

## CANADIAN PARLIAMENT.

## HOUSE OF COMMONS.

June 1.—After routine Sir JOHN A. MACDONALD introduced his bill for the readjustment of Parliamentary representation. The bill proposes that for the next ten years the House shall consist of two hundred members; divided as follows among the six Provinces of the Confederation:—Ontario, 88; Quebec, 65; Nova Scotia, 21; New Brunswick, 16; Manitoba, 4; and British Columbia, 6. Thus Ontario will be entitled to six new members, Nova Scotia to two, and New Brunswick to one. In order to provide for the increase of representatives, new constituencies are created. Thus, in Ontario, the county of Huron is divided into three Ridings, each returning a member; Grey and Wellington are each divided into three Ridings; and the county of Muskoka is erected into an Electoral District. Among the cities Toronto is to return three members, Hamilton two, and Ottawa two. Alterations are also made in the division of certain counties. In the Province of Quebec the city of Montreal is to be divided into three wards, and an addition is made to the county of Quebec for electoral purposes. In Nova Scotia the counties of Cape Breton and Pictou will each return an additional member, and a similar addition is made to the representation of St. John, N. B. Manitoba is divided into four electoral districts, Selkirk, Provencher, Lisgar, and Marquette, each of which returns one member. In British Columbia four electoral districts, viz., New Westminster, Cariboo, Yale, and Vancouver, return one member each, while the fifth, Victoria, returns two. Hon. Mr. BLAKE criticized the bill as in some points going too far, and Mr. WORKMAN expressed his astonishment at the contemplated change in the division of Montreal. Sir GEORGE E. CARTIER explained that the object of the clause affecting Montreal was to obtain a more equal representation of the Protestant population of the city. Some unimportant discussion followed, and the bill was finally read a first time. The Pacific Railway Bill then came up for its third reading. Mr. MILLS moved an amendment preventing the Government from granting to any company having among its shareholders members of Parliament, the public money and lands for the construction of the Pacific Railway. This was lost (42 to 88) and the bill was read a third time. Some miscellaneous business was then gone through, and the House rose at six.

June 3.—Mr. SIMARD called attention to the state of lawlessness now prevalent in the port of Quebec, owing to the operations of the crimps. He read several extracts from a local paper describing the state of affairs, and urged the Government to take immediate steps to bring about a reformation. Several other members spoke on the subject, and Sir JOHN A. MACDONALD replied that the local water police force would be increased to thirty men, and this, he believed, would be amply sufficient to put a stop to crimping. Conversation then turned on the death of the late Hon. JOHN S. MACDONALD, and it was arranged that, in order to allow of members attending the funeral the following day, all important business should be postponed until the evening sitting. Sir JOHN A. MACDONALD paid a feeling tribute to the character and memory of the deceased, whom he described as sincerely attached to his country and its best interests, a Canadian in heart and soul, if ever there was one. Mr. CHAUVEAU (in French) and Messrs. MACKENZIE, DORION, and BLAKE (in English), followed in the same strain, Mr. MACKENZIE observing that the differences between himself and the deceased had been only political and not personal, and that he (Mr. Macdonald) had been a friend of every member of the House. Some private bills were advanced a stage, and the House went into committee to make an amendment to Mr. COSTIGAN'S Dual Representation Bill. On the motion for the third reading, Hon. Mr. BLAKE moved an amendment providing that no person who is a shareholder in the Canadian Pacific Railway Company shall be eligible to a seat in the House, and that any member becoming such a shareholder shall thereby vacate his seat. Sir JOHN A. MACDONALD hereupon came out with a sharp attack upon the mover for thus insinuating the corruptibility of members, and reminded the House that when the hon. gentleman formed his own Ministry in Ontario he adopted the method of subsidizing local railways with a most lavish hand in order to increase his majority from one to twenty. Hon. Mr. BLAKE replied in strong terms, denying the accusation made against him, and casting it back on his accuser, whom he branded as unworthy of the position he occupied if, after so many denials, he did not withdraw the unfounded allegations affecting the Ontario Government. A vote was then taken on the amendment, which was lost: yeas, 55; nays, 90. Mr. BODWELL moved an amendment to exclude Ontario from the operations of the bill. Lost on a division. Mr. GEOFFRION moved to strike out the provision that all the voices cast for a member so disqualified should be thrown away, and the returning officer shall declare the candidate who has the next largest number of votes duly elected. Lost. Yeas, 42; nays, 81. Mr. COSTIGAN'S amendment was then carried on a division. On the motion for the third reading, Mr. GEOFFRION moved in amendment, that it be recommitted for the purpose of amending it so as to apply to members of all Local Legislatures in the Dominion. Lost. Yeas, 43; nays, 77. The motion for the third reading was then put and carried: Yeas, 70; nays, 36. Mr. BLAKE then rose and announced, amid loud laughter and the cheers of the Opposition, that the Bill as it now stood did not prevent members of the House of Commons from sitting in the Ontario Legislature. The House then adjourned at one a. m.

