The Weekly Mail.

TORONTO, FRIDAY, MAY 26, 1876.

NOTICE.

subscribers are reminded that the coloured address label of each paper sent to them shows a figure which indicates that future number of the paper up to which their subscription has been paid, serving, in fact, as a date. The current weekly number can readily be ascertained by reference to the volume and number printed on the title page.

SPECIAL NOTICE.

Subscribers to the *Weekly Mail*, a paper already affording more reading matter than any other weekly published in Canada, may for the future rely on an extended report of Parliamentary proceedings appearing in our columns. Beautiful new bright type, smaller than that hitherto used for Parliamentary reporting, has been procured, and while the actual difficulty of reading will not be increased, the amount of matter which we are able to provide in this department of the paper will be doubled.

READ.—There is more news and reading matter in the broadsheet of the *Weekly Mail* than in any of the new-fangled weeklies, some of which are printed in a shape purposely intended to mislead the public as to the quantity of their contents.

MARK.—The *Weekly Mail* costs only $1.50 per annum for a single copy, and is supplied at much lower rates to clubs and agents. Send for terms and prospectus. An energetic man can get up a club of weekly subscribers in one day, which will give him the *Daily Mail* GRATIS, or a cash bonus as he may prefer.

LEARN all the news and gossip of the week, interspersed with tales and agricultural information of inestimable value to farmers and others. If you would be abreast of the times and know what is going on in the world take

THE WEEKLY MAIL.

A COMPETENT AND CONSISTENT GOVERNMENT!

THE Government organ having got into deep water in dealing with the finance of the Dominion, now turns its attention to the difficult task of endeavouring to establish its broad and impudent statements, that "the country is at present "governed with ability and honesty, "that the measures of the Government "have been wise and beneficial, and that "the men in power are carrying out consistently the principles they upheld in "Opposition." We challenged these statements in detail, and produced proof of their utter recklessness. The organ essays a reply. But such a reply! It takes up a few of the least important of the counts in our long indictment, and having screamed over them to its heart's content, shouts "Pacific Scandal," and fancies its task is done.

We exposed the true character of Mr. A. B. FOSTER's job in connection with the Georgian Bay Branch railway. Not a word as to that. We pointed out Mr. CARTWRIGHT's tariff bungling. That is passed over. We referred to the extent to which Canada is being made a slaughter market for American goods, and the helplessness of the Government in a time of deep commercial distress. The organ has nothing to say to this. We held up in its true light Mr. BROWN's abortive treaty. The little banting's not vouchsafed even a passing mention. We referred to the immense sums of money wasted by the Government's per Agent-General in England while the number of emigrants was yearly declining. The organ is dumb. We showed our direct tax trade had been ruined by the present Government, and our merchants forced to go to New York to make their purchases. Not a word in reply. We pointed out that the Government refused to meet, by like action here, the step taken by the American Government, in increasing the bounty to their refiners, and thereby throwing three hundred men out of employment in Montreal. The subject is not referred to. We held up in public view the imbecility of Mr. MACKENZIE's dealing with the Pacific railway between Thunder Bay and Red River. In reply we have never a word. We pointed out that the Premier had violated the cherished principles of his Party by forming a coalition with Messrs. R. W. SCOTT and CAUCHON—and to sanction, in other political leagues; by paying large sums of public money to the Speaker of the Commons for printing, though Mr. ANSLEY does not even own a job office, and had to farm out the work; by obtaining the assent of the House of Commons to a resolution giving him power to use 11,000 tons of iron rails as his fancy might dictate—a resolution which Mr. BLAKE preferred to shirk rather than vote for. To these damning charges there is not the first word by way of reply. And yet the organ would have its readers believe our indictment has not been left a leg to stand on!

I refers to the steel rails transaction. Didn't the House of Commons, it asks, give Mr. MACKENZIE a large mandate on this question? Doubtless! and we are inclined to think it would have voted the "straight ticket" just as willingly if the Premier had been proved guilty of stealing the money and putting it in his own pocket instead of distributing it in a great measure among his friends and relatives. There are plenty of men in the Ministerial majority who know they are sinning in Parliament for the last time, and who will hold on to their seats as long as they possibly can, no matter what votes they may have to give. The broad fact is that by this transaction our "practical" Premier has lost to the country, beyond all doubt, from $800,000 to $1,000,000. The organ denies that he spent the money without reference to Parliament. This is simply a quibble. He might have taken the authority of Parliament to purchase the rails, but he didn't. He waited until the session of Parliament was over, and then he entered into contracts, without any authority whatever from Parliament, amounting to $2,625,000, trusting to his service being—as well he might trust—to vote the money at the following session. A more unconstitutional act was never committed in Canada.

