret and private bargain. (Cheers.) Suppose I had done that, that after I had come back I was not able to show the amount of the money's worth, and on being asked to whom I had sold them, I had refused to declose it, down to this hour. (Hear, hear.) Why, sir, I then could have excused the hon. gentleman for making such unmanly insinuations (cheers), and excused him, not because the insinuation was due to me, but because it was due to himself. (Cheers).

Sir RICHARD CARTWRIGHT-I do not wonder, sir—(derisive cheers and laughter).

Mr. Chairman, I do not wonder that
the man who only has to look
on his friends and colleagues when
in their place, and see on his right hand a
man who only wanted another ten thousand
and on his left hand a man of thirty-two thousand—(hisses)—I do not wonder that these gentlemen do not like to have recalled to their minds that most infamous passage in the history of Canada when the honour of Canada was sold and sacrificed by these men, as far as it was possible for them to do, for Sir Hugh Allan's \$300,000 or \$200,000 of money. And, sir, I could tell the hon. gentleman this, that although I could have excused him for not having deserted his chief in his hour of need, yet I hold him after the facts were proven and disclosed at least as an accomplice after the fact. and very nearly as guilty as the man who was himself the criminal. With respect to, and as for the insinuation that he ventures to throw out against me, sir, every man in London, every man acquainted with customs of the Stock Exchange⁴ knows perfectly well that a more untrue statement or insinuation—call it what you please—that I introduced a new mode of selling bonds in Canada never was made. I adapted the plan adopted by my predecessors, approved by the best authorities in London, and which had every reason to believe was to the best interest of the country. (Applause.)
Mr. BLAKE said the Minister of Railways,

Mr. Blake said the Minister of Railways, if he had been aggrieved, had not improved his cause by attacking the member for Huron. The Minister had also degraded the dignity of the House by attacking another person not a member of the House, who was not in a position to reply. He hoped in future no unparliamentary language would be used in Parliamentary language would be used in Parliamentary languages. mentary language would be used in Parliament, and that members would endeavour to conduct the debate with decorum.

Mr. BOULTBEE said it was very kind of the member for West Durham to lecture the House on the proprieties. But he (Mr. Boultbee) could not help noticing that the member for West Durham (Mr. Blake) inspired the member for Centre Huron (Sir R. Cartwright), who was the first of-fender. (Mr. Blake shook his head, indicating a negative.) Mr. Boultbee said he must have been mistaken in his observation. He would say then if the hon gentleman was honest in what he said, that if he really wanted to bring the debate into better shape, if he really desired that insinuation and unparliamentary statements should not be indulged in, he should not lecture the House as he did, but rather apply himself diligently and earnestly to the gentleman sitting beside him (Sir R. Cartwright). If he should succeed in putting the member for Centre Huron into better shape, and inducing him to use insulting language less frequently, he would effect a reform for which the House would have reason to thank him. (Applause.)

Mr. BUNSTER said the debate was highly injurious to the Canada Pacific railway. He

njurious to the Canada Pacific railway. He would therefore insist that the House do adourn until such time as it was in a better mittee rose.
The House adjourned at 11.40.

THE SENATE.

OTTAWA, Dec. 20. PREVENTION OF PRIZE-FIGHTING. Sir ALEXANDER CAMPBELL moved the second reading of the bill, "An Act respecting prize-fighting." He explained that the attention of the Government had been called to the necessity for such a measure by some occurrences which had taken place last summer. On one occasion a prize-fight, which had been arranged in the State of New York, took place on Canadian soil. On the second occasion the party of roughs was with some difficulty prevented from landing, and the fight did not take place.

The bill was read a second time.

The House adjourned at 4.10 p.m.

HOUSE OF COMMONS. OTTAWA, Dec. 20. LOSS OF LIFE BY SHIPWRECK. Mr. KEELER asked if it was the intention

of the Government, in view of the great loss of life by shipwreck, to establish life-saving of the by snipwreek, to establish life-saving stations on Lake Ontario.

Mr. POPE (Queen's)—I may say that it is not the intention of the Government to establish life-saving stations there, but the Government will be quite willing to furnish boats

at any dangerous points providing private individuals there will undertake the manning of the boats and the saving of life. In England nothing is done by the Government, and here, when persons perform any acts of bravery or save life, they are rewarded by the Depart-ment. If individuals or municipalities will volunteer to undertake the work the Government will provide the boats. THE PUBLIC DEBT.

Mr. CHARLTON asked the Government to inform the House what was the net increase of the public debt for the fiscal year ending 30th June last.
Sir LEONARD THLLEY — The exact figures have not yet been ascertained. It will be found that \$9,453,000 is about the amount of the increase.

DUTY ON SALT. Mr. FARROW asked if it was the intenas they had with other manufactured products of Canada, by giving a moderate protection to salt against the large quantities of foreign alt brought into the control of the salt brought into the country, always excepting that for the curing of fish.
Sir LEONARD TILLEY—I can inform the hon. gentleman that it is not the inten-tion of the Government to ask Parliament to deal with that item this session.

MONEY ORDERS. Mr. LANGEVIN, in reply to Mr. Wheler, stated that correspondence was in progress on the subject of reducing the charges for money orders issued in Canada, payable in Canada, Great Britain, or the United States. A PROPOSED ATLANTIC LINE.

Sir JOHN MACDONALD, in reply to Mr. Domville, said the subject of placing a sum of money in the estimates to assist a line of steam communication between St. John and England was engaging the attention of the INSOLVENCY.

