THE WEEKLY MAIL, TORONTO, FRIDAY, MAY 14, 1880.

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prision that before any reservation could be made the coal fields must be surveyed the credit of Canada and the lands of the North-West, while private American com-panies are now building two lines over the and their value attested.

Mr. BANNELMAN ask 30 If it was the intention of the Government to consider the claims of miners already working coal lands. One company on the Souris river had made an expenditure of \$15,000, which it was desirable should not be lost. Sir JOHN MACDONALD said it was

on JOHN MACDONALD said it was not the intention of the present bill to affect rights acquired under the old bill. Any claim a party might have legally and equitably under the present law must be

considered. The bill passed through Committee, and was read a third time and passed. WRECKS IN NAVIGABLE WATERS.

Mr. POPE (Queen's, P. E. I.) moved concurrence of the House in the amend-ments made by the Senate in the bill to amend the law respecting the removal of obstructions in navigable waters by wrecks. The amendment provided that the wreck The amendment provided that the wreck could be blown up as well as removed. Mr. ANGERS opposed the bill on the ground that it would injure the navigation of the St. Lawrence. Many shipowrers let out their vessels to other persens, and if those other persons lose the vessels the owners would not only be called upon to suffer the loss of the vessels, but they would be called upon to pay for the re-rhoval of the hulls. This provision would be a great hardship and was far more a great hardship and was far more Europe, the project of an interoceanic ringent than the English laws on the canal across the Central American is thmus. stringe

same subject. Mr. POPE (Queen's, P.E.I.) said fre-quently old hulls were deposited in naviga-ble waters, and he did not see why the public should be at the expense of removing them. It was for the removal of these old hulls and for the making more safe the president of the United States, the active hulls and for the making more safe the navigation of Canadian waters that the bill resident of the United States, the active interest that was taken on the subject by

sir JOHN MACDONALD said the dis-Sir JOHN MACDONALD said the dis-cussion of the principle of the bill was not exactly in order. The House should limit the two oceans should be severed, and a the two oceans should be severed, and a its observations to the amendment made in the bill by the Senate. Mr. ANGERS moved that the House do

not concur in the amendments made to the bill by the Senate. The amendment was lost on division.

<section-header>DOMINION PARLIAMENT,
SECOND SESSION-FOURT PARLIAMENT,
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ters at building one hundred or two hun-dred miles of railway, although backed by the credit of Canada and the lands of the but if it were asserted and conceded as a matter of right, it would place us in a very unfavourable position on this continent. While we were endeaveuring to develop While we were encovering so decomp the internal commerce of this country and our resources, we should not be insensible to the intention of the Dominion to be-come a great commercial nation. (Cheers.) We should realize the fact that we span

high peaks to Denver. The resolution was carried and reported by the Committee.

THE PACIFIC RAILWAY. Sir CHARLES TUPPER moved that

The motion was passed.

We should realize the fact that we span the continent, that we have on either ocean the finest facilities for ship-building, and have all the elements of a great and successful marine Power. (Cheers.) We should not be insensible of the effect which this might have on the future destinies of this country as a marine and naval Power. the House do approve of the contract for the construction of one hundred miles of that portion of the Canada Pacific railway commencing at the end of the forty-sighth contract near the western boundary of Manikobs, and extending to a point on the west side of the valley of Birdtail Creek, which contract was laid on the table of the House on the 3rd inst.

THE ISTHMUS CANAL.

On the motion for the second reading of the Supply Bill, Mr. COLBY said he desired to call the

ocean the finest facilities for ship-building, and have all the elements of a great and successful marine Power. (Cheers.)
should not be insensible of the effect which this might have on the future destinies of this country as a marine and naval Power. (Cheers.)
Sir JOHN MACDONALD—I an sure members on bolk sides of the House are very much obliged to the hon, member for stanstead for bringing up this subject, even at this late period of the session. Every hon, gentleman will agree with me that he has stated it with great calmness and moderation, and with that logical power which distinguishes that hon, member as much, if not more than, any hon, gentleman in this already attracted the attention of the solar and by attracted the stention of the solar and bigs of the Bouse the session. Every hon, gentleman in this she call matched the sterior is one of the non member as much, if not more than, any hon, gentleman in this for a large tamigration of valuating attracted the attention of the other many genes. The United is concerned, I take it that it has already attracted the attention of the other many genes. The United States in the solid on the boult and a state or the building at rane-continental rail way, but they have already such lines in portant do and it has that an existence, and I rather fancy the United States took the solitor. They are the projeot way any tore than we do. But when existence of the House of Commons : Interesting the procesting the inland Berenue and the other more allowed the sterest.
Gentlemen of the House of Commons : Interest in the builting the future to the and the state of the solar the conserves will diminish. In the states do not desire a canal to be built at a rane-continental rail way, but they have already such lines in portant do the solar of the Bouse of Commons in the states the throw they have already such lines in portant do the solar the conserves will diminish. In the conselider the sth attention of the House to a subject of suffi-

capitalists in this country and in Europe indicate a growing belief that the time had arrived when, in the interests of com-

meter is this, if that can is once made, we have as much interest in it in propor-tion to our population and trade as the United States have. We have almost, if not quite, as large a territory as the United States have. We have nearly as large an Atiantic and Pacific coasts line as the United States and it would be shown in great waterway constructed for the commerce of the world. He would not delay the House by any disquisi-tion with respect to the different and rival routes which had been proposed,

mark was not recognized in international law. The Monroe doctrine was promul-gated by President Monroe to meet a