The SIMPSON bribe is also referred to. Why, says the organ, did not the Opposition formulate a resolution on this subject in the House of Commons? Why, indeed! To give the organ an opportunity of pointing, as it does in the steel rails matter, to a vote of the Commons as justifying the act of the Government! The Opposition have done better than that. They have brought the facts before the public, which may be safely left to judge for itself. The organ, however, ventures on an explanation of the astounding fact that for a whole year the Ontario Bank was allowed to retain $300,000 of the public money on which it paid not a farthing of interest. "There is not a more virulent or acrimonious opponent to Mr. MACKENZIE "in the whole House of Commons than "Mr. MACKENZIE BOWELL, yet he did "not dare to do more than move for "papers about these terrible doings with "Senator SIMPSON and the Ontario "Bank. And what was the very simple "answer? Why, that some of the "Ontario Bank agencies are at a great "distance from Ottawa and that it was "difficult of access—for instance, those at "Fort Garry or Thunder Bay—and as "the Government have had public "works or surveys proceeding in those "regions, a large reserve has been necessary. Hence the aggregate amount in "the Ontario Bank has been at times "considerable. Similar cases occurred "under Sir JOHN MACDONALD's Ad-"ministration, as they must at all times." These statements are grossly untrue. No such cases occurred under the previous Government. And the Ontario Bank agencies referred to were not established until after the time when Mr. SIMPSON had the untaxed use of so large an amount of public money. The true reason is to be found in Mr. SIMPSON's circular, during the South Ontario election, to the customers of the bank. "I want you "to support the Government candidate, "because if he is elected I shall go more "public money, and will, in consequence, "be able to give you larger accommoda-"tion." Talk of bribery and corruption! Mr. MACKENZIE was quite ready to give the bribe, and Mr. SIMPSON to accept it, and render for it the needed services.

We shall at present only refer to but one more matter of the few alluded to by the organ, in reply to our bill of indictment—The Montreal Remnning Warehouse Job. Our Ministerial-bound contemporary gives a version of this transaction, but, as usual, it is a false version. And we shall prove it false by the architect of the Public Works Department. Our assertion was that Mr. MARSH had had been promised the contract, was cheated out of it at the solicitation of the "Montreal Club," and that it was given, at a higher figure, to friends of the Government, Messrs. BOURGOUIN & LAMONTAGNE. Tender B referred to in the following letter is Mr. MARSH's; tender C Messrs. BOURGOUIN & LAMONTAGNE's:

"CROWN ARCHITECT'S OFFICE,
"Ottawa, May 23rd, 1875.

"SIR,—I beg to inform you, that since the time of making out plans, &c., of the "Examining Warehouse, Montreal, I have received information from Mr. Hutchison of this Department, as also from Messrs. Lorgess and Lepreohon, Architects, of Montreal, that foundation walls will have to go deeper than shown on drawings, owing to one portion of these resting on ground already excavated, and other portions not being sufficiently good to bear the superstructure (see papers 43,263 and 46,792 in connection thereto).

"As this extra depth will entail an extra amount of money to be expended, and as per the tenders received, I find in these tenders B and C respectively (the lowest and next lowest) the prices for extra works are, for excavation:—

In B at the rate of 60 cents per cubic yard,
In C at the rate of 55 cents per cubic yard.

"And for masonry:—

In B at the rate of $4.30 per cubic yard,
In C at the rate of $6.50 per cubic yard,

and as the difference in above tenders, when extra depth is taken into account, make a difference in the total amount of tender, I have taken out quantities for the extra work to show the total amount of tender and extras added thereto, which are as follows:—

TENDER B.	
Bulk sum for the whole work .	$167,625 00
1,356 yards excavation at 60 cents per yard	813 60
869 yards masonry at $4 30 per yard	3,736 70
	$172,175 30
TENDER C.	
Bulk sum for the whole work .	$166,865 00
1,356 yards excavation at 55 cents per yard	745 80
869 yards masonry at $6.50 cents per yard	5,648 50
	$173,259 30

"Or a difference of . . . . . $ 1,084 00

"I have the honour to be Sir,
"Your obedient servant,
"(Signed), THOS. S. SCOTT,
"Chief Architect."

"F. BRAUN, Esq., Secretary,
"Department Public Works, Ottawa."

In the face of this statement from the Chief Architect of the Department, which the Mr. MARTIN's contract to have been $81,084 less than his rival's, the work was ordered, by Mr. MACKENZIE himself, to be given to the latter. Of course the organ omits to say that Mr. MARTIN's contract figures were the lowest. But while omitting this all-important fact, it broadly denies that Mr. MARTIN had any promise that the work would be given to him. Well, in reply to this statement we offer Mr. MARTIN's own letter, which reads thus:

"MONTREAL, 11th June, 1875.

"SIR,—I acknowledge the receipt of your letter, dated 10th June. It is not the reply I expected to receive from the Government. Having received a telegram dated 13th May, informing me that the Honourable the Minister of Public Works desired to see me in relation to my tender for the examining warehouse at Montreal, in compliance with that request I went to Ottawa; *and there, in the office of Mr. Trudeau, Deputy Minister, he said to me, "Your tender is the lowest,"* and asked me several questions, and amongst others that as to security. I answered that I would either make a deposit of bank stock or give a mortgage on my property. Thereupon he told me to return home, and he would let me have the papers to sign them in Montreal. Now what I desire to know is this—whether the Government did not find my tender to be quite satisfactory, and whether they did not find me competent, or whether it is because I have the misfortune to be a Conservative, being a strong friend of Sir JOHN A. that I real Club?

