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former post office.

Catholic Record.
LONDON, SATURDAY, APR. 26, 1884.

A TIMELY WORK.

We have just received a neat little
volume of ninety pages, of which Light
Rev. John Walsh, D. D., Bishop of Lon-
don, is the author. The title is "Thoughts
on Devotion to the Sacred Heart, and
also on the Life and Work of our Blessed
Lord." In whatever Catholic home this
valuable addition to our religious litera-
ture finds readers, the result will un-
doubtedly be an increased devotion
towards the Sacred Heart of Jesus.

We will draw attention to the literary
character of the work in next issue. The
type, paper and binding are admirable in
their way, and reflect great credit on the
publishing house of P. O'Shea, New
York. The book will be a beautiful
prize book for the Catholic schools of the
country. Pastors and teachers would
do well to communicate with the pro-
prietor of the RECORD at once, in order
to have their orders filled from the first
edition. Price fifty cents, but a liberal
discount will be made when a quantity
is ordered.

THE POLICY OF CRIME.

We have, as our readers well know,
often raised our voice against the policy
of crime, with which a very outspoken
and aggressive minority of Irishmen seek
to identify the cause of Ireland. We are
forced, with great reluctance and un-
feigned displeasure, to return this
week to the very self-same subject.

It was with feelings of the deepest
mortification and sorrow that, in a late
issue of the Western Catholic, we read
the following paragraph:

A most destructive fire broke out in
London on Wednesday afternoon and
destroyed \$5,000,000 worth of property.
The favorable direction of the wind saved
St. Paul's Cathedral. This London con-
flagration affords ample food for reflec-
tion to those who have the liberation of
Ireland seriously at heart. If five mil-
lion dollars worth of property can be
destroyed in daylight by accident, how
much could be consumed in an organized
fire at night? Let us grant that John
Bull gains \$50,000,000 a year by holding
Ireland. How many years would he
retain possession of the island if \$100,000,000 of property were destroyed
in England? We think he would soon
be as anxious as Pharaoh to let the Lord's
chosen people depart in peace. We have
no faith in dynamite; it doesn't put John
much out of pocket; it makes a great
noise but starts no flames; and it en-
dangers the lives of innocent people.
We are forced to the conclusion that if
England will not concede the just de-
mands of Ireland, and if Ireland cannot
wrest her liberty by "honorable warfare"
methods, that some fine morning we shall
wake up to hear the newsboys shouting
"London burned to the ground!" Ireland
has a trump card in her hand and
shall play it if Parnell's peaceful appeal
be ignored. The next three years will,
please God, decide the seven centuries
of war; if Ireland fall in the struggle she
will take good care to involve her enemy
in a common ruin. But we have high
hopes that David's and not Samson's tri-
umph will crown the struggle of our
motherland.

Nothing more injurious to the true
advancement of Ireland's disenthralment
could be written. Nothing better calcu-
lated to rob Ireland of the sympathy of
the world or remove to a remote future
her success in her present struggle for
independence could be avowed than the
view set forth by the Western Catholic.
This same policy of crime is not a new
one. It is old, long-tried and found
wanting. It is a policy repudiated by
the honest and patriotic among Irish-
men all over the world. Irishmen in
whose hearts the noble lines of Father
Keegan find ready and enthusiastic
echo:

Be not yours the murderer's task,
Buckard's brand nor cut-throat's knife—
None such help doth Ireland ask,
Her's is honor, not the blood of strife.
Not with midnight torch nor jar,
Not with skulking coward's wile;
Ours is mind's and manhood's war,
Such befits our saintly isle.

Faith, truth, love and fatherland,
Altars, homes and liberty—
For these we strive with stainless hand,
To make them and to keep them free,
Patrick's land and Patrick's cause,
Safely men must serve and aid,
Who breaketh God's and Nature's laws,
To freedom's cause is renegade.

Crime but leads to deeper ill;
Guiltless blood for vengeance cries;
God alone bath right to kill,
Vengeance He will never cease;
Ireland's wrong is dark and deep,
Honest strife alone can right it;
Oh! why make our mother weep
O'er hopes your madness oft has blighted?