An Act respecting the Montreal Assurance Com-pany. An Act further to amend " the Supreme and Ex-chequer Court Act." An Act to Incorporate " The Winnipeg and Hud-son's Bay Railway and Steamship Company." An Act to amend the Dominiou Lands Act, 1879. An Act to consolidate and amend the Acts re-specting the Inland Revenue. An Act to amend the Act respecting the Trinity Hoose and Harbour Commissioners of Montreal. An Act to make better provision respecting the Navigation of Canadian Waters An Act to confirm a certain order of the Gover-nor-in-Council respecting the graving dock at Ecquimat. An Act to ratify and confirm a certait agreement therein mentioned between the Government of Canada and the Canada Central Railway Company. An Act to amend "aw Act relating to Banks and Banking," and to continue for a limited time the charters of certain banks to which the said Act ap-plies:

plies: An Act relating to interest on moneys secured by mortgage of real estate. An Act respecting certain Savings Banks in the Provinces of Ontario and Quebec. An Act to amend and consolidate the laws re-specting Indians.

HIS EXCELLENCY'S SPEECH.

His EXCELLENCY was pleased to deliver the owing speech, and the pro

completion of our canal system. In bidding you farewell, I desire to express my earnest desire for your happiness and prosperity in your several homes.

EVENTS OF THE SESSION.

THE session of Parliament which closed on Friday will be counted among the most important of recent years. Although the readers of The Mail have been kept informed fully of all the events of the session as they arose, both as to facts and as to their bearing on

overnment to-day has a stronger fol-

onounced proclivities, to vote with

the session of 1879 was a matter of

course. The Conservatives had pro-mised it. The people expected it.

The Government prepared it. The Parliament passed it with pleasure. A

each other as to the effect of the tariff

on certain industries. ' In fact the Op-

THE PACIFIC RAILWAY.

The history of the debates on the

in the

speeches contained evidence,

denunciation of what in the denunciation studies," that studies demanding

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year's experience dictated certain

An Act to sumed the Act mesocing the Caudi, and the Act mesocing and periods of the State act and the Act mesocing and periods of the State act and the Act mesocing and the Act people of Ireland being a large item in the calculation. For next year the prospect is brighter than it has been since 1873. The Finance Minister in national faith with British Columbia; 2nd, keep the national pledge to Lord CARNABVON; 3rd, develop a valuable ing which, on the confession of the Globe, will be "paying from the first;" 5th, tend much to pepulate the Pacific Province; and 6th, will eventually, we plementary estimates of \$314,976 pull down the figure to a lesser sum, shows that the Finance Minister is not exagare certain, win from the Imperial ernment such measure of aid in an Im-perial undertaking as will make it worth while to have made an effort to gerating the favourable chances. But is keep faith with a British Minister.

THE NORTH-WEST. The events of the session have been interesting as regards the North-West witness the operation of the National currency, the operation of the National Territories. The legislation of the ses-Policy, the economical management of sion contains many Acts, public and private, concerning that region. As we have already stated on other occasions, the Intercolonial railway, and the development of the North-West, all working together for the good of Can-ada. We shall look, therefore, for the the Government's Land Bill enables them to exercise large powers in dealing with the North-West. The lumber infigures of next year with a confidence entirely unshaken in the wisdom of those who now govern the country.

terests, the mining interests, the land interests, all are placed more directly under the control of Government Power has been taken to protect the coal and lumber deposits from the injurious effects of speculative tying up. Bond fide efforts to provide lumber for the new settlers, and coal for the railway, will, however, receive due encouragement. Improvements as regards or private legislation, so many cases of facilitating immigration have also been provided for. And the debates showed that the Government have done well in respect, the Government legislation was providing profuse means of information in the shape of pamphlets for cir-culation. Some of the pamphlets may not have been as good or as well put out as they might have been, and some of them contained material which might have been omitted ; but it was not proved that the Government

had knowingly circulated anything that was not of direct and immediate benefit to Canada. The pushing on of the rail-way west of Winnipeg is a policy against which the Opposition itself dare not proumber leases, the mining leases, and all matters that might require an effort of administration during the year. The necessity of guarding against any specutest. In a year or two the iron horse will lative absorption of lumber lands or bemoving across the prairies, thus render- coal areas, in the interests of the settest. In a year or two the iron horse will be moving access the prairies, thus render-ing access to available lands easy, and making the conditions of ploneering more slight and agreeable than ever in the history of immigration before. The information afforded by the Government of the avecase of the immigration value. of the success of the immigration policy, of the success of the immigration policy, so far, is most encouraging. The estimate that in ten years there will be orders in Council made subject to pre-