Mr. WELDON asked whether the Government intended to bring in any measure relating to the disposition of bankrupt or in-solvent estates, or for the relief of the bankrupt or insolvent.
Mr. MACDONALD (Pictou)—It is not the ntention of the Government to introduce any

GRAIN FREIGHTS. Mr. RICHEY moved for the correspondence relating to the rates for freight of grain to England via Halifax, and touching in any way the question of the transportation of grain and other commodities over the Intercolonial by vessel to Great Britain. He wished to learn how far the efforts made in

this connection had gone, and to see what caused the delay in realizing the expectations of the people of Halifax regarding the shipment of grain to Europe: This question had long been of great interest to his constituency, and the interest of late had become greatly intensified.

Mr. DALY said this was not a second

greatly intensified.

Mr. DALY said this was not a sectional question. It was a matter which affected the interests of the entire Dominion. He appreciated the generosity of Porliament in having extended the minion. He appreciated the generosity of Parliament in having extended the Intercolonial into Halifax city, but thought the line should have been carried to the waters of the harbour near the western wharf, where proper facilities could be obtained for the development of the grain trade, which was so desirable. If facilities were given for the carrying out of this trade as which was so desirable. If facilities were given for the carrying out of this trade an immence business could be done with the West, as grain could be carried from Montreal to Halifax quite as cheaply as from Montreal to Portland, while the question of time was strongly in favour of the former route.

route.

Mr. FLYNN said this was a question great importance not only to Halifax but to the whole of Nova Scotia. The promises held out at the time of Confederation had not been fulfilled. Its trade advantages had not been reciprocal between the Upper and Lower provinces, and as the object of building the Inter-colonial had not been so much to make money colonial had not been so much to make money as to provide adequate and cheap trade facilities, he urged that cheap freights, proper to meet the end in view, should be provided.

Mr. KILLAM said the members of the present Government promised the people of Halifax, in 1878, that if they were returned to power Halifax would be made a sort of New York. Since these gentlemen had come to office they had exhibited an apathy which, by reason of their previous loud promises, was very peculiar. He attributed the withdrawal of the Allan steamers from Halifax to the National Policy, which being like a millstone round the people's necks, Halifax to the National Policy, which being like a millstone round the people's necks, destroyed shipping, and diverted trade from its proper channels. If the Intercolonial was managed by business men such as those who controlled the American lines, goods from England to Canada would certainly not be imported by way of the United States. He, for his part, did not object to wear clothes or to eat food which came to Canada by way of the United States, but really gentlemen opposite, who did not care to have gentlemen opposite, who did not care to have articles which had been tainted by crossing American territory, should see that this matter was dealt with. If the hon members from Nova Scotia desired to accomplish anything, they should vote against the diabolical railway contract now before Parliament.

Mr. DOMVILLE asked why the hon entleman (Mr. Killam) had not advocated this question while the late Government was this question while the late Government was in power. (Hear, hear.) He deprecated the advocacy of Halifax as the only port to be benefitted by the Intercolonial. The people of New Brunswick had no such idea when they entered into Confederation. When a railway in course of construction was completed, St. John would be 320 miles nearer Montreal than Halifay. He mentioned the Montreal than Halifax. He mentioned the state of perfection to which the rallroad bed of the Intercolonial had been brought under its present management, and alluded to the claims of St. John to be constituted the winter port of the Dominion. He hoped the Government would look into the matter, and he was positive that it would be decided that St. John would he made the winter port

would be made the winter port.

Mr. OGDEN considered that Halifax was he most available winter port, and that their nterests were as safe in the hands of the Govinterests were as safe in the hands of the Government as they would be in the hands of the Opposition. He advocated the claims of Whitehaven, 110 miles east of Halifax, and which could be connected with the Intercolonial by the building of 40 miles of railway. This was the best port on the Atlantic coast, and when the Lake Megantic railway was completed this would form by far the shortest route by rail or water. He urged the construction of an elevator, which was only due to Halifax under the circumstances. AFTER RECESS. Sir CHARLES TUPPER said it would not

this matter until all the papers were before

the House. There was no one who realized more than he did the importance of having a winter port in our Dominion, and there was not a member of the House who would not support the Government in its efforts to effect so desirable an end. The efforts which had been made so far had not been quite so successful as it was expected they would be, and for the reason that Halitax had to compete with an open Atlantic port which could be reached with a very much smaller amount of trouble by rail than Halifax could. The Government had, however, done all in its power to make the Intercolonial what it should be. It had purchased and laid with steel rails the River du Loup section of the Grand Trunk, and it had reduced the cost of carrying grain to a figure very much lower than that which obtained under the late Government. The Government indeed felt it was not necessary to require that the rate should pay, for by lowering the grain rate and making Halifax the winter port, other traffic would be drawn over the line which would give a paying rate. The low rates from Rivier du Loup were, therefore, reduced, and the reduced rates extended to Quebec. It was true the Government did not ask Parliament for an appropriation for the construction of an elevator at Halifax, and for two recess. and for two reasons. The first was the hope, that having fixed a low rate for the transit of grain, private enterprise would provide the grain, private enterprise would provide the necessary conveniences for storage and shipping. The next was, that it was desirable before building an elevator to see how far the erection of such a building would accomplish the object Parliament had in view. He was pleased to hear the hon, member for Rich. pleased to hear the hon, member for Richmond (Mr. Flynn) state that he would deal with the question apart from party considera-tions. With reference to the speech of the member for Yarmouth (Mr. Killam), he could say that there were some things in that speech with which he could agree, and some things with which he could not coincide. The hon. gentleman (Mr. Killam) stated that one reason Halifax was not made the winter port