Choose ye soon and choose ye sure
The means to make your isle a nation;
Only virtue's ways endure,
Crime was never man's salvation;
Round the banner of Parnell
'Mid the land he leads to glory!
Then shall future minstrels tell
Your victory yet in Ireland's story.
Mr. Parnell's policy is one commend-

ing itself to the ready favor of Irishmen
everywhere. It is neither more nor less
than the consolidation of the Irish race
in all parts of the world in a grand moral
union demanding, insisting upon the
concession by England of Ireland's right
to legislate for herself. On the 17th of
March last Mr. Parnell himself, address-
ing a body of his fellow-countrymen in
London, spoke in language of deepest
impressiveness as to the nature of that
policy and its present prospects.

"Therefore, I say, do not rely upon
any English party. Do not rely even
upon the great English democracy, how-
ever well disposed they may be towards
your claims. But rely upon yourselves,
upon the great power which you have in
every industrial centre of England and
Scotland, upon the devotion of the sea-
divided Gael wherever they are found,
whether it be under the Southern Cross
or across the wide Atlantic; but above
all, rely upon the devotion and the
determination of our people on the old
and at home. We are here to-night to
celebrate Ireland's day. I am confident
that the future is promising, never was
more promising for Ireland. A spirit has
been infused into our people which will
never die. They understand better to-day
the weak points in an armor of Irish de-
mocracy at home or abroad, or whether you
understand and recognize the most suit-
able lines of attack. Whether you look
at the present position and prospects of
the Irish Parliamentary Party or regard
the unprejudiced opinion of Irish demo-
crats at home or abroad, or whether you
consider that of all political parties, the
Irish party is the only party which con-
fidently looks forward to any crisis that
may arise, I say the prospects of Ireland
are good and most hopeful. Our coun-
try is well fitted by nature to excel
among the nations, to enjoy that
nationhood which this toast wishes
her. We have a climate unequalled
by that of any other part of
the world. We have a people
most quick, most energetic, most adapted
perhaps to any people to excel in those
pursuits which go to make the glory of
every nation. That the singular gifts of
Ireland and the extraordinary advan-
tages with which she has been benefited
by nature have not yet placed her in a
position to which she is entitled has not
been the fault of nature. I feel con-
fident that the time is very near when all
sections of Irishmen and all religions
will have the opportunity of meeting to-
gether on Irish soil and of celebrating
the day we celebrate on Irish soil to-
night, under the protection of an Irish
Parliament, and of sending that message
of peace to England which can never be
sent from Ireland save by a self-governed
nation."

For our part we have faith in the
policy of the Irish Parliamentary leader.
We put trust in his skill, ability and for-
bearance; and we do believe that his
purpose of uniting and consolidating his
countrymen throughout the world will
be crowned with a glorious success. What
is required is that everywhere such a
policy as that advocated by the Western
Catholic be at once frowned down. By
this means the hands of the Irish leader
will be strengthened and the success of
the good cause very greatly promoted.

HON. JOHN COSTIGAN.

Now that the labors of the second ses-
sion of the fifth Parliament of Canada
are completed, we may freely take oc-
casion to pay a just tribute to the Minister
of Inland Revenue for his course during
that eventful legislative term. His resig-
nation and re-acceptance of office have
been made the subject of much adverse
comment. Mr. Costigan's course was, we
are happy to state, actuated by a sincere
desire and a firm purpose to serve the
best interests of his countrymen. He has
insisted on being recognized as a minister
having equal rights with all others, and
in that position should be sustained by men
of all parties. There is nothing to be
gained, but much to be lost, by any rep-
resentative man seeking to follow a course
other than that which we have learned
with pleasure was pursued by the Minister
of Inland Revenue in his resignation and
subsequent re-acceptance of office.

BISHOP FABRE'S PROTEST.

We are glad to see that the letter
of the Bishop of Montreal to the Car-
dinal Prefect of the Propaganda is at-
tracting wide-spread attention. His
Lordship employs language at once
dignified and emphatic.