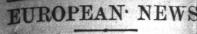
The sensed mean was lest on division. The sensed same dimension as the set of the success of the immigration policy, The sense sense same dimension as the work of the sense sense

tile view of it, is one that involves other considerations; and the hands of Min isters are tied often when they would, and should, be free. We look with some degree of hope, however, to the events of the next financial year to solve many of the great problems of the day. A full treasury is a great solvent for political differences. We trust that, beartished that for a surplus of even \$200,-000 the people of Canada will thank him heartily. The next financial year will witness the operation of the surplus of even \$200,-two have elapsed, we shall see the treasury full. Meantime Minbefore much more than a year or isters propose to give the whole question of the canals and river naviga-

tion as full and earnest consideration as they can, in the hope of being able to find a solution that all reasonable men, not asking too much, can accept.

THE OPPOSITION.

No one can say that the Opposition were not active during the session. They divided a great many times, and LEGISLATION. The legislation of the session has been remarkable in its way. The Govbegan to look on their 48 or 49 with great satisfaction, thankful, perhaps, that the number was no less. But with all their energy, they made no way. They made, we think, several mistakes. ernment had many measures, but few of which were dropped. There was also much private legislation. At pre-sent it is impossible to give any fair One was in making it clear to the public that they had consented, at the dictation of Mr. BLAKE, to declare hostility idea of the real merits of either public to the North-West and British Columbia to the railway, to the value of the lands, and to the hopes entertained of large settlements. Since every day adds to amendment having taken place in the closing days of the session. But in one the evidence of the great value of the wise and necessary. The North-West and the Indians were two serious lands, and since even those which were thought to be are now said to be in objects of Ministerial care. The lands, great part fertile, the unfortunate lumber and minerals of the Northspeeches of Opposition members and West are quite sure to be the objects of eaders will remain recorded against them eager speculation, and Sir JOHN MAC-DONALD was very wise and practical in in condemnation at once of their knowledge and of their patriotism. Another retaining power to deal promptly, by order-in-Council, with the land and mistake was in developing so decided a bitterness towards Sir ALEXANDER GALT. personally, as well as politically. It is quite well known to the public that Sir ALEXANDER GALT by his skill and ability succeeded in obtaining for the late Government the one thing of which they have been able to boast, viz., the Fish-ery award. It is well known at the time he was appointed, as well as during the sitting, and at the close of the commission. Sir ALEXANDER GALT Was praised highly in the Grit papers. But because he could not, being a business man, see the benefits of a one-sided free trade, and because he consented to serve Canada under a "Tory" Ministry, he is assailed with sneers and invective, his mission underrated, his ability questioned, his expenses objected to, and an opinion flung abroad by the Opposition leaders that he has gone to London as a pledged partizan. The very fact that the Opposition saw and admitted the injury which a misinterpretation of Sir ALEXANDER GALT'S



THE GLADSTONE MINISTRY. BOTION OF RIGHT OF THE MEMBERS-SPERCH

LONDON, May 7.

TAB DEFICIT. LORDON, May 7. Sight members-flect of the House of Common synchronic by the Ministry have been re-electer without opposition. Mr. Herbert Gladstone, Lik set he recent election, will to-morrow be elected without opposition for Leeds to fill the vacance by his father electing to sit for Midlothan Mr. Henry Faweet, Postmaster-General, thankin its constituents at Hackney for re-election, said on of the first duties of the ew Government wi he to investigate the financial condition of India. He believes it would be shown that on the morning after the deb te in the last Parilies ment on his motion in favour of England condition to thing a portion of the Afgian war expenses, a tole surplus. This matter, he said, must be closely searchingly investigated. Those guilty of negli-ment on the motopheney—he would not use stronge surplus. This matter, he said, must be closely searchingly investigated. Those guilty of negli-gence and incompetency—he would not use stronger words—which brought about such a statement would be promptly, peremptorily called to account. India must now be aided in defraying the cost of the Afghan war, not as a matter of justice but of

BRITISH POLITICS.

RE-ELECTION OF MR. GLADSTONE - THE CON-SERVATIVE ORGAN ON THE AFGHAN DE-FICIT - REFORMS IN IRELAND - DEFEAT OF THE NEW HOME SECRETARY. LONDON, May 9. Mr. Gladstone has been re-elected for

Midlothian without opposition. THE AFGHAN DEFICIT.