June 4.—The House went into Committee of Supply and passed several items. On that for Immigration some conversation took place, Hon. Mr. POPE stating that during the present season strenuous efforts would be made to encourage immigration. After recess Hon. Mr. LANGEVIN moved the House into committee on his resolutions in reference to the enlargement of the canals of the country. He made a long speech in favour of his canal policy and was replied to by Hon. Mr. MACKENZIE. Several members followed, and the House went into committee and rose and reported. The House then went into Committee of Supply and passed several items, sitting until one o'clock.

June 5.—Some time was taken up in dealing with private and local matters. Mr. O'CONNOR then moved the second reading of the bill to extend the law as to the carrying of dangerous weapons, but after a brief debate the motion fell through. In the absence of Mr. Harrison Sir GEORGE CARTIER moved the second reading of an act to amend the act relating to advertisements of stolen goods. By the law as it now stands any publishing of advertisements for the return of

stolen goods for which no questions would be asked is subjected to \$250 fine, the whole to go to the informer. By the amendment proposed suits could only be entered by the consent of the Attorney-General, and limiting the time for suit to six months after the offence. Mr. BLAKE opposed the bill, and the debate was then adjourned to allow of the framer of the bill being present. Mr. Tremblay's bill to provide for taking the poll at parliamentary elections by ballot got the six months' hoist. Mr. FOURNIER moved the second reading of the bill to provide for the appointment of the returning officers at general elections, and explained that the object of the bill was to prevent the Government from appointing their political supporters to the office of returning officers, leaving the office in the hands of those persons who had by law filled the office before the Union; and to prevent partiality being shown by returning officers. Sir JOHN A. MACDONALD moved the three months' hoist, and a debate ensued which lasted until six o'clock. After recess several private bills were read and the debate was resumed. Finally the motion for the three months' hoist was carried: Yeas, 95; nays, 52. Mr. CAMERON'S bill to make notes drawn on the last day of the month payable at the end of the calendar month was read a second and third time. Some items of the estimates were passed in Committee of Supply and the House rose at 12.10 a. m.

June 6.—The Patent Bill received its third reading and the House went into Committee of Supply and passed some items. Mr. HOLTON protested against Judge Johnston's being allowed to receive salaries for his several appointments. Sir GEORGE E. CARTIER and Dr. SCHULTZ, however, justified the action of the Government, and were sustained in their view, on a vote of 92 to 58. On the vote for the militia coming up, Mr. HOLTON wished the appropriation to be reduced very considerably, and was supported by Mr. MACKENZIE, but their objections were successfully replied to by the Minister of Militia, who said that, had he the power, he would be only too glad to increase the pay of the Volunteers. The House adjourned at 12.45 a. m.