son Halifax was not made the winter port was because a Government was not able to deal with a railway question in the same vigorous and enterprising manner which would characterize a private company. He (Sir Charles) hoped that in the consideration of a larger question than this, the hon. gentleman (Mr. Killam) would recognize the fact that a private company was able, not only to construct, but to operate a railway more efficiently, and more upon commercial principles, than it was posupon commercial principles, than it was possible for a Government to do. He (Sir Charles) had no hesitation in saying, that from what little observation he had made he did not think a Government could deal with a railway as could a company. A company could enter into speculations, and could purchase large grain cargoes, and do many other things a Government could not. While he agreed with the hon, member for Yarmouth on the subject of the difference between running the road by a Government and by a company, he could not agree with him as to the pany, he could not agree with him as to the effects of the National Policy on the Intereffects of the National Policy on the Intercolonial. The hon, gentleman evidently had
not read the returns brought down, or
he would not have intimated that the
National Policy was injuring the railway. The papers laid on the table
showed that the difference between the
amount of sugar carried over the Intercolonial
in 1878 and in 1879 was as follows:—In 1878,
7809 364 popular were carried, in 1879 7,809,364 pounds were carried; in 1879, 16,071,316 were carried. The papers also showed that during the first three months of

that Halifax should be the winter port of Canada. This was not the only oity to which before Confederation a vast tide of commerce was promised. To St. John had been predicted similar advantages. He thought that they, too, had a right to claim the fulfilment of these predictions in the way of establishing at least a monthly line of steamers with some port in Great Britain.

Mr. ROYAL held that a better port could be found in the Hudson Bay, and dwelt on the importance of establishing shipping relations between this bay and Europe, as this route would form almost the only safety-valve from the operations of the syndicate, and of the monopoly, and it had almost obtained a monopoly, as to the portion of territory south of the Canadian Pacific railway line. He read from the work of Prof. Hynds as to the value of the Hudson Bay route, as York Factory was actually nearer Liverpool than was New York. He did not desire this factor in connection with communication with hat Halifax should be the winter port of

factor in connection with communication with Europe to be lost sight of. (Hear, hear.) Sir LEONARD TILLEY said it would be Sir LEONARD TILLEY said it would be very inconvenient to enter on the discussion of questions bearing on the tariff in this relation in the absence of the papers and returns, which would be submited to the House before the tariff issue was taken up. Probably when the returns were brought down, the hon. member for Gloucester (Mr. Anglin) would find the trade in New Brunswick ports was not as stagnant as he represented as compared with previous years, and perhaps the trade for the six months from July 1st to the end of the current year, instead of being stagnant, as was the case a few years ago, it would be found was very largely on the increase. He did not desire to, nor would he, be drawn into a discussion of the tariff at this time, but he rose more particularly to thank the hon. member for Gloucester for his unselfishness in the course he had taken on behalf of St. John. When he considered the urgent manner in which the hon. gentleman from 1867 to 1873 pressed on the consideration of the Government and the House the claims of a port in his own country—

Mr. ANGLIN—That is a summer port.

Sir LEONARD TILLEY—To which he desired to have a railway track laid down, and no intention to the street of the s

red to have a railway track laid down, and pointed it out as the nearest to Europe of all the ports of the Dominion, he felt obliged to tender the hon. gentleman his sincere thanks, and he trusted that the hon. gentleman would find when the papers were before the House that this section of country before the House that this section of country was not so much neglected as he imagined it

The motion was carried. WRECKING AND TOWING.

Mr. BUNTING, in the absence of Mr. Patterson (Essex), moved for copies of the correspondence between Sir Edward Thornton, British ambassador at Washington, and the Secretary of State for the United States relative to wrecking and towing in Canadian waters which has been forwarded to the Do-Mr. BOWELL mentioned that it was desir-

able to leave this matter over until after the holidays.
Sir JOHN MACDONALD—The papers are ot ready. On motion of Mr. BOWELL the debate

vas adjourned. VOTE FOR IRISH RELIEF. Mr. ANGLIN moved for orders-in-Council

Mr. ANGLIN moved for orders-in-Council, etc., etc., respecting the expenditure of one hundred thousand dollars voted by the Canadian Parliament last session for the relief of those in Ireland who were threatened by famine. He stated that they had learned that this vote-had not been used in the manner which the House had desired. The Colonial Secretary had expended it in the purchase of boats, fishing gear, etc., on the coast of Ireland about Galway. This was a very laudable object, but such had not been the intention of Parliament. It had been supposed that famine was staring the unforthe intention of Fariament. It has been supposed that famine was staring the unfortunate people of Ireland in the face, and for such relief the vote had been made. Under these circumstances he moved for this in-The motion was carried.

FISHERY STATISTICS. Mr. ROBERTSON (Shelburne) moved for copies of instructions issued by the Depart-ment of Marine and Fisheries to their officers ment of Marine and Fisheries to their officers throughout the Dominion as a guide in the collection of statistics as to the annual production of the fisheries. He stated that the fishery statistics were manifestly incorrect.

Mr. MILLS stated that this was a very important matter. Prof. Hynd had called attention to the unreliability of the fishery statistics, and no one on looking into them could fail to become convinced of their highly erroneous character. It was important in case of fresh treaty negotiations that these statistics should be accurate, and the Government should take steps to prevent a recurrence of the errors in this relation.

Sir JOHN MACDONALD said that when the papers were brought down the entire sub-

the papers were brought down the entire subject could be discussed. He was not prepared to say that the statistics were inaccurate. He did not think, because Prof. Hynd said so, that they were inaccurate.

MAJOR-GENERAL LUARD. Mr. DESJARDINS moved for papers and Mr. DESJARDINS moved for papers and correspondence in relation to the appointment of Major-General Luard' as the officer in command of the militia of Canada. He called attention to the manner in which this officer was appointed, coming from England, whereas able officers, perfectly familiar with the customs of this country, and able to perform the duties of this office, were to be found in this country. The objections which had been made to this mode of nomination at the time it was instituted had, in his opinion, been sustained by events. He particularly directed attention to the fact that, having received a letter written in French from an officer, the Major-General had returned it with a written request to translate it into English. He derequest to translate it into English. He desired to know whether the Major-General was to treat the Government as his subalterns, or whether he was to be under the control of the Militia Department.