"I hope the Government will honour me with a more detailed answer.

"Your very humble servant,
"(Signed) JOSEPH MARTIN.

"F. Braun, Esq., Secretary Department of Public Works, Ottawa."

We leave these documents to speak for themselves and to constitute the most damning reply to the special pleading and false statement of the Ministerial print.

It has been frequently said that the men now in power could have but little vitality but for their "predecessors." If the Ministerial Government have done wrong-doing, they suffered for it; they are now out of office. The present Government must stand or fall upon their own merits or demerits, not upon what their "predecessors" did, or did not do. The old men, at all events, were competent. They conducted the Public Business fairly well through many a troubled sea, and left her "taut" and strong. Who will say, except it may be the paid organ and the richly-subsidized *eloqueners* of the present Administration, that they are competent, and that, on the contrary, They are the greatest nincompoops that ever attempted to govern a young country? Well, if the opportunity were offered it to-day, would thrust them out of office with a strength of propulsion that would astonish even themselves?

VALUABLE POLITICAL CRITICISM.

"The Legislative Council is the house—in one or other of which Sir JOHN has been politician of his parliamentary career has been spent—and it is there his parliamentary qualities for distinction as the more popular assembly, but Mr. Christie's calm judgment, combined with a thorough knowledge of the large experience of the social condition and resources of the country, as well as his *stirdy political* courage, will enable him to render valuable services to the public."

THUS, in its last weekly edition, does the *Globe* newspaper speak of the President of the Senate and Minister of Public Works. The present generation is assured that he has always been a man of "honourable "character" and "sturdy political consist-"ency." *We* have no desire to say aught to the contrary, but it occurred to us that the newspaper which so fearlessly publishes stinging incidents in the lives of men yet in the public arena had not always spoken in these warm and friendly terms of Mr. CHRISTIE. The mind went back to the time of the Union Government, when Mr. BROWN was vigorously fighting the Clear Grits because the Party leaders had a place in the Cabinet. Messrs. HINCKS and ROLPH, had declined to constitute the *Globe* the Party's organ. Mr. CHRISTIE was one of the Ministers of the Government to which Mr. BROWN was in Opposition then. Hadn't Mr. CHRISTIE become a member of Mr. HINCKS and Mr. BROWN of Mr. CHRISTIE? For proof we turned to the files of the *Globe*. What a diligent search in the columns of an entire session of that paper give us we cannot pretend to say, but leave the reader to judge by the product of our hurried search. On the 5th July, 1853, there was a public dinner given to the Government of the day in Berlin. Mr. CHRISTIE was one of the speakers on the occasion, and among much which he said we find the following:

"I wish to say a word or two about the Union of Reformers, which led to the formation of the present Government, in reply to what has been said by Mr. BROWN. He has stated that he dropped the matter because he had no confidence in his colleagues. Therefore is the case—*he was dropped because confidence could not be placed in him.* (Loud laughter and applause.) Even then he would have come with us had he been continued as one of the Ministry, but he was thrown out of his own country by sheer necessity *care a rush for what* CORDEY did for England thirty years ago, or for what his political economy is doing for her now. He sees two countries, of which one has an advantage over the other in the means of promoting trade and commerce, and obeys the law of self-preservation and follows the instinct of his own self-interest. We know the secret by which the United States have obtained the advantage over us in the matter of production and competition; and until we use it in our own behalf, and embody it in a national Canadian policy, we shall never be able to contribute the young men of the country that this is the better land.

VERY LOW FREIGHTS.

ACCORDING to the Chicago *Inter-Ocean*, a "storm of indignation" lately arose among owners of lake vessels on account of the chartering of the Wayne, a 20,000 bushel vessel, to carry corn from Chicago to Kingston at the unprecedentedly low rate of 6½ cents per bushel for the voyage of about 1,000 miles. The insinuation was made that this sort of thing was most likely to be done by vessel agents who were also insurance agents, who would sacrifice the interests of the vessel owner in order to make sure of an insurance commission for themselves. This charge has brought out in explanation Messrs. MAGILL and HALL, a leading freighting firm, the senior partner of which has been in the business in Chicago for about twenty-three years, the junior partner for over eleven years, both having been together as a firm since the beginning of 1868. They say that they keep the business of vessel agency entirely distinct from that of insurance, and never allow their interest in one to interfere with what they are doing in the other, and they appeal, apparently on good grounds, to their business record of many years in proof of the fact. The more important part of their communication, however, relates to the practical question whether grain can be carried from Chicago to Kingston, *to pay*, at 6½ cents. They answer, that the charter was a good one under the circumstances, and they point to the fact of the Ganges, which since the Wayne's contract was made was chartered at half a cent less, or six cents per bushel for the same voyage. And they say, further, that several other vessels besides these have lately been chartered for the same voyage at similar figures. The Wayne, they mention, was discharging a cargo of lumber at Chicago when chartered for the trip to Kingston, and was very quickly loaded, and off on her voyage down the lakes, just at the time, which is one consideration of some importance. No combination of parties to keep up rates is possible, they say, so long as the supply of vessels seeking freights is so much in excess of the demand as at present. It does appear as if the problem of cheap transportation were already all but solved, for surely the farmers of the west can scarcely expect to get their produce safely and at markets *much* cheaper than at present. When grain is carried 1,000 miles for six cents per bushel surely that is "cheap" transportation." We may repeat what we have said several times before, and ask English owners of Canadian railway stock if they can be to blame for their ill fortune when by the great inland water route grain is carried at such low rates as those just mentioned.