June 7.—On the motion for the third reading of the Patents Bill, Mr. CHAUVEAU moved that the 7th clause he struck out, and the following substituted "Any patent for invention patented in another country, which shall operate against any *bonâ fide* manufactures of patented articles in the Dominion at the time of the passing of the bill and such patent shall expire at the same time as a foreign patent, unless the letter is renewed, in which case it shall exist as long as a renewed patent." After some discussion the amendment was declared lost. Mr. CHAUVEAU then moved to amend the 7th clause by striking out the words "twelve months" and inserting the words "five years," and adding the following words: "That the renewal of the patent in another country, shall be considered for all purposes of this clause as an original granting of same." After some discussion the amendment was rejected. Yeas 25; nays 119. The bill then passed its third reading. Sir JOHN A. MACDONALD moved the second reading of the bill for the readjustment of parliamentary representation. Mr. MACKENZIE opposed the bill as violating the principles of representation by population, and accused the Premier of manipulating the constituencies affected by the bill to advance the interests of the party he led. The motion was carried. The House then went into committee to consider a resolution to impose tonnage dues on seagoing vessels entering and leaving the port of Montreal, and a wharfage rate on goods landed in that harbour. Sir FRANCIS HINCKS explained that it was intended to reduce the Tonnage dues from 15 cents to 3½ cents a ton, and to increase the wharfage rates almost ten per cent. Several bills were read a third time and the House in committee of supply passed several items and adjourned at one a. m.

June 8.—Sir JOHN A. MACDONALD moved the second reading of the amendments to the Representation Bill. Mr. MACKENZIE opposed the bill and moved an amendment "allotting the new members for Ontario in succession in such manner as to give, so far as practicable, representation to those parts of the population which would by the present provisions be excluded from their fair share of political power." After some debate the amendment was lost: yeas, 47; nays, 97. Mr. MILLS moved a similar amendment, which was also lost: yeas, 44; nays, 95. Other amendments were offered and lost, and finally the motion for a third reading on Monday carried, and the House adjourned at six.

## "OUT FOR AN AIRING."

The perambulator is an institution in all well-regulated communities, and though young men and old bachelors do object to its being run against them on the sidewalk by some careless nursemaid, yet there are many promenaders who are glad to meet it, and declare as they look at the precious load, "What a dear little baby!" Of course all the little babies are "dear," and very many of them are the subjects of more compliments at a time when they do not appreciate them than when mature years have developed their characters. This, however, is a feature in human nature which is not immediately associated with our illustration of "Out for an airing." Presumably the artist meant to indicate that mamma was just taking a peep under the curtain to see that baby was all right; or it may have been that he had in his mind's eye one of the many adorers of babyhood whose feelings find expression in the exclamation "What a dear little thing!" The picture is from an original sketch by a German artist, and is inserted to excite the sympathy of fond mothers and soften the hearts of crusty old bachelors and severe policemen. Fresh air is a capital medicine for both old and young, and no favourable opportunity for a pleasant promenade should ever be thrown away.

## GARRISON PENNY READINGS AT HALIFAX.

The system of "Penny Readings," or cheap intellectual entertainments, has for thirty years or more been quite popular in Britain, and during the last five or six years has become very popular in Canada. We believe that Ottawa may still claim the palm as being foremost in the support of these innocent and instructive gatherings. One of the proprietors of the Ottawa *Free Press*, when on the staff of the *Times*, broached the idea, and it was so warmly supported that soon several churches, school-houses, and Benevolent Societies' rooms were appropriated regularly on stated nights for the purpose of a "Penny Reading." The Soldiers' Institute at Halifax is

used for a similar purpose, under the patronage of Sir Hastings Doyle. As an evidence of the interest taken in the "Garrison Readings," we may mention that in a programme before us we find all ranks represented in some part, from Col. Martindale, C.B., who gave a reading, down to Private Putman, who favoured the audience with a comic song.

## THE ERUPTION OF MOUNT VESUVIUS.

Our illustration, after a sketch made by a French artist of a scene of which he was an unwilling witness, shows a party of tourists and some peasants overtaken by the lava on the evening of the 25th of April. A full account of the eruption and of its many attendant disasters appeared in a former number. Our illustration speaks sufficiently for itself.