His Lordship says:—"We have learned
with the greatest grief, through the
press, of the fate which has befallen the
property of the holy congregation of
which your Eminence is Prefect. More
than others, we know what benefits the
Propaganda has always bestowed, and
still bestows, upon mission countries en-
trusted to its care, and the diocese of
Montreal has received marked attention
on the part of this congregation. The
news of the spoliation of property used
by this institution solely for the honour
of the Holy See, the glory of the Church
and the maintenance of missions, has in
consequence greatly grieved the hearts
of all the faithful. Therefore, I now, in
my own name and in the name of my
clergy and diocese, protest against this
measure of the Italian Government, which
acted solely by an unheard-of
cupidity, strikes at an institution of such
an eminently civilizing nature, an institu-
tion which, up to the present day, has
in all parts of the civilized world and
even among semi-barbarous nations
caused Papal charity to be praised, and
has given lustre to the Italian name
generally."

The Catholics of Canada do indeed
view with horror the course of the Italian

spoliators in regard of the patrimony of
the Church. No deed, in the long series
of robberies with which the Savoyard
government has been identified, has ex-
cited such general and deep-seated dis-
approbation as the infamous judgment
of the Court of Cassation. We submit it,
as our opinion, that, under the circum-
stances the Catholics of Canada should,
by public meetings and otherwise, pro-
test against this flagrant outrage on jus-
tice and international right.

THE OTTAWA SHIP CANAL.

In the Globe of the 15th we read:

In the *CATHOLIC RECORD* Mr. Horetzky,
C. E., published a letter which deserves
attention. The writer advocates instead
of the Hudson Bay scheme the Ottawa
Ship Canal, which was so favorably
reported on by Messrs. Shanly and
Clarke in 1858 and 1860. These reports
he says, show conclusively that a con-
tinuous chain of navigation for vessels
between Montreal and Lake Huron by
way of the Ottawa, the Mattawa, Lake
Nipissing, and French River, at moderate
cost, is quite feasible. He thinks if this
undertaking were carried out, it would
afford a much more satisfactory alterna-
tive than the projected Hudson Bay
Canal. The canal would cost no more
than the railway, and instead of four
months' open communication, there would
be at least seven. And what is very
likely, he says that such a canal would
meet with hearty endorsement and help
from business men of Chicago and other
lake ports.

Mr. Horetzky's letters on the impor-
tant subject of the Ottawa Ship Canal
are, we are glad to perceive, inviting
general attention. It could not well be
otherwise, for the subject is of national
importance, and the writer a gentleman
in all respects qualified to deal with its
every bearing. We expect to publish
other letters of Mr. Horetzky on this
and cognate subjects. That gentle-
man has already rendered the
country very great services in connection
with the Canadian Pacific railway—
services which the malignity of inferior
men, raised by treachery into prominence,
sought in vain to belittle. He will,
we would fain believe, render this country
and this province still greater service by
his furtherance of the great national
scheme we have now under discussion.
It is, we may here observe, our intention
to publish, at an early date a speech on
the question delivered many years ago
by Alonzo Wright, Esq., M. P. for the
County of Ottawa. Like all the efforts
of that patriotic and far-seeing repre-
sentative of the people, it bears the im-
print of true statesmanship. Our readers
will be charmed with the literary excel-
lence, as well as pleased with the argu-
mentative strength of the speech we intend
to reproduce.

THE CIVIL SERVICE ACT.

The Civil Service Act has been by Mr.
Chapleau's bill amended in several impor-
tant particulars. A Parliamentary cor-
respondent has very clearly summarized the
amendments made by Mr. Chapleau's
Bill. He puts the matter thus:

The remuneration of those whose ser-
vices are required by the act is increased.
The secretary receiving \$1,000 a year, and
each member of the board \$85 per day,
when actually engaged in their work, the
number of days for which such emolu-
ment is paid not, however, to exceed 80
days in the year, together with all travel-
ling expenses. Persons selected to assist
in the examination shall be paid \$5 per
day. The 25th section of the old act is
repealed, and it is provided that the pre-
liminary examination will qualify a per-
son for the positions of messengers, por-
ters, sorters, packers, letter-carriers, mail
transfer agents, box collectors, tide waiters
and assistant inspectors of weights and
measures, while the qualifying examina-
tion shall make candidates eligible for
third-class clerkships. The 31st section
of the present act is repealed, and in lieu
of it the 30th section is provided that pro-
motion shall be by examination in the
branches of learning which are necessary
for the proper discharge of his duties,
said examination to be conducted under the
rules and regulations of the Board of
Civil Service Examiners. In the case of
attorneys, barristers, engineers, military
or civil officers of artillery in the Militia
Department, architects, surveyors, and
draughtsmen, the examination may be
dispensed with on a report from a deputy
head, concurred in by the head of the
department, that it is not neces-
sary. Section 49 is repealed and it is en-
acted that no extra salary or additional
remuneration shall be paid to any deputy
head or civil servant unless a sum for that
purpose had been placed in the estimates.
If any inferior clerk, for a space of time
exceeding three months, discharge the
duties of a superior clerk, he shall receive
the same salary which would have been
paid to the superior clerk if funds are
available under parliamentary vote for
such payment. Any officer absenting
himself without cause shall lose his pay
for the time he was absent. Schedule B
is amended in the clause relating to the
salary of assistant post-office inspectors.
Under the old act they were to receive a
salary of \$1,000 on appointment, and
after ten years \$1,200, while the new
regulation provides that the \$1,000 shall
be increased \$50 per year until a minimum
of \$1,200 is reached. To the schedule of
"clerks in the city post-offices," the
following is added:—"Superintend-
ents of letter carriers \$800, with an
annual increase of \$40 to a maximum of
\$800; mail transfer agents \$400, with an
annual increase of \$40 to a maximum of
\$800." Hereafter letter carriers, messen-
gers, box collectors and porters are to re-
ceive \$300 per year in place of \$200.

The subject of civil service appointment
and promotion is a very important one,

but we doubt if satisfaction is being given
by the system of examinations inaugu-
rated. We have heard of many complaints
on the subject. And we may say that in
more than one case we have seen political
favoritism has worked its will under the
new system with as much impunity as it
could have done under the old. We had
never much faith in that system. Now
we have none.

THE CLOSE OF THE SESSION.

The Parliamentary session just closed
was one of the most lively and eventful
since 1867. The debate on the Pacific
Railway resolutions was, as has been
already noticed in these columns, one of
a most protracted character. The divi-
sions on all the stages of the question
showed large majorities for the govern-
ment. The opposition made its best
display of voting strength on Mr. Davis's
motion proposed on March 28th, in regard
of reciprocal trade relations with the
United States. That motion was as fol-
lows:

"In view of the notice of the termina-
tion of the fisheries articles of the Treaty
of Washington, given by the United
States to the British Government and the
consequent expiration, on the 1st
July, 1885, of the reciprocal privileges and
exemptions of that Treaty, this House
is of opinion that steps should be taken, at
an early day, by the Government of Can-
ada, with the object of bringing about
negotiations for a new Treaty, providing
for the citizens of Canada and the United
States, the reciprocal privileges of fishing
and freedom from duties now enjoyed,
together with additional reciprocal free-
dom in the trade relations of the two
countries, and that in any such negotia-
tions Canada should be directly repre-
sented by some one nominated by its
Government."

To give our readers an idea of the
present relative strength of parties in the
Canadian Commons we publish the divi-
sion on this motion in full.

YEAS.—Messieurs Allen, Allison (Len-
nox), Anger, Bain, (Wentworth), Bech-
ard, Bernier, Blake, Bourassa, Burpee,
(St. John), Burpee (Sunderbury), Cameron
(Huron), Cameron (Middlesex), Campbell
(Renfrew), Cartwright, Casey, Casgrain,
Aitken, Davidson, Deeks, Davies, De St.
Georges, Fairbank, Fisher, Fleming, Forbes,
Geoffroin, Gilmour, Gunn, Harley, Hol-
ton, Innes, Irvine, Jackson, King, Kirk,
Landerkin, Laurier, Lister, Livingstone,
MacKenzie, McIntyre, McIsaac, McMul-
lin, Mills, Mulock, Paterson (Brant),
Platt, Rinfret, Seriver, Somerville (Brant),
Sonsbeville (Brant), Sprague, Thompson,
Trott, Vail, Watson, Weldon, Wells,
Wheler, Wilson.—60.