The Standard save :--

We decime to believe a telegram wa from India relative to the budget deficit or ing following the debate in the last Par Mr. Fawcet's motion in favour of En tributing a portion of the Afghan war when the Commons meet the matter w enquired into. Meanwhile, it would be most unfair to accept Mr. Fawcets's une grams to the India offi DENIAL OF MR. FAWCETT'S STATEMENT.

DENIAL OF MR. FAWCETT'S STATEMENT. Mr. Edward Stanhope, late Under Secre-tary for India, denies the late Government received a telegram concerning the Indian deficit, on the morning after the debate on Mr. Fawcett's motion in Parliament in favour of England contributing a portion of the Afghan war expenses. He severely deprecated Mr. Fawcett's ac-tion in making the statement before ascer. tion in making the statement before accer-taining the facts. Mr. Fawcett recalls his ent, and expresses regret that he had been misinformed.

had been misimormed. The London correspondent of a Man-chester paper says it is believed the Queen will re open Parliament en the 20th inst. in person. Mr. Forster, Chief Secretary for Ireland, is expected to arrive from Dublin for a Cabinet Council on Wednesday to advise about measures connected with Ireland. The general supposition is a bill will be introduced embodying the a bit will be introduced emcodying the recommendations of the select committee appointed to consider the operation of the Bright clauses of the Irish Land Act. Sir William Vernon Harcourt, who has

taken office as Home Secretary in the new Ministry has been defeated upon coming beiore his constituency in Oxford city for re-election to Parliament. The poll stood, Hall (Conservative), 2,735 ; Harcourt

Notwithstanding the hard times, the Leith Liberal Committee are daily receiv-ing large sums of money towards the Gladmorial fund.

THE GOVERNMENT'S FOREIGN POLICY. THE GOVERNMENT'S FOREIGN POLICY. NEW YORK, May 9.—The Tribune's cables say Mr. Gladstone when explana-tion of his language concerning Austria's policy regarding the Balkan principalities was requested, firmly declared that the English Government intends to hold Austria to strict compliance with the Treaty of Berlin, and will require the ultimate evacuation of Bosnia and Herze-govina. In the Austrian affair and other govina. In the Austrian affair and other matters, Earl Granville has shown marked firmness, dissipating already the con-firmness, dissipating already the con-tinental notion that English policy is capable of being affected by vague menaces. Mr. Goschen's appointment further signifies Lord Granville's determination to enforce her treaty obligations on Turkey. It is believed Lord Hartington has already reversed Lord Cranbrook's decision to separate Candabar from Afghanistan Minister is expected to

States do not desire a canal to be built at Panama any more than we do. But when the project was entertained in Europe, the United States took the action to which the hon, member for Stanstead has alluded. All we have to say in the matter is this, if that canal is once made, we have as which interact is it is more

vision that any person or company callng himself, or the himself, or themselves, a bank except or the Act relating to Banks or Banking, or some other Act, shall be guilty of

In reply to Mr. Ross (West Middlesex), Mr. KIRKPATRICK said if a person called himself a banker, it did not apply, called nimself a banker, it did not apply, but it would apply to a person assuming the name, for instance, of the Bank of New Hamburgh or West Middlesex. Sir JOHN MACDONALD said that if firms such as Glyn. Mills & Co. used their private names the same practice might advantageously be applied here.

On the suggestion of Sir John Macdon-ald the bill was referred back to the Committee generally. On the motion of Mr. Kirkpatrick the

following clause was inserted :--After 1st July, 1880, any person, firm or com-pany assuming or using the title of bank without being authorized so to do by the Act relating to Banks and Banking, or by some other Act in force in that behalf, shall be guilty of a misdemeanour. The bill as amended was reported, read a third time and passed.

LAWS RESPECTING INDIANS

Sir JOHN MACDONALD moved that the bill to amend and consolidate the laws respecting Indians be read a second time. He explained that the object of the bill was to divide the Department of the In-terior and to form an Indian branch. Mr. PATTERSON urged that the bill

be postponed till next session. Mr. FLEMING suggested that a move-ment should be made for rapidly enfran-

chising the Indians. Mr. MILLS said that the system now in force requiring Indians on the various re-serves to hold their property in common was a vicious one. Their reservations was a vicious one. Their reservations should be divided into lots, and they should have the right, after the Israelitish plan, to sell their property for only a certain number of years, at the expiration of which term the lands would revert to the origi-

nal owner. He favoured the greater facility for enfranchisement and the maktreaty, under which it was agreed that the canal should be dedicated to the use of all ing of municipal laws for the government of the Indians. nations, that it should belong to no par-tioular Power, and that neither Great Britain nor the United States should con-trol it. This was a liberal, fair and DAWSON said that wherever

white men had been allowed to settle among the Indians, it had resulted in the zation of the latter.

PACIFIC RAILWAY CONSTRUCTION.

