n paid up.

The St. John Sun says that in 1874 the nufacturing interests of that city had an ested capital of \$7,966,000, and there were 0,197 operatives. In 1878 the invested captal amounted to \$5,730,000, and the number of hands was 6,344. Under the new tariff, says our contemporary, "dying industries have revived. Old industries are greatly expended. New industries have a regreatly expended. ended. New industries have eprung into eing. Thousands who were idle have found ment. Wages have improved. Short has become full time and over-time. orters have become manufacturers; and housands of instances the money of the ntry, instead of going to maintain foreign kshops, is retained in the country and axded among our own people.

In England as in Canada the party of all rtues is, according to its own preachs, the Liberals, but there as here investigashows that they are as deep in the mire corruption, and deeper, than their op-lents. At the last general election that shed of goodness, the Reform Club, it is a quarter of a million pounds erling at its disposal, with which it helped the electorate and force its triends power. It is with biting sarcasın bases of Conservative writer remarks aproposed to new Corrupt Practices bill proposed to the Liberal Ministry, e introduced by the Liberal Ministry, They bought what they wanted, and now, penniless, they wish to prevent others resorting to the same shop."

Our trade with the Mother Country, which deformers said the new tariff would ruin, is till flourishing. The following are the imort returns of textile fabrics up to the 30th vember last :-VALUES.

1879. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015. | 2015 £127,139 651,390 495,347 105,147 QUANTITIES. 1879. Yards. rpets..... collen and worsted manu-815,900 1,190,800 

The Stratford Times says that Mr. James row, M.P., recently held a moeting in a hakespeare tavern. There were about thirty ople in the meeting room and as many more the bar-room. One of the latter applied Mr. D. D. Hay, M.P.P., for a corkscrew, article which Mr. Hay declared he did not esess, but he offered in lieu thereof a tract on the abominable character of the water the Dawson route. Mr. Trow delivered oration in Welsh, which was much admired the editor of the Grit county organ, and James Fisher, M.A., the twice defeated North Perth, gave one of his popular gym-tic exhibitions. Messrs. Trow and Fisher carefully avoided holding a meeting in carefully avoided holding a meeting in town, where they reside. They county town, where they reside. They no confidence in the gullibility of their neighbours.

he Pacific railway schemes stand as fol-

500,000 acres land at \$2. . . . . \$109,000,000 subsidy..... 30,000,000 \$139,000,000 MR. MACKENZIE'S ACT OF 1874.

10,000 acres lant at \$2. ... \$111,880,000 subsidy, \$10,000 per mile. 29,779,000 rnment guarantee on \$7,500 mile at 4 per cent..... 20,977,500 \$162,627,500 OF PARLIAMENT 1879, ASSENTED TO WITH-

OUT OPPOSITION. hundred millions of acres of in North-West at \$2 an .....\$200,000,000

PROPOSAL NOW BEFORE PARLIAMENT. ting roads, with contracts ited.....\$ 28,000,000

subsidy. 0,000 acres land at \$2..... \$103,000,000

ne reasons for rejecting any proposals a new or any subsequent syndicate :-The present and the late Government desirous that the road should be conted by a private company, and inducewere offered, but without avail. (2.) resent Government was therefore, in the st of the country, compelled to make osals to the present syndicate, which accepted. (3.) The new syndicate, havarned the terms of the agreement, now to undertake the work for what they beto be on more favourable terms to the try; but they do not offer any excuse for having applied for the work in the first ance. (4.) Should the Government acthis offer, would they consider that the proposal from another syndicate naving learned their terms, to do the work on terms still more ole to the country, and so on as to and future syndicates created in like er? (5.) In private life, when parties tise for tenders for a work. and, failing any, give the work, or agree to give rk to contractors whose attention

work, to contractors whose attention has a invited specially to it, it would be dis-ourable and illegal to entertain and accept lers for a less price from third parties who ascertained the prices which such parties ing to the inaction of the third parties) npelled to agree to pay for it. (6. ona fides" therefore between the Gov nt and the syndicate must be preserved.