NAYS.—Messieurs Allison (Hants),
Amyot, Bain (Soudan), Baker (Missis-
squoi), Baker (Victoria), Beatty, Bell,
Bellevue, Benoit, Benson, Bergin, Billy,
Blondin, Bolduc, Borden, Brabant, Burns,
Cameron (Inverness), Campbell (Victoria),
Carling, Caron, Cimon, Cochran,
Colby, Costigan, Coughlin, Courso, Cuthbert,
Daly, Daoust, Dawson, Desautels,
Dickinson, Dodd, Dundas, Dupont,
Farrow, Ferguson (Hants), Fortin,
Gendron, Girouard, Goulet, Groulx,
Grandbois, Guilbalt, Guillet, Hackett,
Hall, Hay, Hesson, Hickey, Hilliard,
Homer, Hurteau, Jamieson, Kaulbach,
Kilvert, Kinney, Kranz, Landry (Kent),
Landry (Montagny), Langevin, Lesage,
Macdonald (Kings), Macdonald (St.
John), MacDonald (Hants), Macpherson,
Macmillan (Middlesex), McMillan
(Vaudreuil), McCallum, McDougall,
McGreedy, McLennan, McNeill, Massue,
Moffat, Montplaisir, O'Brien, Orton,
Paint, Pinsonnault, Reid, Robertson
(Hastings), Scott, Shakespeare, Saal,
Shelton, Sibley, St. Laurent, Taylor,
Tilley, Tupper (Pictou), Tyrvitt, Van-
asse, Wallace (Albert), Wallace (York),
White (Hastings), White (Renfrew),
Wigle, Williams, Wood (Brookville),
Wood (Westmoreland).—105.

FAIMS.—Messieurs White (Cardwell),
Albion, Chabot, Kibbel, Kibbel, Yeo,
Armstrong, McCroney, Robertson (Shel-
burne), Cook.

The government obtained its largest
majority on the question of concurrence
in its railway subvention policy, the
final vote standing 128 to 35, the Quebec
Liberals voting with the majority. The
government policy is embodied in the
following resolutions:

That it is expedient to grant the sub-
sidies hereinafter mentioned to the fol-
lowing railways and railway companies:
To the Province of Quebec, in consid-
eration of their having constructed the
railway from Quebec to Ottawa, forming
the connecting link between the Atlantic
and Pacific coast via the Intercolo-
nial and Canadian Pacific Railways, and
being as such a work of national and
not merely provincial utility, a subsidy
not exceeding \$6,000 per mile for the
portion between Quebec and Montreal,
150 miles, not exceeding in the whole
\$900,000, and for the portion between
Montreal and Ottawa, 120 miles, \$12,000
per mile, not exceeding in the whole
\$1,440,000.

For the construction of a railway con-
necting Montreal and Halifax by the
shortest and best practical route, a sub-
sidy not exceeding \$170,000 per annum
for fifteen years, or a guarantee of a
like sum for a like period as interest on
bonds of the company undertaking the
work.

For the construction of a line of rail-
way from Oxford Station on the Inter-
colonial Railway to Sydney and Louis-
bourg, a subsidy not exceeding \$30,000
per annum for fifteen years, or a guaran-
tee of a like sum for a like period, as in-
terest on bonds of the company under-
taking the work in addition to subsidies
previously granted, and also a lease or
transfer to such company of the Eastern
Extension Railway from New Glasgow to
Canso, with the present equipment.

To Quebec Central Railway Company
for a line of railway from Beauce Junc-
tion to the international boundary line,
a subsidy not exceeding \$3,200 per mile,
not exceeding in the whole \$211,200.

For the extension of the Canadian
Pacific Railway from the terminus at St.

Martin's Junction, near Montreal, to
Quebec in such a manner as may be ap-
proved by the governor-in-council, a
subsidy not exceeding \$6,000 per mile,
not exceeding in the whole \$160,000.