THE EMPIRE OF GREATER BRITAIN.

Now that the Sovereign has taken an Imperial title it may be of interest to inquire whether the policy of the Empire is really such as to make an Imperial character as it ought to be. Is it one contrived merely for England, Ireland, and Scotland, or is it adapted also for Canada and Australia—for the whole of the "Greater Britain" upon which the sun never sets? Some may be ready at once to answer in the affirmative, but on these questions, but it may be that truth would require the answer to be somewhat qually qualified. We may discover, if we look closely at the matter, that the policy of the Empire has so far been of too contracted and local a character, perhaps, for the three small Kingdoms, but with not the best adaptation possible to the larger circumstances of the most extensive Empire in the world. Let us suppose, as a novelty, that the policy of the British Empire might be made more truly Imperial.

So far, governing colonies have had conceded to them the right of taxing themselves, and of establishing such financial systems as may be thought fit for their respective circumstances. The disallowance of a colonial Act of Parliament is a rare occurrence, and we certainly cannot complain that the reins of Imperial authority are drawn over us too tightly. It is true, however, that the rise of manufactures in the colonies is viewed with no little jealousy at home, where the belief prevails that our ability to export to the Mother Country only raw material, taking in exchange finished goods, is a war-like policy, and highly promotive of the Empire's greatness. Perhaps, however, we are not looked upon with favour. British statesmen in our day do not say, as some of their predecessors used to say ago said, that they will not allow the colonies to make even hob-nails for themselves. And, perhaps, notwithstanding, an enormous weight of influence is exercised upon us in order that we may not have manufactories which, in the opinion of some, would be injurious to the Empire. Our statesmen visiting England have it impressed upon them in many and various ways that it is our duty as colonists to follow "the liberal commercial "policy of the Mother Country"—liberal, that is, to foreigners rather than to our own people, who are going and coming, too, of our commercial men visiting England on business, fairly overweight with the "free trade" doctrine, which, and it is the correct thing to be a Free Trader, and few of our business men care to be anything else, then, to themselves Protectionists. Were our Parliament to adopt a general tariff of taxation, it would be almost certainly be disallowed by either the Governor-General or the Colonial Minister; and yet our public men cannot help being aware that such a course on their part would be strongly disapproved of in the highest quarters. To give a commercial treaty to Canada, there need be no doubt of the fact that it was Imperial pressure which in 1866 compelled the reversing of our tariff from twenty and twenty-five to fifteen per cent. People at home would rather lend money to enable us to pay our way than to raise it by taxing imports of British goods. Mr. MACKENZIE and Mr. CARTWRIGHT fall in with this policy instead of insisting it, "borrow money advantageously in England in order to avoid raising the tariff. English statesmen, at their wits' end almost, to make income balance expenditure in India, put heavy taxes upon salt and other necessaries of life, rather than raise money by taxes on imported goods; and Lancashire manufacturers avow that they will give the Government no peace until the revenue duty of five per cent. on cotton goods imported into India be repealed.

Now, we hold that this is not true Imperial policy—the policy suited for a great Empire of over three hundred millions of people. We would call that Imperial policy which would encourage the coloniesin spinning in Bombay as well as in Manchester, and that would favour the raising of the raw material for both. Orders of our great Canadian lakes as well as at Swansea or Barrow-in-Furness. The other day by an order in Council Her Majesty, should rejoice as much to hear of the extension of manufactures in Canada, India, and Australia, as at home. Another Ministers would be more truly Imperial statesmen did they abolish the Indian tax on salt, and raise revenue from taxes on imported textile fabrics instead. In legislating as they do, they legislate only for the two little islands, and not for the Empire of Greater Britain. Let us endeavour to realize, if we can, what a wonderful expansion of colonial prosperity would ensue were it announced from Downing street that the extension of our manufactures should be encouraged instead of being repressed. In a few years we would have iron furnaces on the lower St. Lawrence, on the Ottawa, and at various points on the shores of the lakes. Our superabundant water power would drive thousands of humming wheels. Immigrants arriving here would not think of going back to England until nor would they go to the United States to look for work. India, now discontented, and with the dark shadow of another possible rebellion looming before the eyes of British statesmen, would begin to feel herself attached to the Crown by all danger from Russian designs would disappear. The Crown would be truly an Imperial one, and Great Britain would be an Empire indeed. Instead of an unhealthy concentration of manufactures in England and Scotland, there would be diffusion of profitable industry all over the Sovereign's dominions.