the House of Commons on Wednesday harles Tupper laid the following letter

" OTTAWA, Dec. 16, 1880. -With reference to the objection have been raised to the description in third clause of the Pacific railway conof the approximate standard named in clause, we beg to state that when the en the time of the original construction nere was any difference of importance he Union Pacific and the date of the a contract. We are therefore prepared ree on behalf of the syndicate that the ion of the standard shall be con as applying to the Union Pacific rail-is it was in February, 1873, so that the ations of the company will virtually be me as if that date were substituted se in question for the words 'as the was when first constructed.' tation in agreeing to this construction struct the railway in a substantial man-ith steel rails and efficient equipment, ir reason for desiring that a standard be named was not in any degree to en-to construct an inferior railway, but to protect us from captious or arbihave the honour to be, sir.

"Your obedient servants,
"Dungan McIntras, "INO. S. KENNEDY,
"R. B. ANGUS,
behalf of the Pacific railroad contra

as Hon. the Secretary of State for Can-

branch railways to those points, and this House and the country would be only too glad to give this permission in order that they might open up other sections of country far away from the main line of the railway. But we have the testimony of hon. gentlemen opposite as to what, according to them, the lands in the vicinity of the railway are worth. The railway will run through the most fertile portion of the land, and still further increase its value, so that the profit to be gained in building the prairie section of the railway out of the lands in the immediate vicinity of the railway which are to be handed ever to the new syndicate, is a much larger profit than all the 25,000,000 acres will give to a company bound to build the whole line from Lake Nipissing to the Pacific. Hence it was a very safe bargain to make. There is a little point of difference between these two tenders to which I cannot refrain from calling the attention of the House. I have already stated that in going over this second offer I find they have just cut out of the printed paper most of the clauses of the (Continued from Third Page.) Howland, to approve of it. It is drawn for Howland, to approve of it. It is drawn for the purpose of enabling the most timid man to aign the document, knowing that he is safe. It was "heads I win, tails you lose." Those who connected themselves with this expected that the present Government must and would adhere to the first contract, and therefore a new Government would take its place; and my hon, friend would take the place which I now unworthily occupy—a place which his individual ability and individual zeal and exertions for his party would enable him to adorp for his party would enable him to adorn.