To the Ironclad, Bancroft & Ottawa
Railway company for a line of railway to
Bancroft Village, Hastings County, a sub-
sidy not exceeding \$7,200 per mile, nor
in the whole exceeding \$160,000.

To the Pacific Junction Railway, from
Aylmer to Pembroke, provided the Ot-
tawa river is crossed within the county
of Pontiac at a point east of Lapasse, a
subsidy not exceeding in the whole
\$272,000.

To the Gatineau Valley Railway for a
line of Railway from Kazabazua to Lake
Desert, not exceeding \$160,000.
To the Napanee & Tamworth Rail-
way, for a line from Tamworth to Egart
and Bridgewater, not exceeding \$70,000.
To the Montreal & Western Railway
Company, for a line from Lake Simcoe to
Desert, not exceeding in the whole \$160,
000.

To the Miramichi Valley Railway, for
a line from Fredericton to Miramichi
River, not exceeding \$125,000, in lieu of
the subsidy proposed last year, of \$100,000.
To the Erie & Huron, for a line from
Wallaceburg to Sarnia, not exceeding in
the whole \$96,000.

To the Ontario & Pacific, for a line
from Cornwall to Perth, not exceeding
\$262,400.

To the Kingston and Pembroke Rail-
way, for a line from Mississippi to Ren-
frew, not exceeding \$48,000.

To the Great Britain Railway (1) for
that portion of the line between St. Jer-
ome and New Glasgow, Terrebonne, not
exceeding in the whole \$32,000.

For a line of railway and bridge from
the Jacques Cartier Union and Bridge
to the C. P. R. and St. Mar-
tin's Junction, connecting the Jacques
Cartier Union Railway with the North
Shore proper, a subsidy not exceeding
in the whole \$200,000.

For a line of railway from St. Louis to
Richibucto, not exceeding in the whole
\$22,400.

For a line of railway from Hopewell
to Alma, N. B., not exceeding in the
whole \$51,200.

For a line of railway from St. Andrews
to Lacerte, County of Argenteuil, Que.,
not exceeding \$22,400.

For a line of railway from Grand Falls
on the St. Maurice River, to Lake De-
siles, not exceeding \$217,600.

For a line from Digby to Annapolis,
N.S., not exceeding \$64,000.

For a branch of the Central Railway
from the head of Grand Lake to the
Intercolonial Railway between Sussex
and St. John, N.B., not exceeding in the
whole \$128,000.

For the extension of the line from
Caraguet to Shippegan, N.B., not ex-
ceeding in the whole \$76,800.

For a branch of the Intercolonial Rail-
way from Metapedia east towards Pas-
pebiac, Que., not exceeding \$300,000.

For a branch of the Intercolonial Rail-
way from Derby Station to Indiantown,
\$140,000.

The subsidies mentioned as to be
granted to the several companies shall be
granted to such companies respec-
tively.

The subsidies shall be granted to such
companies as shall be approved by the
governor-in-council as having established
to his satisfaction their ability to con-
struct and complete the said railways.

All the lines for the construction of
which subsidies are granted shall be
commenced within two years from the
first of July next, and completed within a
reasonable time, not exceeding four
years, to be fixed by order-in-council,
and shall also be constructed according
to approved specification on the report
of the Minister of Railways, the location
of the railways to be subject to the ap-
proval of the governor-in-council.

The subsidies to be paid out of the
consolidated revenue by instalments on
the completion of sections of the railway
of not less than ten miles, in proportion
to the value of the completed work to
the whole undertaking.

The subsidies to Quebec to be payable
in time and manner as the govern-
ment shall agree upon with the govern-
ment of that province.

The two last Intercolonial branch sub-
sidies are for works to be constructed by
the Dominion government.

Many of the railway projects which it
is thus proposed to assist will open up
new and fertile districts into which many
of those who might otherwise be tempted
to go to the United States will find
happy homes. The building of these new
roads should give employment to large
numbers of workmen and thus relieve
our laboring classes from anything like
want caused by scarcity of employment.

THE SUPPLEMENTARY ESTIMATES.