But, it may be asked, what prospect is there of the adoption, in our time, of what we here indicate as the true Imperial policy? Apparently very little indeed, and yet the new Empire may be considered a hopeful sign. The idea of Empire and its obligations may gradually supersede the old one, of the three little Kingdoms only. If the British Empire is to endure for long time, and is not to disappear as other Empires have done before, then the Imperial idea must be encouraged and expanded. Statesmen, both in the Mother Country and the Colonies, must realize more and more that from the prosperity of the several parts is made up that of the whole. They must sometimes themselves to ask, not merely what is best for Yorkshire or Lancashire, but what is best for the whole Empire. It is becoming necessary that their horizon should be enlarged. And we think it not altogether hopeless that this be not recognition by them after this of the Imperial idea. The extension of manufactures in India and the Colonies may yet be looked upon, not as a weakening but as a strengthening of the Empire. If Canada and India are to be held and defended just as at home, or Sussex would be, imperial statesmen must encourage manufacturing elsewhere than at home for the benefit of the Empire as a whole. Perhaps, since by the new Lectionary the Bible chapters are so much subdivided, for the guidance of Canadian readers, we may look for a new chapter in their creed, which cannot begin to do so until the clergyman has made an end of his announcement. It is not obvious that the Imperial idea is here wanted! The first thing required to be made public is the book from which the lesson is to be read. It is not well known at first everyone could begin at once to turn to the required place, and could then easily remember the chapter and verse. As it is, the present system, though it has the sanction of a Rubric, is very inconvenient, and, it is to be hoped, of directing letters, a thorough reform, a complete reversal of the old system, is needed. As we are not writing for Canadian readers only, we may add, that even from China some useful ideas may be obtained.

It is semi-officially announced that the Government have determined upon reducing the District Staff by the removal of one of the District Engineers. The officers whose services are to be dispensed with are Col. SEWRIGHT, District No. 1. Major SHANKS, District No. 2. Lieut.-Col. HANSON and DE BELLEFEUILLE, District No. 6; Cols. MCCULLY and INGRES, District No. 4, and Lieut.-Colonel BOLTON, District No. 9. The Toronto organ in making this announcement says: "It is so "stated by some of the Ministerial papers, "that Mr. MACKENZIE promised that the "two positions vacant at Ottawa and Toronto "remain vacant. There was no such promise "mention." Well, we turn to *Hansard*, and this is what we find Mr. MACKENZIE said, in reply to Mr. BOWELL: "The "Minister regretted that he had not "been filled, *and it was not the intention "of the Government to fill them.*" This is an ill-conditioned world, we would not hesitate to make a small bet that the organ's article was dictated by the First Minister himself, and that the sweet utterances are wholly unworthy of belief.

MR. DISRAELI has announced that he has no intention of present to advise her Majesty to pardon the Fenian convicts, fifteen in number, now undergoing the sentence of the law. The majority of the Rulers supported the Titles Bill in the belief, or, as their friends affirm, with the understanding, that the Queen would not make the proclamation of the new title the occasion of a general goal delivery of their friends. The Opposition are disappointed, expected, therefore, Mr. BUTT will denounce Mr. DISRAELI, and the advanced Nationalists will gird at Mr. BUTT.

Which Shall I Take?

This is often a serious question with the invalid. He finds the market flooded with proprietary medicines, scores of which are recommended in certain cases for his peculiar ailment. He reads the papers, circulars, and almanacs, and finds each sustained by plausible arguments setting forth in glowing and specific action. The recommendations are as strong as human testimony can make, cures claimed to have been wrought by one are as wonderful as those claimed to have been wrought by another. If his experience since by the new Lectionary the Bible chapters are so much subdivided, for the guidance of Canadian readers, he may look if they are dependent on the clergyman's announcement for doing so. "Here be" "chapter of the 2nd Epistle of Sir. PAUL" "the Apostle to the Corinthians." It is asked how many persons, grown or half grown, are familiar with the second chapter after waiting for the conclusion of this lengthy declaration? Those who want to find the place, and their eyes, then, cannot begin to do so until the clergyman has made an end of his announcement. It is not obvious that the Imperial idea is here wanted! The first thing required to be made public is the book from which the lesson is to be read. It is not well known at first everyone could begin at once to turn to the required place, and could then easily remember the chapter and verse. As it is, the present system, though it has the sanction of a Rubric, is very inconvenient, and, if we are certainly of directing letters, a thorough reform, a complete reversal of the old system, is needed. As we are not writing for Canadian readers only, we may add, that even from China some useful ideas may be obtained.

SUMMARY OF NEWS.