## OFF THE TRACK, NEAR DOUGLAS MOUNTAIN.

The following is the fuller description which should have accompanied the illustration in last issue:

The Nerepis Valley is about thirty miles from St. John. Lofty hills with bald, rugged sides and summits surround it. A small stream winds through the intervals; many farm houses of unusually ornate description are seen peeping from behind the clumps of elm, birch, and maple that garnish this very picturesque valley. The locality is much admired by travellers on the E. & N. A. Railway. The most notable elevation in the neighbourhood is the Douglas Mountain, named after a former Governor of New Brunswick, Sir Howard Douglas, who took his dinner on the Table Rock on its top one fine summer day. At the foot of this frowning monarch of the forest, the St. John bound train from Bangor recently went off the track. There were quite a number of distinguished musicians on board *en route* to attend the St. John Musical Convention, including the celebrated Mendelssohn Quintette Club of Boston. Fortunately the train was nearing Welshford, and the breaks down, otherwise it might have gone hard with the musicians and many others. The engine off, and an hour's detention was the result of a wood pile falling on the track as the train neared the station.

## THE ROMAN FORUM.

Under Gregory VII. the Roman Forum, which had once been the scene of so much splendour, became a perfect rubbish-heap. This heap, which entirely covered the marbles and mosaics that had witnessed the triumphs of the palmy days of Rome, is now being removed, under the superintendence of M. Rosa, the celebrated Italian archaeologist. Already several interesting discoveries have been made, and many more may be expected, for we know that the neighbourhood of the Forum was as rich in architectural beauties as it is in historic associations. At the beginning of the sixth century A. U. C. the edifices in this neighbourhood were twice destroyed by fire, and on the site were erected temples and basilicas which met with the same fate in the great fire under Nero. The latest discoveries are the remains of these ancient buildings. Among the many ornaments of the Forum of ancient Rome were the Temple of Concord, the Temple of Saturn, the Temple of Castor and Pollux, the Temple of Antoninus and Faustina, the Temple of Venus and Roma, the Arch of Titus, the Basilica Julia, the Basilica of Constantine, and the column of Phocas. Nearly all of these, or at least parts of them, remain; and the number of interesting ruins is being rapidly increased, thanks to the antiquarian ardour of M. Rosa. Our illustration shows the latest discoveries, with the arch of Septimius Severus in the distance, the Colosseum to the left, and to the right those three wonderful columns of Pentelic marble that excite the admiration even of the least enthusiastic sight-seer.

## "PENSEROSA."

The painter of the picture we reproduce over the above title, M. Leopold Robert, is certainly a Frenchman, or he would have taken Milton's creation as his model. His *Penserosa* is a love-lorn damsel very different from the

"pensive nun, devout and pure,  
Sober, steadfast and demure,  
All in a robe of darkest grain,  
Flowing with majestic train,  
And sable stole of cypress lawn,  
Over her decent shoulders drawn."

## THE STEAMSHIP "TYRIAN."

In our last issue we gave an illustration of the Steamship Tyrian, one of the Anchor Line, which in 1864 commenced running to St. John N. B. with the Caledonia, 1393 tons, making two voyages and proceeding hence to New York for their outward cargoes. In 1865, the Britannia, 1392 tons, and United Kingdom also touched at St. John, on their way to New York. In 1866, the United Kingdom and Venezia, 656 tons, called at the same port and then proceeded to New York. In 1867, the Acadia, 749 tons, made three trips to St. John, taking her outward cargoes from the same port, the Venezia also coming the same year. In 1868, the Acadia made four trips to St. John, the Grecian, one. In 1869, the Dorian, United Kingdom, Acadia, Caledonia, Acadia, all loading at St. John, except the United Kingdom, which went to New York for her outward cargoes. In 1870, the Britannia, Tyrian, Tyrian, Tyrian, Dorian, Sidonian, all loading at St. John, showing a steady increase in the trade until, in 1871, between Spring and Fall the sailings were equal to a steamer every three weeks.

Owing to its safety, regularity and despatch the Anchor Line has become very popular. The new and magnificent steamship Olympia, of 2500 tons, has been added to the fleet plying to St. John this season. She has already made one round trip and is expected out shortly with about 150 hardy Shetlanders to work on the Rivière du Loup Railway. The rapidly increasing trade of St. John will soon require a first class steamship weekly.

According to the *Danske Tidender* of Thorshavn (Feroe Islands) a monstrous association of pirates has been discovered at Reikiavik, and immense stores of plunder found concealed in caves. It is understood that the disappearance of many ships may be traced to their doings.