They knew what his policy would be. He has declared it so recently that I do not think he can change it. To be sure he can change between 1880 and 1881, but then in this case tween 1880 and 1881, but then in this case the change would be so rapid that even my hon, friend's versatility of talent would not allow him to change so speedily as that. Well, I will come to the new offer, and what is the first proposition? the printed paper most of the clauses of the contract and the schedule, but reducing the the printed paper most of the clauses of the contract and the schedule, but reducing the prices; but there are some changes, and there is a change of one little word to which I think I ought to call the attention of the House. We all remember the discussion beween my hon. friend from Lincoln, (Mr. Rykert) and the hon. leader of the Opposition, upon the question whether there was any power which could force the railway company to construct the railway, and my hon. friend (Mr. Rykert) quoted the Court of Changery. I stated that if it was merely a permissive contract, it could not, of sourse, be enforced. Either the charter might be cancelled by Parliament if that was the law, or there might be an action for damages by way of compensation. But if there was a statutory obligation, if it was not merely permissive but obligatory, not merely a contract between parties, but an obligatory statutory obligation, it became a statutory duty imposed it could be forced by a mandamus. That is my statement, Well the second clause of the contract made by us is followed word for word, I may say, except striking out the words "hereby contracted for," "hereby railways running from Paris to Moscow might" "The company also hereby offers, in the event of the Government desiring to withdraw from the proposed construction of the eastern section, that the company shall reduce the said subsidy in money and land by the amount apportioned by the said eastern section of the railway under the ninth paragraph of this proposal." Now, the gentle-men who made that tender did not intend to build this Lake Superior section, because they believed that the present Government would believed that the present Government would insist upon the Lake Superior section being built. They hoped we would be defeated by the profier of a second syndicate, and that the hon gentlemen opposite would come in, and in that event and in the event of the Government's desiring to withdraw from the proposed construction, they would do it for a world less These they would do it for so much less. These and the other clauses convince me, and will was imposed it could be forced by a manda-mus. That is my statement. Well the second clause of the contract made by us is followed word for word. I may say, except striking out and the other clauses convince me, and will convince every man that this contract was "politically drawn," that this was a political plot, and that these men, some of more means, some of less, and some of none at all, could not by any possibility run a chance of forfeitings single sixpence, either by building the Lake Superior section, or running it for ten years afterwards. The next section is as follows:—"In the eyent of the Government descript to withdraw the said cestary section. the words "hereby contracted for," "hereby rendered for," It provides that the contrac-tors, immediately after the organization of the company, will deposit with the Government \$1,000,000 in cash or approved securities. There was an obligation. We were told that desiring to withdraw the said eastern section from construction, the company hereby offers from construction, the company hereby offers to construct within three years, and equip, own, and operate as a part of the Canada Pacific railway a branch line from South-East Bay, Lake Nipissing, to Sault Ste. Marie." It is so clear that he who runs may read. Now, sir, the 21st clause. This relates to my constituency and the province which I represent, and I call the attention to it of my hon. colleague in the representation of Victoria:—
"In the event of the Government desiring to postpone or withdraw from the construction of the western section of the said railway extending from Kamloops to Port Moody, they shall be at liberty to do so." There it is again. No chance for a road running towards the sea from Yale. The hon, gentleman (Mr. Blake) is against a mile of railway being built the sea from Yale. The hon, gentleman (Mr. Blake) is against a mile of railway being built in British Columbia, and how gladly he would receive those gentlemen whenever they came to say :--- Well, you don't want press us to build this, to go on with that now," and the hon. gentleman would say :-"No, we are only too glad to get rid
of it." The last clause reads thus :--In the event of the Government desiring to postpone or withdraw from the construction by the company hereunder of the westerly portion of the central section of the said railway"—that is to say, the first contract is to build from Kamloops to Emory's Bar. That is under contract now, but the remaining 450

miles from Kamloops through the Rocky Mountains to Jasper House is the roughest of any portion of the country. I go on, "being the western 450 miles, thereof, as mentioned the western 450 miles, thereof, as mentioned in the ninth clause of this proposal, the company offer to reduce the subsidy is money and lands by the amount apportioned to the said westerly 450 miles." That is, the first clause does away with the Lake Superior section. The second with the Lake Superior section. The second clause provides for the building of the Sault Ste. Marie road. The third clause provides that the Government may give up the building of the line from Emory's bar to Port Moody; and the fourth section gives up the Now, Mr. Speaker, it is the policy of the Government to build all these sections. It is the pledged policy of the Opposition to wipe them out. It is, I say, the pledged policy

wipe them out. It is, I say, the pledged policy of the Opposition. They cannot go back on their pledged policy. This offer is in fact a tender for the prairie section of the road, the paying section; the easiest section; the cheapest section; the most profitable section the section that will be built not only inexpensively, but that will pay whenever population comes in, and population will follow the building of the road. And this whole scheme, which was ostensibly to assume the responsi-bility of building and running the whole line from Lake Nipissing to the Pacific line from Lake Nipissing to the Pacific Ocean, is simply an impudent offer fo build the prairie section, and to do it by means of political friends, who when they get in power will grant them all they want, and allow them to confine their exertions, their responsibilities, and all the liabilities for the future to building an easy road across the prairies, connecting with the American system of railways, and carrying away the trade of the North-West by one or more American channels, to the utter ruin of the great policy under which the Dominion of Canada has been created, to the utter ruin of our hopes of being a great nation, and to the ruin of our prospects of getting possession of the Pacific trade, and connecting Asia with England by a railway passing through the dominions of England. It is as easy as rolling off a log to run a railway across the prairies and work it, but this

way across the prairies and work it, but this is an endeavour to deprive this country, to deprive Ontario, to deprive Quebec, to deprive the Maritime Provinces, of all connection by railway with the North-West.