BY ALLAN STEAMER.

From Liverpool, May 11th.

MERCHANT SHIPPING BILL.

In the House of Commons, in committee, for the eleventh time, on the Merchant Shipping Bill, Mr. Plimsoll moved a clause, providing that registered British ships, when declared, should be deemed unseaworthy until surveyed by the Board of Trade. It was opposed, by Sir C. Adderley, on the ground that it would be a hardship to poor shipowners who had purchased vessels for the coasting trade, though not good enough to be classed at Lloyd's, were fit for the trade in which they were engaged; that the Board of Trade could not follow the varying fortunes of a ship with so much promptitude as to make the clause effective; that it would place too much power in the hands of the Registering Societies. On a division the clause was carried by 235 to 115. With the assent of the Government, a new clause, proposed by Mr. R. Smith, and seconding that a passenger certificate by the Board of Trade should render a second survey under the Passenger Acts unnecessary, was added to the bill. Sir C. Adderley promised to consider a clause requiring passenger and emigrant ships to carry lifeboats, rescue lights, and distress signal lights. Consideration of clauses, following, was moved by Mr. Gorst relating to desertion and kindred offences, and the protection of seamen. Sir C. Adderley stated that as these matters referred to the question of discipline, and that was outside of his scope and object of the measure, it had been purposely omitted; and on Mr. Secretary Cross undertaking that the subject should be dealt with next session, if there were no time to do so in the present, Mr. Plimsoll then moved a new clause for securing the survey of the provisions, medicines, and water placed on board ship for the use of the crew and passengers. This Sir C. Adderley pronounced impracticable, and observed that it would be just as reasonable to require the Government to inspect and analyze the food, medicine, and water in every house in England. Mr. Bates, on the other hand, expressed approval of the clause, whilst Sir J. Hay declared that survey would be an illusory protection. Mr. Egerton (Secretary to the Admiralty), adverting to what had been said, in the course of discussion on a previous clause, with regard to the sale of unsound preserved meats by the Admiralty, stated that he had caused inquiries to be made on that subject, and the Admiralty was satisfied. He had given instructions, however, that food supposed to be unfit for human consumption should not be sold, but be immediately destroyed. The clause, being presented to a division, was negatived by 114 to 57, whereupon, all the new clauses having been disposed of, the preamble was agreed to, and the bill ordered to be reported with amendments, to the House, amid cheers.

BOARD OF TRADE RETURNS.

The *Telegraph* says:—The Board of Trade returns for April fall to show that improvement in the external commerce of the country for which they have been so long waited in vain. The total declared value of the exports for last month was £18,430,177, against £20,222,339 in April last year, and £19,432,270 in 1874, a fall of 23 7 and 20 per cent. respectively. The decline of the exports extends to every article of importance, with the exception only of coal, which has increased 16 per cent. in quantity, and 6 per cent. in value. The Baltic and Mediterranean trade has coincided with increased importation of all kinds. We are paying a bill of exchange for food from abroad, although the imports of corn last month were not on the scale of those of three months of the year. The returns exhibit our manufactures in a struggling condition, but the sheer weight of competition is nobly maintained. Competing with the world we are not worse off than those of other nations, who have adopted the policy of up native industries by privileges, are opposing obstacles to the revival both of their trade and industry.

The *Times* in an editorial remarks:—"The Board of Trade Returns for April seem to fail to show that return of commercial life which has been so long awaited. In nearly every direction we find the paralysis which set in as early as 1872 is still apparent. Exports are, for England, the chief test of her commercial prosperity, and in the list of ports of British produce we find a decline of £2,000,000 as compared with the returns of April, 1875. Yet though the Returns for last month appear to be thus very discouraging, the consolation is that it is hard to think there is not so much reason for apprehension. The Returns of the Board of Trade give a general view of the state of the country. On the Month the reduction is very considerable, but on the Quarter it is slight and in many cases the values have increased. Declining prices are, in the first instance, the greatest misfortune to the State; but, from the nature of the decline is ascertained, we may be sure that lower prices mean increasing consumption, and that the extent to which it may remain vigorous; the steady increase of the coasting trade shows how well the general consumption of the kingdom goes; the prosperity of the people is unimpaired. The issue is, that we must accustom ourselves to the idea of enjoying some anxiety at a period when all commercial nations are suffering from the same cause. We can bear such an ordeal without panic or serious disorder, if, in the best part of our country, we can wait quietly the period when the effects of overtrading and kindred speculations will have passed away; and if we must meanwhile make some sacrifices, both capitalists and workmen will have learned some valuable lessons. The stores of capital will feel that a too eager pursuit of immediate profits may place them at a serious disadvantage, and the workmen will perceive that their prosperity does not depend on the caprice of their masters, but on economic laws which their employers are as much subject to as the meanest of their men. We hope though the prospect is still serious, there is nothing in the last Quarter's Returns to add to the gloomy forebodings of the past, and time to wait, there is every reason to believe that we shall be able to bear the crisis. We shall come out stronger and better for it, and we shall come out better able to take full advantage of it."

