

# The Commercial

DEVOTED TO COUNTY NEWS AND GENERAL INTELLIGENCE

FOURTH YEAR. WHOLE NUMBER 216. GODERICH, ONT., FRIDAY, APRIL 27, 1888. P. MCGILLICUDDY, PUBLISHER. ALSO A YEAR IN ADVANCE.

## FROM THE CAPITAL.

Latest Political and General News from Ottawa.

The C. P. R. and the U. T. R. are the North-west settlement—St. John's letter—The Blackstrap Bill—A divorce Court Demand—Resolutions of the House.

From Ottawa Correspondent. 3 19 19  
OTTAWA, April 24.

The last week in Parliament has been marked by a stand-up fight between the two great railway corporations, the Grand Trunk and Canadian Pacific. The C. P. R. was the bill to charter a railway from Montreal through the counties of Beauport and Huntington to the binary line at Dundas connecting with the State line of New York. The Grand Trunk opposed the bill which was passed by the C. P. R. The C. P. R. won the first victory in the railway committee by a vote of 65 to 50, and the Grand Trunk appealed to the House. The Grand Trunk was so industriously did they hole the members that Col. Mackenzie complained of it in a ten minute private session of the House on Thursday. On Friday night the Grand Trunk lobbied for the third reading of the bill Dr. Borden moved the six month's hold and division was taken resulting in 57 Grand Trunk votes and 30 C. P. R. votes. Sir Donald Smith and Hon. G. A. Kirkpatrick, both directors of the C. P. R. did not vote. There was a funny scene in which Hession, of Perth, Ont., and Landry, of Kent, figured. Neither desired to vote on the question and agreed to pair, but each, thinking the other was absent from the chamber, kept his seat, so when Mr. Trow called attention to Mr. Hession abstaining from the vote the statement that he had paired with Mr. Landry caused shouts of laughter which were renewed when Mr. Hession rose to vote and stammered over it, and when Mr. Speaker asked Mr. Landry how he voted he said, "of course you vote the other way." The other way was Grand Trunk.

THE NORTHWEST SETTLEMENT.

Sir Charles Tupper has given notice of resolutions embodying the new arrangement of the C. P. R. The terms are the same as noted in this correspondence several weeks ago. In consideration of the abandonment by the company of their monopoly privileges the Government agreed to guarantee interest upon \$15,000,000 worth of the company's land grant bonds for 20 years. Security for the repayment of the loan and interest is furnished by the lands of the company remaining unsold, such lands to be administered by trustees, one a Cabinet Minister. The proceeds of the sales of these lands are to form a fund for the repayment of the debt. It is stipulated that if the Pembina branch, which the company is anxious to get rid of, is sold, the proceeds shall go to the same fund. There is no doubt that these resolutions will be agreed to by a majority of the House. The disallowance correspondence contains

SIR JOHN'S LETTER.

Mr. Greenway, of the 23rd March, which is only now given to the public. The Premier wrote: "As you are obliged to leave Ottawa, I take this opportunity of saying there is good prospect of legislation by Parliament which will almost, if not entirely, remove the reasons for the exercise of the power of disallowance of your Provincial legislation with regard to railway." The great and unexpected harvest, the letter continued, proved that additional facilities for transporting grain eastward were required, and while I believe the C. P. R. make large expenditure to enable it to handle this increased traffic, the administration will not advise disallowance of a bill similar in principle to the Red River Valley Railway Act. Should the C. P. R. branch be sold, the Government would not proceed with the Red River road completing it by July 1st.

THE BUCKET SHOP BILL.

The second reading of the bill introduced in the Senate Hon. J. J. C. Abbott is filed for this afternoon in the House of Commons. The Minister of Justice has the bill in charge and the attitude of the Government towards it was undecided until Saturday, when the measure was considered in Council, though the decision reached has not transpired. The opponents of the bill are rigorously lobbying against it, and a strong effort is to be made to get it referred to the Banking and Commerce committee, where the bucket shop men hope to so amend it as to render it comparatively harmless. The bucket shop people have legal counsel at work here and are making a determined fight, as the passage of the bill in its present form means death to their precarious business, which is one per cent. flogging and highly dangerous to the youth of the country.

A DIVORCE COURT DEMAND.

The Port Huron, Wis. divorce case has led to a demand from several senators for the establishment of a court to try divorce cases. Such courts exist in the provinces of Ontario and in British Columbia. Senator McMillan, of B. C.,

## OVER THE ROCKIES.

Interesting Letter From the Pacific Slope.

Something About Vancouver—J. C. McLean's Live Journal—Goderich Boys Always Come to Front—Bannockburn Road via Kamloops and Regina.

From our Special Correspondent.

Perhaps a few jottings by the way on my return home may prove of interest to some of your readers. Leaving San Francisco on the morning of Friday 6th inst., on board the steamer Mexico, three days steaming brought me to the city of Victoria, the capital of British Columbia. The entrance to the harbor, with its picturesque surroundings, is exceedingly interesting and attractive. The city itself, with a population of 10,000 souls, is a delightful place of residence, the climate approaching more that of England than any other on the coast. The public buildings inside the harbor, for the various scientific and military purposes, the various departments of the public service, a well kept museum, large educational establishments, churches of all denominations, being taken to the House and introduced to the members, &c. The member for Cariboo inquired particularly after your Clerk of the Peace, and was anxious to know if the old black stilet was still in the hands of the original possessor as ever. Being desirous of seeing the great

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I take a bus and drive out through a pretty country road, a distance of four miles, to its location. Presenting my letter of introduction to the superintendent, I am shown this splendid piece of public work, where vessels drawing 30 feet of water can be handled and repaired with comparative ease. The immense and powerful engines and boilers from the celebrated works of J. & W. Watt & Co., Birmingham, England, are of themselves a sight well worth seeing. The Captain who was for many years in command of the government steamer, Sir Jas. Douglas, formed the perfect encyclopedia of information, which he dealt out to me with a kind and liberal hand. Only one ship of the Royal Navy lay there at the time, the "Wild Swan" cutter of ten guns and a complement of 130 men, but from one of the men I learned that our old "Ocherus" was lying in the bone-yard at Plymouth. Under the pilotage of a Royal Marine I was taken to the extensive arsenals and dock yards, and had explained to me in a most intelligent manner the various descriptions of

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HON. T. B. PARSONS.

Hon. T. B. Parsons has returned from Florida much improved in health. Thus Moore, the well-known Liberal and workingman's advocate, has also returned from a trip to the old country whither he was seeking a general of strength; and he has not sought in vain.

THE EDITOR'S TABLE.

A Word or Two About New Publications That Have Come to Hand.

NOTABLE NAMES IN LITERATURE.

Notable names in the ninth volume of Alden's Cyclopaedia of Universal Literature, which opens with Garibaldi and closes with Guernsey, are Gibbon, Green and Grote, historians (what other letter in the alphabet can show three names so strong?); Gladstone, Grant and Greeley, most eminent as statesmen, soldiers and journalists, but of high rank also in the literary world; Archibald and James Gaskie, scientists; W. H. Gibson, artist and author; Gerhardt, Goethe, Goldsmith and Gray, poets; Cunningham Gaskie, prominent in Christian literature; Gogol, Russian novelist; and a small host of other authors of lesser note, perhaps, but not necessarily of less popular interest—for instance, there is the immortal author of "Pamphlet" and "Peter Parley" and Grimm, the wonderful wonder-story teller. In fact, this Volume IX is but further demonstrative evidence that Alden's Cyclopaedia