House into Committee of the Who consider the following resolution :--

Is a seventh of the Series of resolutions relating to the seventh of the Series of constructing the Ganadomment of the Clayton-Bulwer treaty. Now, it had been stated in Congression and the North-West Territories be appropriated for the purpose of constructing the Ganadomment of the Seventh had is the May last, the following resolutions relating the Manree American outcome of the Monroe doctrine, which he might also remark was not recognized in international Resolved-That it is expedient to substitute for the seventh of the series of resolutions relating to the Canada Pacific railway adopted by this House on the 12th and 13th May last, the following resolu-

That one hundred millions of acres of land in Manitoba and the North-West Territories be appro-priated for the purpose of constructing the Cana-dian Pacific railway; that such lands shall be from time to time selected and reserved by order of elected and reserved by order o uncil as railway lands, and shall e of fair average quality for settlement ; that such ands shall be sold at prices to be fixed from time to dime by the Governor-in-Council, but in no case to time by the Governor-in-Council, but in no case at a rate of less than one dollar per acre ; that the proceeds of such sales, after deducting the cost of b survey and management, shall be devoted exclu-sively to the purpose of defraying the cost of the construction of the Canadian Pacific railway. He stated that the object of the proposal

was to conform the rallway resolutions of of last session to the existing land resolu-

In reply to Mr. Blake, Sir JOHN MACDONALD laid on the Sir JOHN MACDONALD laid on the sales a map prepared by officers in his de-partment, which showed that 220,000,000 sores of land in the North-West were fit for settlement. This estimate included for settlement. The point he desired to make was this, that this proposal of the Monroe doctrine. The Monroe doo: the Pacific railway would not assist much in building the road. Sir JOHN MACDONALD said the lands would certainly realize a large revenue, as partment, which showed that 220,000,000 acres of land in the North-West were fit for settlement. This estimate included continuations of the desert which were

ment, but very fit for settlement. Mr. MILLS doubted the accuracy of the estimate, and expressed his belief that the land reserved at a distance from the line of the Pacific railway would not assist much in building the read

puted, that this canal when constr which, no doubt, he regretted very much before he died, and from that came the message of President Monroe. Suppose that doctrine were admitted to the utmost must be open to the commerce of the world as freely as the great oceans it would connect. It must resemble an international strait connecting these two extent, every nation in Europe or America would admit that the United States could oceans, thus being part of a great international waterway, not the property of any particular nation. But there was this not establish a right to consider the Monroe doctrine as a principle of international law, and, therefore, it can have no possible practical difficulty to be met with, whatever rules might be adopted the canal must pase effect on Canada. The Queen of England through the territory of one of the weake American Powers, which were quite unwas as much an American power as the United States. As Queen of Canada, she able to construct a great work of that kind, to protect the capital invested in it, or to defend the canal itself. Some one or more had the same rights as the South American republics through which the canal would pass, and, admitting the Monroe doctrine of the great Powers of Europe would, in of the great rowers of Autops rounds, be under the necessity of assuming the pro-testorate and control of the canal. The to its utmost extent, which I don't admit, which England cannot admit, no European power will admit, yet the Queen of Canada and the people of question which was likely to be forced Canada had the right to expect that in regard to any canals across the continent upon the attention of the nations would be this, which nation, or what nations united, should assume that responsibility. The two great nations having the greatest in-terest were Great Britain and the United terest were Great Britain and the Univer-States. Great Britain was not interested

sion's work. It is only necessary here to point out the obvious fact that the connect the Atlantic and Pacific, the same principle should prevail that prevails in respect to the Sucz canal, viz., that it should be a canal open to all nations and there is any change in popular feeling it under the guarantee of all nations, and that not even war should close that chanalone in consequence of her possessions on this continent, although those interests certainly indicates itself very singularly by inducing Opposition members, nel. (Cheers.) were exceedingly great. But it was a question which concerned the Enpire PARTING WORDS, at large, she being the first commercial nation in the world having domains in

the Ministry. Mr. POPE (Prince Edward Island) said THE NATIONAL POLICY The passing of the National Policy in

Mr. POPE (Prince Edward Island) said he wished to refer to a petition from Prince Edward Island against the National Policy. The petition was signed not by six thousand as stated, but by five thou-sand people. As to the number of elec-tors who had signed the petition, he might say that while two thousand four hundred voters voted against him, only one thousand three hundred voters nation in the world having domains in every continent and in all the seas. When this great thoroughfare is once completed, it would supply the missing link which would give direct and continuous navigation about the globe, bringing together her scattered possessions. Viewed from every standpoint her interests in this work were exceedingly great. The interests of the United States are felt by the people of that country to be even greater. They took a practical interest in it, and looked upon it almost as their own. The pro-tectorate of this great enterprise was at one thousand three hundred or 1,100 less than had voted again had signed the petition against the Na-tional Pelicy, and this, notwithstanding that the constituency was scoured for the purpose of securing signatures. The peti-tion, if it showed anything, showed that a smaller number of people than voted against him were opposed to the tariff, tectorate of this great enterprise was at one time a subject of negotiation between Great Britain and the United States, the outcome of which was the Clayton Bulwer

article of the National Policy. What was done in 1879, was ratified in 1880. OTTAWA, May 7. GOVERMENT MEASURES. The debates in the Commons vielded Mr. SPEAKER announced that the bills sent up to the Senate had been agreed to without amendnot a single ray of comfort to the Opposition, while they developed among them a marked tendency to differ from nent.