Mr. CARON said that the Major-General was a colonial officer chosen from among the

was a colonial officer chosen from among the imperial officers, who received his instructions from the Canadian Government. The change from the old system had been followed by from the old system had been followed by very satisfactory results. As to the instance mentioned, the Major-General had merely desired to obtain the contents of the letter in English in order to become perfectly acquainted with them. He hardly need say that everybody knew that this gentleman was a distinguished officer, and that he had come out here to fulfil his duties as well as he possibly could. Since this occurrence Major-General Luard had found that the letter could be translated in the Department. Major-General Luard had found that the let-ter could be translated in the Department, and he was perfectly sure that no one could regret more than himself (Major-General Luard) the misunderstanding to which his hon, friend had drawn the attention of the House, and he was convinced that such a misunderstanding would not again occur. As soon as he saw this notice of motion given he had hastened to give instructions to prepare the correspondence required, and this would be laid on the table of the House with the

shortest possible delay. INDIAN INSTRUCTORS.

Mr. CAMERON (Huron) moved for a list Mr. CAMERON (Huron) moved for a list showing the names and nationalities of the instructors to the Indians in the territories of Canada. He understood that the instructors who had been appointed knew nothing of the language, peculiarities, and prejudices of the Indians, and were therefore not competent men, Besides that, they did not understand Indian agriculture.

Sir JOHN MACDONALD said that on the whole the instructions had been seed.

16,071,316 were carried. The papers also showed that during the first three months of 1880 8,181,380 more pounds of sugar were carried over the road than were carried during the whole of the year 1878. The hongentleman would, therefore, see that his view was not borne out by the figures. Other places had been mentioned as desirable winter ports. Regarding them he could say he had no doubt that the completion of our great national undertaking, and the rapid increase of our population, would lead to the discussion of the desirability of securing such a port as would furnish the shortest possible communication between this country and Europe.

Mr. ANGLIN dissented from the view Sir JOHN MACDONALD said that on the whole the instructions had been good, though there had been some failures as to the instructors understanding the Indian language. He might here observe that there were several Indian languages. The instructors did not of necessity require to be familiar with the prejudices of the Indians, for they went up, not to teach prejudices, but the ways of civilized nations. Neither was it necessary that the instructors should understand any Indian methods of agriculture, for it was with the farming practised by white

The state of the s

Mr. CAMERON (Huron) moved for a Mr. CAMERON (Huron) moved for a return showing the name and nationality of the Gov-ernment land guides in Manitoba and the North-West. The guides, he charged, had exacted illegal charges from the immigrants, which he thought was very improper, and of which the immigrants complained bitterly. Sir JOHN MACDONALD said he knew thing about the circumstances, of which had now for the first time heard. He

he had now for the first time heard. He could, however, state that if any charges were exacted from immigrants in any way this was an impropriety which would be enquired into at once. No guides to assist immigrants had been appointed until this year. It had been represented to the department that it was highly desirable to appoint a corps of guides to aid immigrants in finding the location of their lots.

The motion was carried The motion was carried. THE TRENT CANAL.

Mr. KEELER moved for copies of correspondence between parties in Chicago and the Government respecting the construction of the Trent Valley canal.

The motion was carried. BRIDGES.

Mr. HAY moved for a return respecting bridge iron and iron bridges entered for duty through the Customs Department of the Dominion of Canada from the United States from the 1st January, 1875, to the 15th December, 1880; also for correspondence, &c., &c., in relation to the seizure of the bridge iron for the Chaudière bridge. He stated he was a sincere and conscientious believer in the National Policy (applause), and he wished to say a few words with regard to the protection of the National Policy from violation! (Hear, hear.) He was satisfied from what he had seen and heard from others in whom he could thoroughly trust, that notwithstanding all precautions of the Customs Department, undervaluation of goods coming into this country was being BRIDGES. goods coming into this country was being made amounting in the aggregate to a very large sum indeed. The motion which he made referred to a gigantic fraud which had been perpetrated within a few hundred yards of the Customs Department. He supperely

perpetrated within a few hundred yards of the Customs Department. He sincerely hoped that the matter would thoroughly sifted, and that the parties in plicated would be treated as the law directed. He had been told that the honest trader who would scorn to cheat the Government any more than an individual would be protected, and he trusted that this matter would be examined into with great care, and that justice would be done. (Applause.)

Mr. BOWELL replied that appraisers had appointed experts under the law to value the iron imported for the construction of the bridge, and this board was now sitting. As soon as a decision was given as to the soon as a decision was given as to the actual value under the law for dutiable actual value under the law for dutiable services as to this iron he would be able to complete the return. He could assure the hon, gentleman that though importations had been numerous last summer in this relation, the officers in this city had their eyes upon it the whole time, and it was distinctly understood with the importer that when the importations ceased proper steps should be taken to ascertain the fair market value of the iron for the duty, and in order to arrive at this conclusion the importer, acting under the law, claimed mporter, acting under the law, claimed the right of appointing two experts, one be-longing to Ottawa and the other to Montreal, and these gentlemen were now investigating

the matter.
The motions were carried. The House adjourned at 11.30.

OTTAWA, Dec. 21. The Speaker took the chair at 3 o'clock.

THE XMAS HOLIDAYS. Sir JOHN MACDONALD said that consequence of a gentle pressure which had been exerted on both sides of the House, he had resolved to move that for the Christmas holidays the House adjourn from Thursday next until Tuesday, January the 4th.