ENGLAND AND RUSSIAN INDIA.

The *Times*, editorially commenting on Mr. Ralph Thomas's late speech on the state of our Indian Empire, remarks:—"Our only excuse for returning to the subject of that debate on Friday is to express a strong hope that it may be long before we hear of it again. We have been lately challenged to contemplate the progress of the Russian frontier in Central Asia, and now we are invited to look on the other frontier, or dignified to make it the subject of an annual note of alarm in the House of Commons. We do not for a moment think of declaring that it is in the highest degree undesirable that our representatives should present to the world this periodic spectacle of apprehension, and we hope the good sense of the Commons will prevent the need of a repetition of it. It is quite true that the Russian frontier in Central Asia has steadily advanced, and the new Empire has been forced upon the Czar, as our neighbours forced upon us in India, the necessity of establishing such a system of outposts and frontiers as will enable the Russian Government to defend its subjects from the incursions of the Khiwan, Bokhara, and Khokand. Nor can we find fault with Russia without condemning ourselves. We have attempted to advance without admitting that our own movement is a menace. Nothing so strongly illustrates the unwisdom of the temper which denounces every increase of the Russian dominions as the decree that we have accomplished nothing to time as the means of checking it. One favourite scheme has been the establishment of a neutral zone between the Russian and Indian frontiers. Reason and experience both tell us what are the characteristics of a neutral zone. Its existence is a sure sign that France and Germany, and it became a byword for the ruin of the intervening country. Even in our own days, and in the most civilized part of Europe, Belgian Ministers have complained that the difficulty of preventing their country from being abused by refugee criminals seeking its asylum. To set up a neutral zone between India and Russia would be establishing a sanctuary for repine, the mischief of which would soon become intolerable."

THE KING OF DAHOMEY.

The London papers publish the following correspondence:—

"To the Merchants of Wydah

"GENTLEMEN,—Having demanded from the King of Dahomey an indemnity of 500 puncheons of palm oil for an unwarrantable outrage perpetrated by the Aguale authorities at Whydah, on the 23rd of January on Mr. Tawfield, agent for R. A. Strom by at that place, and further, having intimated to the King that, in case of his not paying the same on the 1st of June next, I should place his coast under strict blockade, I have now to give you notice thereof, in order that you may be prepared for any consequences that may arise out of my ultimatum. One of her Britannia Majesty's vessels of war will be stationed off Whydah to protect British interests, and to afford such protection to foreign traders as the circumstances may render necessary. I earnestly enjoin you not to neglect this warning, which is given at such a time in order that you may timely arrangements for the protection of your individual interests.

"I have the honour to be your obedient servant,

(Signed) "W. N. W. HEWETT,
"Commodore commanding her Britannic Majesty's Squadron off the West Coast of Africa."

Thereupon the following letter was addressed by Mr. Stafford to the Commodore, written at the instance of the Whydah authorities, and purporting to be a message from the King of Dahomey in reply to the Commodore's message and letters:—

"WHYDAH, March 13th.

"SIR,—I have the honour, at the request of the King of Dahomey, as delivered through the Aboyoh by the presence of all the white men here, to lay before you the following message from the King in answer to your communication respecting the outrage committed upon Mr. Turnbull, and the indemnity demanded by the commodore thereof. The purport of your letter was rendered to the King by Caboceer Chadatoo, the King holding back your letter to himself unopened, as hereinafter mentioned:—1. That in all the books written about Dahomey by either the French, Portuguese, or English, and from the commencement of the Kingdom of Dahomey down to his own and his father's reign no such fine as that demanded by the Commodore has ever been paid before. The King says that when this happened he was not at home (*i.e.*, Abomey), but was out at war, and that after he has finished his war and gone back to his town he should then like to see the Commodore at Abomey about the palaver; that he cannot pay this fine until he himself has seen the Commodore, and judged Mr. Turnbull's case correct; that if he does not see the Commodore himself he will not pay it. 2. The understands) from the officers sent by the Commodore to the Aveyah that if there is any palaver against any European here the authorities must write to a man-of-war, in the absence of a man-of-war to Cape Coast, and then we are to wait to arbitrate upon the matter. The King, in reply, says that he cannot assent to this at all. That should any white man commit any breach against his laws he will punish him as he thinks proper, and not wait for twenty years to send the letter written by the Commodore to the French, English, Portuguese, and Chasshna Queens, and writes than to say something about them. The letters were sent up to Gezo by Gerina, one of the Aboyoh house, Regis & Co., and he, saying he knew nothing about the letters, and did not understand English, handed them to the Chasshna. The Chasshna would have nothing to do with them, and handed them to me, saying that I must take them back to the Commodore, and that I should not turn them to you, and they suffered me to leave them with him. The Aboyoh people say they sent a Caboceer to ask for them back again, stating that they belonged to the Aveyah (whereupon I gave them back). 3. That the King believes the palaver to come from the Commodore himself, and not from the Queens of England; that if it came from the Queen of England he would be able to know. 4. That the King would like the Commodore to stop all war palaver and be a merchant, and turning his vessels into sailing ships and loading them with rum, cloth, and other merchandise, come to trade with him. I have the honour to be, Sir, your obedient servant,

"(Signed,) C. C. STAFFORD,

"Regards of the message in his absence at Cape Coast of G. R. Turnbull, agent."