PROROGATION. generous arrangement, and it was surpris-ing now that the President of the United The usher of the Black Rod attended with a m sage from his Excellency summoning the Commons to the chamber of the Senate. In the Senate, his Excellency assented to the fol-An Act to amend the Act intituled "An Act respecting offences against the person," and to repeat the Act intituled "An Act to provide that persons charged with common assault shall be competent as An Act respecting the Credit Valley Railwy

large capital, employing great numbers of men, and providing good and cheap articles, had been placed on Company. An Act to extend the powers of the Manitoba South-Western Colonization Raliway Company, and to further amend the Act incorporating the said a sound and prosperous basis during the year. An Act respecting the Ontario Beformatory for

Boys. An Act to repeal the Act extending "The Dos-minion's Lands Acts" to British Columbia, and to make other provisions with respect to certain public lands in that Province. An Act for the relief of permanent building socie-ties and loan companies. An Act to provide for the winding up of "La Banque Ville Marie." Pacific railway is one of more than com-Banque Ville Marie." An Act to incorporate "The Great North-Western Telegraph Company of Canada." An Act to authorize the Corporation of the town of Emerson is construct a free passenger and traffic bridge over the Red River in the Province of Mani-

special political exigency, namely, the ex-tension of the European system of Govern-ment by force of arms to this hemisphere by the allied armies of France and Austria. by the allied armies of France and Austria. It was a protest against the establishment of certain political systems on this conti-nent. The doctrine, besides, this, had never been recognized by foreign nations as binding them in any way. It was true the United States had not interfered in An Act to amend the Acts respecting the Monteal Telegraph Company. An Act to incorporate the "Pontiac and Passaic Jusction Railway Company." An Act for the appointment of a resident acent

Jusction Railway Company." An Act for the appointment of a resident agent for Canada in the United Kingdom. An Act to amend the Act 42nd Vic., chapter 15, initialed "an Act to alter the duties of Customs and Excise." European struggles. It was also true that only in one instance had the United States and Excise." An Act for extending the Consolidated Act of 1879 respecting the duties imposed on promissory notes and bills of exchange to the whole Dominion. An Act to enable the Harbour Commissioners of Workshold to may all the annuity to the widow of the

An Act to enable the Harbour Commissioners of Montreal to pay a life annuity to the widow of the late Hon. John Young. An Act to authorize the raising of a further sum to enable the Quebec Harbour Commissioners to complete their tidal dock. An Act te repeal the Act 2nd Vic., chapter 5,

An Act see the second state and the second the second to be a second state of the second seco

Pacific Railway resolution of Mr. BLAKE, manence, of prosperity, of isettled gov and also on Mr. BLAKE's objection to ernment and of a policy of progress to the Esquimalt graving dock, members of the Opposition such as Col. SKINNER, Mr. D. A. SMITH and Mr. PICKARD voted find any other than friends of the Government of Sir JOHN MACDONALD. with the Ministry. Every point of peril on which the Opposition counted to embarrass the Government and shake THE BANKING AND CURRENCY LAW. In the last hours of the session, a cer-

passed in triumph. Even the criticisms minuteness than at first, the Banking Proble and Currency resolutions of the Gov-the performance of the group the Government by showing that their majority, though loyal, was not subservient, and by enabling the Government to get more fully at the real sense of Parliament. This fact will appear more particularly as we proceed with our review of the ses-

while some friends of the Ministry think that the banks have had too much power in framing the new legislation. The fact is that the Finance Minister's biil provides that happy medium line of in consequence of a delay, and a lowing in Parliament than ever ; and if action, which is the true test of practical statesmanship. There is no robbing of the banks, for the banks were very largely consenting parties to the arrangement. There is no submission