Mr. ANGLIN-Hear, hear. Sir JOHN MACDONALD-The hon. gentleman says "hear, hear." Yes, I am proud to say that if our scheme am product to say that in our scheme is carried out the steamers landing at Halifax will discharge us freight and emigrants upon a British railway, which will go through Quebec and through Ontario to the Far-West on British territory, under the British flag, under Canadian laws, and without any chance of either the immigrant being deluded or seduced away from his allegiance or his proposed residence in Canada, or the traffic coming from England or from Asia being subjected to the possible prohibitory or offe sive restrictive taxation or outs or offe sive restrictive taxation or ous-toms regulations of a foreign power. Hence it is quite clear that these gentlemen are safe, as safe as a cherry. They would be under no obligation to build the very expensive portions of the road. They would be relieved for ten years of running any portion of the road that would not pay. Canada might whistlefor those connections in her own territory, but the people would grad-nally see that the colonies would gradually be exvered from each other that we should he nally see that the colonies would gradually be severed from each other, that we should be-come a bundle of sticks as we were before without a binding cord, and that we should fall hopeless, powerless, and aimless into the hands of the neighbouring Republic. Let us consider what this offer is. These gentlemen are going to build the prairie road for \$7,333 a mile against our \$10,000, and they make a credit in the markets of the world by breaking a contract. But we felt we had no right to take their word for it, and therefore stipulated in the contract that the syndicate should commence from the beginning of the line, possibly at Callendar station, and proceed vigorously and continuously, and in such a manner that the annual progress shall secure completion at the end of ten years. You must remember that this is one contract and not a separable contract to build the eastern of the central section. It is a contract to build both, and if the company sailed in performing their contract, in carrying out their obligations as to the Lake Superior road or the Prairie road, they have no right to claim a subsidy in land or money because of having done so much work on the Prairie section. If they fail on one section, although they may have built twice the corresponding reduction in the quantity of land. But you must remember that if there is a reduction in the quantity of land, that land will be right alongside the railway on the prairie. They will get all the land where it most valuable. It has been variously calalated as worth \$5, \$4, \$3, \$2, and \$1; but it is quite clear that if the prairie section only is to be built all the land will be taken from to be built all the land will be taken from the immediate vicinity of the railway, while if the whole is built much of the land will be taken far away from the railway at diminished value. George Stephen & Co. must take the land where they can get it. They can only get some 11,000,000 acres from Winnipeg to last per House, and the remainder if the 25,000,000 acres they must find elsewhere. In order to make it worth a dollar worth anything at all, they must build

THE WEEKLY MAIL, TORONTO, THURSDAY, JANUARY 20, 1881. the prairie, and may have fluished them to our thorough satisfaction, when they come to demand the land and the money, if they have not worked vigorously and continuously on the Lake Superior section achieving a rate of annual progress assuring us that it will be finished within the proper time, then we shall say:—"No, you don't; you shall not have this money. True, you have built the prairie section but you have failed at other parts of the road which must go on part passa, and we will not give you a dollar or an acre because though you have done the full amount on the prairies you have made a failure to a great extent elsewhere." In order to make a great flourish on the new sections the opponents of the old scheme have struck out the fifteenth clause which provided for the prevention of any competing line south of the Canadian Pacific, except running southwestwards, for twenty years. That was a clause put in deliberately for the same reason that we asked Parliament to build the Canadian Pacific at all. We desire, the dountry desires, that the road when built should be a Canadian road, the main channel for Canadian traffic for the carriage of the treasures and and may have

store, immediately after theoremization of the company, will deposit with the Government of the company, will deposit with the Government of the company, will deposit the construction of rival lines as many and the construction of rival lines early and the construction of rival lin

that for building the prairie section, the cheap section, the easy section, the section which can be run at a profit at once, at \$1 an acre, they will get \$17,333 per mile, at \$2 an acre they will, get \$27,333 a mile, and at \$3.18 an acre they will get \$39,133 a mile; and this price would be given by hon, gentlemen opposite, who say that the section can be built for \$3,000 per mile.