Mr. Turnbull, however, on his return addressed a letter to Mr. Lyall, under date April 10th, denying that the above was the real message of the King. The letter says: "I am sorry that my presence should be confessed that the message lately sent to the Commodore and purporting to come from the King of Dahomey, was concocted by themselves in the French fort, and that the King's name was—I repeat it—forged to open the Commodore's letters as he was a King, but if the Commodore liked to come up to Abomey he would pay him in bullets and powder."

"NE SEMPER TYRANNIS VIGILAT HOMERUS.

The great French journalist, M. John Lemoinne, in a long article on the Royal Titles Bill, favours the world with the following remarks upon the subject:—"Les autorités coloniales devront être nommées dans la même forme; et, mieux encore, les lois de la Reine seront faites, en Conseil, par Man, qui est relice à l'Angleterre par un pont, ne faisant pas officiellement partie du Royaume-Uni, ne possédant pas de conformité." That the Isle of Man and Ireland, are joined together by "a bridge" is a something a bit of "Jonathan" is not very interesting. He is probably thinking of the bridge over the Menai Straits.

NOT WORTH A FIG.

The proposal of an income tax in the Colony of Victoria, says the *Standard*, is meeting with much opposition, and the working of representative institutions in Australia a very high opinion of the financial wisdom of the Victorian Parliament. An income tax in a country is open to all the objections to, while it can have none of the benefits of, the Income Tax in Britain, and necessity there should be for an income tax in Victoria, at the present time, is hard to say. A population not exceeding some 500,000, with an ordinary revenue of over thousands of pounds, and a public debt, probably satisfactory position. The difficulty, we might suppose, would be how to spend the money, and not how to find it. Extravagance is among such a handful of people. The people of Victoria cannot be the people of Britain, and the people of England as to require the expenditure of five millions annually, and yet they are as much man, woman, and child in the community, when a little less than half that rate is sufficient for the needs of the Victorian Parliaments in the Mother Country. It is true that there are some items of expenditure in Victoria which the United States pay, and Britain are thrown upon the local revenues. Such are the cost of the Police, the keeping up an army and navy, or foreign consuls and ambassadors, or defraying the expenses of external relations, which are, it is to be regretted that the general cost of living is greater in the colony than in the Mother Country, so the income in Victoria must be greater, it must be content to endure some anxiety at a period when all commercial nations are suffering from the same cause. We can bear such an ordeal without panic or serious disorder, if, in the best part of our country, we can wait quietly the period when the effects of overtrading and kindred speculations will have passed away; and if we must meanwhile make some sacrifices, both capitalists and workmen will have learned some valuable lessons. The stores of capital will feel that a too eager pursuit of immediate profits may place them at a serious disadvantage, and the workmen may arise out of my ultimatum. One of her Britannia Majesty's vessels of war will be stationed off Whydah to protect British interests, and to afford such protection to foreign traders as the circumstances may render necessary. I earnestly enjoin you not to neglect this warning, which is given at such a time in order that you may timely arrangements for the protection of your individual interests.

"I have the honour to be your obedient servant,

(Signed) "W. N. W. HEWETT,
"Commodore commanding her Britannic Majesty's Squadron off the West Coast of Africa."

Thereupon the following letter was addressed by Mr. Stafford to the Commodore, written at the instance of the Whydah authorities, and purporting to be a message from the King of Dahomey in reply to the Commodore's message and letters:—

"WHYDAH, March 13th.

"SIR,—I have the honour, at the request of the King of Dahomey, as delivered through the Aboyoh by the presence of all the white men here, to lay before you the following message from the King in answer to your

THE FENIAN PRISONERS.

The following is the memorial, signed by much more than the 21st Fenians, presented to Mr. Disraeli, praying for the release of the Fenian prisoners. The memorial says:—"We feel it our duty to declare our opinion that the time has come when her Majesty's gracious pardon may be advantageously extended to the prisoners whether convicted by the civil tribunals or by courts-martial, and we feel it our bounden duty to represent of offences arising out of insurrectionary movements connected with Ireland." The Dublin Nation, speaking for Irish Nationalist voice, has adopted a similar memorial.

BANQUET AT THE MANSION HOUSE.

On Saturday evening the Lord Mayor gave a banquet to a large number of the representatives of literature and journalism. Mr. Cardwell, Mr. Hardy, Lord Napier, Sir Army; Admiral Sir Hastings Yelverton for the Navy; Major Dyson Lawrie for the Militia, and Lord Leighton for the House of Peers; Sir J. Eardley Wilmot, M. P., for the House of Commons; and