Currency advocates profess satisfaction with the Government's policy. The cautious "rider" that he did not be-people are accommodated with a larger lieve there was any economy at all. But proportion of convenient circulation. The note-holders are made secure in all bank notes they may possess. The Dominion obtains the benefit of an en-larged circulation and of the release of regularity, in spite of the bad year's experience dictated certain im-provements, which were made this ses-sion. But as was announced at the Ot-tawa banquet, all the changes were made in the direction of increased protection in the direction of increased protection to public industries. There was no sign whatever in Parliament that the members, coming fresh from their con-stituencies, had lost confidence in any article of the National Policy. What the transaction of business. Even the Opposition press has been forced to regarding its financial success or failure onfess that three-fourths of the are necessarily interesting to us all. Government measures were beneficial The fact that 400 men could be disto the public. And thus on all sides there can be found a consensus of opinion in favour of the Finance miles long was a failway now 840 practical experience showed the

opinion in favour of the Finance Minister's proposals. The complaint fied, we think, inasmuch as the bill was for several days in the hands of members, and those who were most likely to take an interest in the discussion of it showed, in Committee, quite a sufficient familiarity with its provisions and effects. We feel certain that no measure of the session is likely to be of of the session is likely to be of more

beneficial consequence to the public. THE FINANCES.

mon interest. No subject has been more fully dealt with in The Mail, and our readers are familiar with all the points in controversy. The Opposition policy was a policy of stultification. At the command of Mr. BLAKE, the whole party with one exception, turned round upon its past, and voted to condemn finances. There was, too, the melan-choly fact that Sir RICHARD CARTWRIGHT. the policy propounded by Mr. MACKENZIE, the policy which he himself would have choly fact that Sir RICHARD CARTWRIGHT. the over expenditure was only \$86,880. was not just the man to cry out against We can afford to let Mr. MACKENZIE asked them to vote for had he been in power again. Had the Minister of Rail- even his criticism of deficits or even extravagance, and that have a little grain of comfort in thinkasked them to vote for had he been in power again. Had the Minister of Rail-even his criticism of estimates was ways, in the session of 1879, seen his his own estimates were always way clearly to announce the adoption of the Burrard Inlet route, and had he pro-posed the building of the Yale-Kam-loops line, we have Mr. MACKENZIE'S own confession that he would have voted for it. But because it was not so announced, and because Mr. BLAKE had, in the meantime, come into public life with the determination of leading his in the meantime, come into public life with the determination of leading his 000 of Excise, or about \$1,200,000 of party, Mr. MACKENZIE, with a degree of weakness which is very remarkable, yielded his own policy and principles and voted against his own mea-sure. The adoption of the Paciparty, Mr. MACKENZIE, with a d revenue to the year 1878-9 which properly belongs to this current year, and pensive to the country. must, as even Sir RICHARD CARTWRIGHT will admit, be taken into account in

to afford him every chance to better his condition and to protect his rights In that region the experiment is one that will be tried with great confidence in its ultimate success. It is as well to face our India problems as speedily as possible, for time will certainly complicate them for us. If we can forestall time and teach the allegiance of its followers, was passed in triumph. Even the criticisms minuteness than at first, the Banking Problem, much will be done to secur Problem, much will be done to secure the peaceful development of the North-

INTERCOLONIAL RAILWAY.

Among the questions discussed none was more directly interesting than the management of the Intercolonial Rail-At the beginning of the way. the Opposition session, member vere in a state of agitation. Mr. SNOWBALL had been detained several hours at one time from his family

wheel had snapped on a car containing The change of leadership did not take the country exactly by surprise, but the manner of it did, we believe. some Grit members of Parliament, wh became convinced that the management was bad because the wheel had broken. If it be true that the first notice Mr. They accused the Minister of running MACKENZIE had of the intention of his to the banks, for even the National down the road by his economies-to party was a formal notice to attend a which Mr. MACKENZIE added caucus for the selection of a leader, we cautious "rider" that he did not becan well understand the expressed suddenness of his determination to resign at a later period of the session these his position. And we can understand gentlemen were not so confident. Durtoo the general feeling, that somehow a deed of dastardly ingratitude was done when that action was forced by his party on Mr. MACKENZIE. As we have said before, we look upon the change as the extinction of the Liberal party as

the session, suggest a number of reflec-tions. Nothing seemed so easy to Mr. BLAKE as to have the House meet earlier, the measures brought down earlier, and the committees meet more

miles long, was a fact necessarily disagreeable to Mr. MACKENZIE ; but, that time was not given for the due to do him justice, he faced it fairly consideration of the bill is hardly justi- well. He admitted that the present Minister was saving money, but pro-

overestimating his economy by a few thousand dollars. The great point is this, is he making any saving at all? Under Mr. MACKENZIE, the railway was The FIRANCES. It was a somewhat remarkable thing that the Opposition criticism on the finances was so little and so weak. It was weak in the House and weak in the press. There was probably a general feeling that Sir SAMUEL TILLEY had rather the best of the struggle with the the two last years of Mr. MACKENZIE, the railway was becoming, like the Indians, a yearly in-creasing charge. In 1877-8 the expendi-ture exceeded the receipts by \$269,392; in 1878-9 the sum reached \$496,603. In the two last years of Mr. MACKENZIE's becoming, like \$1,100,000 all told. But in three months' session quite short the eight months ending 28th February, enough for the proper discharge of public business. The race of debaters is getting larger. The hours are getting no longer. The sittings must, therefore, be drawn out. This past session nected with cheaper freights of flour and grain down, and of coal up, may possi-bly find a solution not necessarily ex-

must, as even Sir RICHARD CARTWRIGHT will admit, be taken into account in comparing the returns of the various The question of freights for grain, of course, suggests the great topic which Duke of Albany, by order of the Queen, THE CANAL AND HARBOUR QUESTION.