THE SYNDICATE Mr. McLENNAN and the importance of this subject could not be over-estimated. The diestion now came before the House in a form which he thought so far a solution that it became their duty to give it their best consideration, and duty to give it their best consideration, and to deal with it in the best manner which commended itself to their patriotism. (Applause.) On the first reading of the contract they noticed the absence of ordinary conditions and guarantees, and on the second perusal they found that this was a subject to which these ordinary conditions and guarantees did not apply. In ordinary cases these were mutually necessary to enable progress to be made. He would not on the one hand treat of barleycoms and inches and of fractions in the rates of tolls, nor on the other hand would he make fanciful estimates of the hand would be make fanciful estimates of the It could be built more cheaply and worked more economically by a company than by the Government. The company would also be interested in assisting the Government in securing emigrants for the country. Had hon members considered the cost per capita of bringing the emigrants to the older settled portions of the country? Had they reckoned how much greater the cost of taking emigrants to the North-West would be? If they had they would have an idea of the millions this contract would save the country in the matvalue of the land which formed the considera-tion to the builders of the road. This value tion to the builders of the road. This value had been stated at various figures up to \$4 an acre, but his idea in dealing with this subject was that they must deal with the land of the North-West in the way in which the question had been treated in the United States, where by common consent the general purpose for which the land grants were made was to facilitate settlement and advance the general prosperity, rather than to make them a mere source of revenue. A fair estimate of their value might be \$1.25 per acre. If they were to make fanciful estimates, he did not see why they should not place the figure at \$40 an acre as well as \$4. It had been represented that the members of the syndicate would accumulate great wealth, but he believed that no one of they would have an idea of the millions this contract would save the country in the matter of emigration alone. (Hear, hear.) There was one point in connection with the question of the country's ability to meet the obligation well worthy of consideration, and that was the probability of emigration. During last session there was a long discussion on that point. The leader of the Opposition stated that we could not expect such an immigration to the Canadian North-West as had been the case in regard to the American north-west. In proof of this he mentioned that we had nothing like the recruiting ground that the United States had. The fact was that the United States was as much the recruiting ground for our North-West as for the American north-west, because, as a rule, great wealth, but he believed that no one of high character and position would undertake such a contract without having freedom of action and freedom from the ordinary conditions and restrictions to which he had referred. As to fixing the value of the land, they might as well put a price on the land, they might as well put a price on the light of the sun and on the rain which fell from the clouds. The great object to be attained was the acquisition of an industrious and well-governed people. Such a work would not be undertaken without the prospect of a very great reward. With regard to the agricultural community, he thought he could safely appeal to every representative in the House as to the cruiting ground for our North-West as for the American north-west, because, as a rule, Americans did not care where they went so long as they could get good land and could make money. (Hear, hear.) It was said in opposition to the idea that we would have a large immigration, that there was a most remarkable and extensive exodus now in progress. But the figures given in proof of the exodus preved what? They proved that the good times had come, and that people had the money with which to visit the United States. During the good times of eight years ago people could visit the States. During the five lean years money was not sufficiently plentiful to enable them to indulge in that luxury. Now, the good times having arrived, the people were once more wealthy enough to travel. to every representative in the House as to the condition of the farmers at the present moment. He believed that every gentleman in the House that came from the country would tell them that the farmer, one of in the House that came from the country would tell them that the farmer, one of whose great privileges as a Briton was the privilege of grumbling, when now asked what his position was, would generally reply that he had nothing to complain of; and when inveterate grumblers had nothing to complain of he considered that a very satisfactory state of things existed. He was a farmer himself, and therefore in this respect spoke with more confidence and freedom. (Hear, hear.) The leaders of the Opposition proposed terms for the handing of the road over to a company somewhat similar to those before the House; but of course with them it depended upon who applied the terms. In this case the present Government applied them, so gentlemen opposite were against them. (Hear, hear.) In 1874 the hon member for Lambton offered \$10,000 and 20,000 acres of land per mile for the construction of the whole line, 2,600 miles, without any limitation as to the choice of lands. According to the present arithmetic of the Opposition, that would be about \$50,000 a mile. But he offered even more than that. He proposed that the contractors should say what further sum they would take in the AFTER RECESS. Mr. IVES, resuming, stated that the Government, working with the syndicate, would naturally look forward during the next ten

naturally look forward during the next ten years for a very large immigration to the North-West and also to the older provinces of the Dominion. This was a matter of very great importance, and he regarded it as the salvation of the country. The first of the objections to the minor details of the contract was that the lands were to be selected that the available of the post-large was that the lands were to be selected. of land per mile for the construction of the whole line, 2,600 miles, without any limitation as to the choice of lands. According to the present arithmetic of the Opposition, that would be about \$50,000 a mile. But he offered even more than that. He proposed that the contractors should say what further sum they would take in the shape of interestrat the rate of four per cent. upon an unknown amount. It was also proposed by the late Government that two-thirds of the land should be sold at prices to be agreed upon, and that the Government should sell the land and pay the proceeds to the company without making a charge for administration. Another provision of the old offer was that the Government should have power to repurchase the road by paying the contractors the money fley had expended on the road, with ten per cent. additional. It was one of the advantages of the present contract that it contained no such provision for embarrassing a Government with applications for a repurchase. (Hear, hear.) In fact, the omission of the clauses which the member for Lambton was ready to put into a contract should he have made one was a favourable feature of the present arrangement. (Ap-

plause.) He was glad to say that in the arrangement the Government had assumed that the contractors were honourable men, that their interests would keep them right, and that their interests were the same as the interests of the country. It was to the credit of the Premier that he had dealt with the subject as a statesman, leaving the hair-splitting and the suggestions of possibilities of unfairness to the gentlemen of the other side of the House. In conclusion he would say that the terms were so good that he would give them his full support.