Sir ALBERT SMITH-How much would they get on your proposition.
Sir JOHN MACDONALD—Now, when

the House was discussing the subject, it was alleged that there was a disproportionate sum given to Messrs. Stephen & Co., and this offer was meant to make the public believe offer was meant to make the public believe the sum was excessive. I have shown you that believing as everybody must who looks at this offer, that it is only intended to build the prairie section, the whole thing will vary from \$17,000 to \$39,000 per mile, according to the various estimates per mile; that is for the prairie section, alone. The reason why the sum was put large and full in the original contract for the prairie section was because that section must be built first and speedily; that is the portion that can only be that section must be built first and speedily; that is the portion that can only be built first; and until that is built the population which we believe will readily and eagerly seek shelter and homes in our North-West cannot get there. It was of the very greatest consequence to the Gevernment that this road should be built at once. This large subsidy was therefore given for the prairie section as an inducement for the contractors to push that road there within three years, which they stated they were quite ready to do; that if they got the contract ratified by the last of January they would build that as shortly after that time as possible. It makes no difference if the security is good, if the capital is in the hands of gentlemen of honour and means, it is of no consequence where the money is exof no consequence where the money is expended. The division is made for the pur pended. The division is made for the purpose of hurrying up the 900 miles across the fertile prairies of the North-West so as to enable the population to go in at ence. And, sir, you must remember they can get no lands near Lake Superior nor in British Columbia which have been described by hon, gentlemen opposite as valueless, that prevince being "a sea of mountains." Therefore all the land to be given is concentrated in the prairie country, and we endeavour to induce them to build the road and as many branches as possible by grants in that region. The great object was not and as many branches as possible by grants in that region. The great object was not only to have the line running from east to west, but to assign the company lands to be selected by the joint action of the Government and themselves, to encourage them to build branches we give them a large and valuable allowance, so that that whole country may not only be opened up east and west but be negeritated by "barring home" country may not only be opened up east and west, but be penetrated by "herring bone" lines running northward and southward far into the interior. I hear a voice behind me saying that they are to build the Lake Superior section at the same time. We, took good care of that. I believe that the man who signed the first contract are men of honour and great wealth who cannot afford to lose their character, prestige, and credit in the markets of the world by breaking a contract. But we felt we had no right

ten years will be most unprofitable. We know perfectly well that it will require all the exertion, and all the skill, and all the management of the company to make the eastern and western sections of this road fully compensate them, and fully compensate them for their responsibility and for their expenditure during these 10 years. In order to give them a chance we have provided that the Dominion Parliament—mind you the Dominion Parliament, we cannot check any other Parliament, we cannot check on the first 10 years after the construction of the road, give their own road, into which they are putting so much money and so much land, a fair chance of existence—(cheers)—and the very fact, sir, that these gentlemen are willing to strike that bargain shows that they do not mean to run the line east of Red River. (Hear, hear.) They can well afford, Mr. Speaker, to allow railways to run into the prairie line. (Hear, hear.) Why, sir, as a local colonization line, as a line to supply the wants of the country lying along the line from east to west, the local traffic and the trade which the road will obtain from Jasper House to Red River will be amply sufficient to keep it up—(Opposition "hear, hear," and appliance)—and therefore these gentlemen can well afford to say "We do not want any such exemptions." (Hear, hear.) Rut, Mr. Speaker, if they are going to build the road to the north of Lake Superior—(hear, hear)—if they meant to do it and run it for 10 years they would not allow that road to the north of Lake Superior—(hear, hear)—if they meant to do it and run it for 10 years they would not allow that road to the north of the second contract showing that it is not a bona fide and honest offer to build the road through Canadian territory; but that it is not a bona fide and honest offer to build the road through Canadian territory; but t