The supplementary estimates are always
looked to with interest. This year the
interest manifested in these figures has
been as great as ever. We find the sup-
plementary estimates summarized by the
Parliamentary correspondent of the Star:

The amount asked for, he says, is \$1,
763,027, of which \$614,316 is chargeable
to capital, \$999,419 to income and \$149,
291 is for unprovided items. For civil
government, \$19,555 is required; for leg-
islation \$51,404, the greater part of which
is on account of printing paper and bind-
ing and the publication of the debates;
militia, \$31,444, one-half of which is for
the purchase of clothing. Public works
chargeable to income require \$385,415,
the principal items making up this sum
being Montreal drill shed, \$10,000; new
parliament buildings, Winnipeg, \$100,000;
parliament house, Ottawa, for furniture,
fittings and electric light, \$16,800; to pay
the government of Prince Edward Island
in settlement of their claims for the con-
struction and maintenance of certain
wharves and piers, \$53,222; Toronto har-
bor, \$40,000; infantry school buildings,
\$44,000, and residence in London for high
commissioner, \$42,000. Under the light-
house and coast service there is an item
of \$7,000 to provide for the payment to
the Harbor Commissioners of Montreal of
the annual cost of maintaining the buoys
and beacons in Montreal harbor. For

mounted police \$70,000 is required to
complete service of the year. Claims of
the head of miscellaneous is \$22,000 for sur-
vey of the Georgian Bay, \$7,000 for the
erection of mounted police barracks and
\$30,000 to provide for the expense of
an expedition by water to Hudson
Bay, to test the practicability of the
route for commercial purposes.
For the collection of revenue \$151,470 is
required, of which \$58,500 is in connec-
tion with the Post Office, \$31,221 with
canals and \$25,800 with customs. The
estimate of capital expenditure is made
up of railways \$855,975, canals \$5,841,
and Dominion lands \$22,000, of which
\$20,000 is for surveys. The expenditure
on account of railways is made up as fol-
lows:—Intercolonial Railway, Halifax
extension, \$27,000; increased accommoda-
tion at St. John, \$20,000; Dalhousie
branch, \$33,000; Riviere-du-Loup town
branch, \$19,000; St. Charles branch,
\$230,000; construction account, \$100,000;
to pay Alexander MacDonnell & Co., con-
tractors for selection 5, the amount due
them for work done as recommended by
the Commissioners appointed to enquire
into the claims arising out of the construc-
tion of the Intercolonial Railway, \$47,
005.95; Prince Edward Island, \$10,000;
rolling stock, \$9,916.40; compensation
for injuries received by various persons
through an accident which occurred in
August, 1880, \$23,250; Canadian Pacific
Railway subsidy for railway and highway
bridge over the Riviere du Loup, \$10,000;
to settle the claims of Messrs. Sifton and
Ward, contractors between Red River and Cross
Lake, \$17,400.

Among the items of greatest public in-
terest are those respecting the new Parli-
ament buildings at Winnipeg and Ottawa,
the survey of the Georgian Bay, and the
expedition to the Hudson Bay and the
various railway works. The votes of com-
pensation are very large, and such in some
cases as not to commend themselves to
public favor. It must, however, be ad-
mitted that a government find it almost
impossible to resist such claims with any
great success.

EGRESS FROM PUBLIC BUILDINGS.

There was before the Legislature of
Ontario, at its last session, a bill introduced
by the Hon. C. F. Fraser which contains
many excellent provisions in regard of
egress from public buildings. The subject
is an important one; but one that can
afford to be fully discussed before any
hasty action. No such law should in any
case be passed without exception being
made for buildings already erected, upon
which competent architects have before
now pronounced or may in the near
future pronounce favorably in regard of
sufficiency of means of egress. The bill
contained amongst others the following
provisions:

"The exit doors in any public building
shall not in any case be less than four
feet each in width and the aggregate of
such exit doors shall be—

(1) In every public building where the
main audience room is on the ground-
level or not more than ten feet therefrom,
have one additional foot of width for
every sixty of the largest number of per-
sons intended to be accommodated or
admitted within such audience room, and

(2) In every public building where the
main audience room is more than ten
feet above the ground-level, have one
additional foot of width for every forty
of said largest number of persons.

The outer doors in any public building
shall in no case be of less than four