Mr. IVES said the contract was a matter of business rather than of politics, and should therefore be dealt with from a business point of view. Although he had not believed the North-West lands so bad as the Opposition had painted them, although he had not predicted failure for the emigration policy of the Government in regard to the North-West as had the Opposition, he was still of the opinion that a mistake made at this juncture would be a fatal one to the country. The Liberal party, though deprecating this contract, were equally committed with the Conservative party to the policy of building the road, and of building it if possible by means of a company. As far back as the Quebec conference the necessity of acquiring the North-West and of constructing the railway was agreed to. In 1871 the proposal to construct the line was made to Parliament, Sir George Cartier stating at the time that the road would cost not less than \$100,000,000. Sir Alexander Galt, who was acting with the Opposition, did not oppose the construction of the line. The member for Lambton (Mr. Mackenzie) at that time declared that it was essential to the future prosperity of the Dominion that British Columbia should be admitted into the Dominion. The hon gentleman, however, deprecated the violation of the principle of representation by population, and claimed that too large a representation was given to British Columbia. The hon gentleman offered no objection to the construction of the railway except tha the terms of the Act of 1874. If they rejected this contract they would revert to the old system, as the Government would not thereby become absolved from its obligation to build the road. (Hear, hear.) The Government must necessarily take it up and carry it on as a Government enterprise. Then what became of the twenty years' exemption clause? Would these lands not then he exempt from traction and in the statement from traction and in the second for th emption clause? Would these lands not then be exempt from taxation until sold and disposed of? He looked upon the argument in favour of a company having the very greatest interest in disposing of these lands—as the raising of grain on these lands was the source to which they would have to look for a revenue, and in fact for the success of the scheme—as being most important. He believed that it would be in the interests of these gentlemen—who on all sides were lieved that it would be in the interests of these gentlemen—who on all sides were acknowledged to be gentlemen of good sense and business ability—as well as their policy, to dispose of these lands on easy terms and as rapidly as was possible. But it was said that they would not take over from the Government the land even, after they had a right to it, until they had an opportunity of selling it, and that in this way they might prolong the period of exemption indefinitely. But surely this was a matter in the hands of the Governperiod of exemption indefinitely. But surely this was a matter in the hands of the Government. Surely the Government could compel the company to take the assignment of the lands when the latter became entitled to them. He was surprised, when they considered the fact that this was a way in which they could help the scheme without costing the country a dollar, to hear this objection, especially from members representing the older provinces of the Dominion. Regarding the security for the construction of the road, the leader of the Opposition in the course of his speech had furnished the House with a most conclusive argument. After showing that the syndicate would com plete every section of the road, after showing that the syndicate would make a very great fered no objection to the construction of the railway except that he said the Government should not undertake to build it in ten years. Further, Mr. Mackenzie introduced an amendthing out of the central section of the country, the hon. gentleman stated that they would make three millions more by constructing the difficult parts of the central secment to the resolution, and surely this re-presented the policy of his party. But this amendment did not denounce the undertak-ing or oppose the admission of British Colum-bia on the terms proposed. The hon. gentle-man urged the prosecution and completion of the road at as early a party of the tion and western part than by not doing so.
And surely if these gentlemen were hardhearted financial men, as they were described
to be, they would not lose these three millions, but would build this section of the road. Also that they would make \$833,000 more by of the road at as early a period as the state of the finances would justify. If this could be explained away as stern and constructing the line north of Lake Superior than by not doing so. (Hear, hear.) Surely If this could be explained away as stern and uncompromising opposition to the admission of British Columbia, then members of the Opposition were evidently quite capable of reconciling the difference between their course on this subject last session and at the present time. He found that the hon members of Contra Human (Sir Richard Contra they could not have any better argument than this to satisfy the House and the country that the syndicate would build the whole road as agreed upon. That was proved by the arguments of the leader of the Opposition himself. The House was told that very high rates might be fixed and the settlement of the North-West might thus be retarded and the per for Centre Huron (Sir Richard Cartwright) moved an amendment that the Govprosperity of the country be prevented. But it was admitted on all hands that the wright) moved an amendment that the Government would use its best exertions to complete the railway in ten years. (Hear, hear.) The member for Lambton had a few years since negotiated a second treaty with British Columbia, and had guaranteed to expend two millions a year on the Mainland in connection with the railway. It was evident from the history of the undertaking that both parties were equally compitted to the con-Government of the country had the fixing of the rates for traffic which would pass over this road, and if the Government had not this power, and if they were to suppose that these men would build the road and honestly intended to operate the road, surely it would not be argued for a moment that they would parties were equally committed to the con-struction of this important means of com-munication. Mr. Dorion had regretted the utterance of the intimation that the country fix such rates from west to east as to prevent the growth of wheat in that country. (Ap-plause.) What rates would the House fix on the different classes of freight? Did any one think that if the rates were under the munication. Mr. Dorion had regretted the utterance of the intimation that the country was not bound to carry out its solemn pledge, and Mr. Blake, alluding to the argument that the Government was not bound to perform an impossibility, had declared that an honest man would fulfil the obligation, though the result might be bankruptcy; and that anyone who voted for the obligation, but attempted to evade it on the ground that the country was not compelled to fulfil it unless such was desirable, was a base man. (Hear, hear.) Also that the country was committed to an irrevocable engagement to build the road. He said that only one honourable and straightforward course was open to pursue, and that was to proceed with the construction of the road as rapidly as the financial position of the country would permit, and refusal to do so would not only be a breach of public faith and public honour, but it would also furnish an excuse, and a good excuse, for the dismemberment of the Union itself. (Hear, hear.) If there was no way out of the obligation, the question then arose how was a control of the House any company in the different classes of freight? Did any one think that if the rates were under the ontrol of the House any company in the world could possibly float the scheme? The leader of the Opposition said that the country would speak out on this different classes of freight? Did any one think that if the rates were under the ontrol of the House any company in the world could possibly float the scheme? The leader of the Opposition said that the country would speak out on this different classes of freight? Did any one think that if the rates would the House fix on the different classes of freight? Did any one think that if the rates would the House fix on the different classes of freight? Did any one think that if the rates would the House fix on the different classes of freight? Did any one think that if the rates would the House fix on the different classes of freight? Did any one their Mank the fount of the House any this ground merely, necessitating the taking upon their own shoulders again of the burden of constructing and operating the railway. (Applause.) The verdict of the people would be that it would be best to repose in the Government of the country which had the henour and pleasure of introducing almost every great and useful measure which had been bestowed on the country, rather than in the power of those gentlemen who during their term of office seemed so to act as to depress the affairs of the country. (Cheers.) The leader of the Opposition had referred in tones of ridicule to the fancy sketch which the right hon, the leader of the Government had drawn as to looking down from the realms above on a train moving westward (Hear, hear.) If there was no way out of the obligation, the question then arose how was the road to be built. The policy of the Conservative party had always been to build the servative party had always been to build the road, not as a Government work, but by a subsidized company. The Liberal party, in its Pacific Railway Act of 1874, made provisions for the building of the road by a company, and the member for Lambton, as stated by the present leader of the Opposition, had it as part of his policy that the road when fully surveyed should be handed over to a company accompanied by grants of land and money. Beyond all this, however, it was obviously in the interest of the country that the road should be built by a company. It could be built more cheaply and worked more economically by a company than by the realms above on a train moving westward over the Canadian Pacific railway bearing the over the Canadian Pacific railway bearing the members of the Club Cartier. He hoped and believed that it was the wish of every member of the House that the Premier might have the pleasure in his own lifetime—(hear, hear)—of seeing this take place. (Applause.) He thought after a lifetime of toil and labour on behalf of the country, the right hon. gentleman deserved to see accomplished the last and greatest work of his life. (Cheers.) Of this much he felt confident, that if the right hon. gentleman were judged by the people of Canada, he would certainly look down upon this event. But he feared that if hon.