im aloud their misinterpretation, was a fact greatly to their discredit. The move of Sir RICHARD CARTWRIGHT on the Civil Ser. vice was also an unfortunate one, inasmuch as it called attention to the very point on which he was weakest and revived the memory the measure which he himself introduced for the purpose of very largely increasing, without any need at all, or any excuse, the expense of the Civil Service. The assault on the Esquimalt graving dock also brought out the fact that Mr. MACKENZIE had himself proposed the very policy of the present Government, which policy, nevertheless, Messrs. MACKENZIE and policy, BLAKE opposed. These things may be called policy. To us they look greatly like mistakes.

THE CHANGE OF LEADERSHIP.

political force to be

LAST WORDS.

The last words of the debate on Wed-

nesday night, the last serious debate of

uselessness of any such attempts. But the subject of the sitting of Parliament

is one that must be considered in a more

liberal manner. In all countries where

Parliamentary government exists, the tendency is to lengthen thesittings with

of the condition of his own department be-fore Wednesday when the Cabinet meets to provide the legislative outline of the Queen's speech. A profound sensation was created by Mr. Fawcett's definite statement of the financial deficit in India. which heretofore had been only vaguely indicated. If Mr. Fawcett is correct, the Ministers, though acquainted with the real facts ten days before the House adjourned, withheld the knowledge of them, bviously fearing the effect on the elec an Tory papers admit the charge, if proved and unexplained, must destroy every public man guilty of complicity in such a juggle.

EVENTS IN TURKEY.

LONDON, May 8. A Constantinople despatch says the in-habitants of Betlis have revolted because the Governor received orders to send all available cereals to Van and Bashkalet, as telegrams from Erzeroum stated Van and Bashkalet were hopelessly famine stricken, and Betlis was the nearest point whence and Betlis was the nearest point whence assistance could be sent. It is believed here the Governor of Betlis connived at the resistance with his people, and the English and Russian embassies complained to the Porte against him.

The Porte is engrossed with military preparations. The Governors of the Prov-ince have been ordered to hold relie's ready for any emergency. Several thousand troops arrived at Constantinople in the past week. There is great activity at the Government arsenals in Asia.

ENGLAND'S FOREIGN POLICY. LORD GRANVILLE DIPLOMATICALLY TOUCHES

UPON A FEW IMPORTANT POINTS.

LONDON, May 10. A Paris despatch says :- "A London correspondent says, at his first offi-cial reception, Earl Granville, Secretary of State for the Foreign Deof State for the Foreign De-partment, declared the new British Cabinet frankly adouted in the new British frankly adopts the maintenance f the Treaty of Berlin, that it will enter nto no continental alliance, will continue ts present cordial relations with France, and the demands urged by the French nands urged by the French Abinet, and will endeavour to maintain he existing harmony in Anglo-French outrol in Egypt." Sir Charles Dilke, the newly appointed

Under-Secretary for Foreign Affairs, has permitted himself to be interviewed by a respondent of a French paper, and his ances create much surprise and no ittle indignation. Speaking of the foreign policy of the Liberals, he treated the grave subject with considerable frankness. He said, "We have succeeded to the political estate of Lord Beaconsfield, and have made an inventory of importance to the carrying out of the policy bequeathed to us. We are compelled to make some reserve now. The Afghan quantion purglas us a good ignation. Speaking of the foreign are compelled to make some reserve now. The Afghan question puzzles us a good deal, and it is to be hoped that it will be settled in accordance with our own inter-est. There is the Zalu King Cetewayo, whom we would like to release, but it is out of our weather the settled of our settled of the settled of of our power. We may grant the ers the privileges of semi-independence a thus dispose of the Afghan problem." PONDENT - " How about the estion ? Will you cease to upreforms which she has so re-

Sir CHARLES DILKE—" Depend upon it hat Turkey shall carry out these reforms. We will compel her to execute all the blanses of the Treaty of Berlin, even in pite of Prince Bismarck."

SPONDENT - " But then your

oreign policy will be precisely the same as that of Lord Salisbury." Sir CHARLES-"Exactly, you have said t. Those who fancy that we mean to pursue a feeble policy abroad are strangely nistaken. We shall not hold aloof from European politics. Our wide able he aropean politics. Our voice shall be eard and shall command respect in the ouncils of nations. We shall be careful,