right non. gentleman were judged by the people of Canada, he would certainly look down upon this event. But he feared that if hon, gentlemen opposite were judged by the people of this country, the latter, recollecting the miseries which they suffered during the five years of their reign, would consign them to a place where, if they were conscious of the moving of a train, it would merely be by way of hearing the rumbling of the wheels. (Laughter and cheers.)

Mr. LAURIER, referring to the speech of the hon. member for Centre Huron (Sir Richard Cartwright), said this was no time for recrimination, as the interests of the country were at stake. It was a fault, if not a political crime, in 1871, when the country was bound to the construction of the road. It was a fault, if not a crime, in 1880, when the policy was persisted in. The present Government had succeeded in getting a second elephant on their hands. In their anxiety to get rid of it they went to Paris and offered to give it away, but the gift was declined. get rid of it they went to Paris and offered to give it away, but the gift was declined. They offered it in London, and the gift was again rejected. At last, in despair, they offered a heavy bonus to those who would take it, and it was taken, the best of the North-West going with it. The contract was indeed a surrender. The whole thing was a monstrous monopoly. Everyone knew what the land companies were. They oppressed the settlers, deprived them of their rights, and reserved to themselves the right to put up mills. The Government endeavoured to make it understood that the permanence of British institutions in this country depended upon the building of the road. He would be sorry indeed for British institutions if they depended in this country upon the building of a railway, whether of gigantic or diminutive proportions. tive proportions.

Mr. CIMON expressed his surprise that

Mr. CIMON expressed his surprise that the last speaker, after having supported the Government which had proposed a similar contract, should be opposed to the present proposal. The late Government, in its proposition, admitted that sufficient could be realized out of the lands to secure the construction of the road. He, for his part, was happy that they had made that acknowledgment, but was better pleased to know that it was true. He represented, he said, a constituency which would receive as little direct benefit by the construction of the road as any, and yet he was glad to support a scheme which was so well calculated to be of benefit to the entire country.

Mr. ANGLIN asked for the consideration of the House while he occupied its attention

Mr. ANGLIN asked for the consideration of the House while he occupied its attention for a few hours. (Laughter and applause.) The contract before Parliament was the worst proposal for the construction of the Pacific railway ever yet suggested. It contemplated the building of a railroad such as the Union Pacific was in its earlier days, and the giving away of our best lands. True it was that the leader of the late Government proposed to give 55,000,000 acres to a company, but the lands were not to be the best in the North-West, but of a fair average quality. He objected to the Government valuing the lands to

be granted at \$1 per acre, and held that if the lands were really worth only \$1 an acre, the sooner the Government ceased to invite our own people to the North-West the hetter.

Mr. CHARLTON moved the adjournment of the debate. say, "You will be obliged to take inferior land," as might have been represented under the terms of the Act of 1874. If they rejected

MEMBER INTRODUCED Mr. SPEAKER announced the reception of a report from the returning officer of the election of Mr. Sutherland for North Oxford. Mr. Sutherland was introduced by Mr. Blake and Mr. Skinner.

The House adjourned at 12.05.

SHIPWRECK AND STARVATION.

Party of Shipwrecked Sailors Starved to Death in Newfoundland. ST. JOHN'S, Nfld., Dec. 18.—Particulars of the loss of the ship Monantum, during a terrific gale off the highlands of St. George's Bay, last week, state that the crew put off from the vessel in two boats. One boat with six men capsized, and all were drowned. The lifeboat, with eleven men, capsized, losing the provisions, water, and oars. The crew the provisions, water, and oars. The crew held on and righted her, and after twenty hours of exposure, cold, and hunger, washed by the chilling spray, the boat reached the shore. The men wandered about the uninhabited, barren shore for eight days, all dying of hunger and exposure except two, who were rescued by a couple of men going to the sea coast. The captain was found alive, but died soon after, and the two survivors are not died soon after, and the two survivors are not likely to live long. The arm of one of the dead men was found to be eaten to the bone, it is supposed by some of his companions. The coast between St. George's Bay and Cape-Ray is strewn with wreckage. Other tales of disaster will probably soon be told.

A GATINEAU OUTRAGE.

A Lad Shot by a Ruffian by Mistake for Another—A Clear Case of Intent. OTTAWA, Dec. 13.—Another story of brutal violence, with the additional turpitude of cold-blooded deliberation, comes from Gatineau Point. The perpetrator of the crime is a well-known lawless character named Gariépy, and the account of the affair is thus related and the account of the affair is thus related by a gentleman who lives in the neighbourhood. Recently two inoffensive men named Dennis and Maloney, both farmers of Templeton, were attacked by Gariépy on their road home. Maloney being a powerful man threw him off, and the two men proceeded on their way. Gariépy went home, got a revolver and shot gun, and thinking that Dennis and Maloney had gone into the house of a neighbour named Lafontaine, waited, expecting they would come out. This was at night, and while he was lying in wait young Lafontaine, a lad of ten or twelve years of age, came out of the house. Thinking it was Maloney, who was the party he intended to shoot, Gariépy fired, striking the boy in the neck with a quantity of shot, and then fied. Young Lafontaine is in a critical condition, and Gariépy is in hiding. No steps have been taken to bring him to justice, no complaint having been made te the magistrates of the neighbourhood.

DETERMINED SUICIDE.

in M.P.'s Private Secretary Strangles
Himself. PORT HOPE, Dec. 18.—Last evening J. Churchill Watson, private secretary to Col. Williams, M.P., entered the Queen's Hotel and asked for a room. The proprietor conducted him to one, and Watson commenced and asked for a room. The proprietor conducted him to one, and Watson commenced to undress for bed, seeming quite cheerful. As he did not put in an appearance this morning, an effort was made to call him from the outside, and that not proving effectual, the door was opened, when he was discovered lying apparently dead. An alarm was given, and a further investigation showed that he had taken his life by winding a silk handkerchief round his neck, tying it tightly, causing strangulation. He had been drinking very freely for several days, and from remarks. strangulation. He had been drinking very freely for several days, and from remarks which he made yesterday, it is supposed that he was on the verge of delirium tremens. He leaves a wife and child, who were only made aware of the suicide by hearing it in the street on their way down town about ten o'cleck this morning. The unfortunate materied to kill himself the other day by hanging, but the article to which he was suspended would not bear his weight

A CASE OF KIDNAPPING.

An American Fugitive from Justice S in the Eastern Townships and For Taken Across the Line. Montreal, Dec. 16.—About two weeks since an attempt was made to kidnap an American named Brand, who had fled from the States and taken refuge in Hemmingford, just across the line in this province. The attempt was unsuccessful, as the prisoner released himself and made good his escape. Last night a second and successful plot to abduct him was carried out. In the evening three men arrived in the village and kept out of the way until a late hour, when they made a raid upon the dwelling where Brand was lodging. They took him by force and carried him to a sleigh in waiting outside, and placing him in it they stifled his cries and drove off. They arrived with their captive at Plattsburg, N. Y., this morning, and handed him over to the custody of the warden of the gaol. It appears Brand was lately tried at Plattsburg for obtaining a large amount of money under false pretences, found guilty, and sentenced to a term in the Albany penitentiary and five hundred dollars fine. His attorney moved for a stay of proceedings and a new trial, in the meantime getting him out on three thousand dollars bail. Senator Appin, Dr. Cole, and Mr. Leggat became his bondsmen, but the rellow was no sooner set free than he absconded, leaving his securities for penalty. What course the Canadian authorities will take under the circumstances is not known. MONTREAL, Dec. 16 .- About two week

ANOTHER MONTREAL SENSATION.

ANOTHER MONTREAL SENSATION.

A Prominent Citizen Arrested on a Charge of Forgery.

Montreal, Dec. 18.—Mr. Thos. F. O'Brien, a retired merchant, who owns an immense amount of real estate both inside and outside of the city limits, has caused a startling sensation here to-day owing to his arrest on the serious charge of forgery on a gigantic scale. Some years since, in the times of extreme inflation in the value of property, Mr. O'Brien purchased extensive tracts of unimproved suburban real estate from the trustees or executors of the late Mr. John S. Knox and Mr. Daniel Hadley. The whole of the purchase money was not paid at the time of sale, and sums of \$18,000 and \$11,000 remained, and were secured by mortgages. A short time since actions were entered in the Superior Court to recover these amounts, and when they were called yesterday Mr. O'Brien exhibited receipts for the full payment of the claims, alleged to be signed in presence of witnessee by Mr. R. A. Ramsay, advocate of the Knox estate, and Mr. Henry Hadley, on the part of the Hadley trust. Both gentlemen at once repudiate the signatures, and denied the receipt of any money from the defendant. The result was the immediate issue of warrants for O'Brien's arrest, and his incarceration on the charges. What still further augmented the excitement was the filing of a receipt by O'Brien for a payment of \$50,000 to Mr. J. Rennie, late general manager of the Consolidated Bank, on account of a debt for \$150,000 which O'Brien owes the assignees of that institution, and is now being sued for. No such payment appears in the books of the bank, and as Mr. Rennie is himself a fugitive from justice, against whom true bills have been found by the grand jury bank, and as Mr. Rennie is himself a fugitive from justice, against whom true bills have been found by the grand jury here, it may be difficult to get a conviction on the receipt purporting to be signed by him. For some time past O'Brien has been embarrassed financially, and involved in constant litigation. He has determinedly fought off all his adversaries however, and hitherto successfully. The magistrate has fixed the prisoner's bail at \$16,000.

VEGETINE.—The great success of the TINE as a cleanser and purifier of the blahown beyond a doubt by the great he who have taken it, and received immediate with such remarkable curve.