all Europe, and we might as well say that the all Europe, and we might as well say that the railways running from Paris to Moscow might supply the wants of all Europe as that this railway might supply the wants of the whole North-West. There will be room for as many railways in that country by and bye as there are in Europe, and if there be any attempt—and the attempt would be futile on the part of the Canada Pacific railway—to im-

to the United States. You are asked to have a line by which the trade from the east will run into the States, and by which the legitimate profits of the Lake Superior road will be destroyed. You are asked to have a line by which the trade from the West will run into the States. Mr. Speaker, the whole thing is an attempt to destroy the Pacific railway. I can trust to the intelligence of this House and to the patriotism of this country. I can trust not only to the patriotism but to the common sense of this country to carry out an arrangement which will give us all we want, which will satisfy all our loyal and legitimate aspirations, which will give us a great and united. A rich, an improving, a developing Canada instead of making us tributary to American laws, to American railways, to American boudage, to American tolls, to American freights, to all the little tricks and big tricks that American railways can use for the purpose of destroying our road. Look on this picture and look on that; and I know which choice will be made by the people of Canada; and, sir, I believe before the general elections in 1883, hon." gentlemen opposite will try to make the people "disremember," to use a Western phrase, this political plot, and will cat their own words before the people as they are trying to do pow with regard to the National Policy; and in doing so they will lose the respect of the people of Canada. (Loud cheers.)

Mr. BLAKE moved the adjournment of the debate. would almost all go to the United States. (Hear, hear.) Some of it would come to us, but the great portion of the trade would go through the United States by the favoured line of hon gentlemen opposite without any hope of getting it back to Canada at the Sault Ste. Marie. (Hear, hear.) Sir, we knew what a great amout, what an enormous amount of capital American capitalists possess who are connected with the railways of the United States. We have seen evidences of the mad rivalry which has existed occasionof the mad rivalry which has existed odcasionally between some great railway lines of that country. You have seen them run railways at ruinous rates in the hope of breaking each other down. Sir, with our road backed by a country of scarcely four millions, with our infant country and with our infant capitalists, what chance would they have against the whole of the United States capitalists? What chance would they have a Tha Americant what chance would they have against the whole of the United States capitalists? What chonce would they have? The Americans would offer to carry freight for nothing and pay shippers for sending freight that way. It would not all come by the Sault Ste. Marie. It would come to Duluth It would come to Chicago. It would come through a hundred different channels. It would percolate through the United States to Nould percolate through the United States to Nould percolate through the United States to would percolate through the United States to nould percolate through the United States to nould percolate through the United States to would percolate through the United States to houseless, they mig. to perhaps come into the market and buy up our line as they have bought up other lines. (Hear, hear.) Railway and telegraph lines are under no protection from foreign capitalists coming in and buying them up, and getting control of our markets, and outting us off from the trade which should come from the great west and by Canadian railways to the River St. Lawrence. (Hear, hear.) They could afford for a series of years with their enormous wealth, with their enormous capital, exceeding the revenue of many first-class Governments in Europe, to put their rates for freight down to such a figure as would ruin our road, as would ruin the company and render it utterly impossible for them to continue in compatition. And, sir, what can be more wretched on more miserable in any country than an insolvent railway. (Hear, hear.) What could be more wretched and miserable, and destructive to the future of a country than the oliering on the market of the stock of an insolvent railway. (Hear, he debate. The House adjourned at six o'clock. SPORTS AND PASTIMES.

TER, N.Y.

It is announced by the members of the Rochester Driving Park Association that on the 4th of next July they will offer a purse of \$10.000 for treating stallions. Entrance will be free to all of this class, and the purse will be divided as follows: \$5,000 to the third, and \$1,000 to the second, \$1,500 to the third, and \$1,000 to the fourth. The announcement will cocasion great interest all over America, as the event will be the greatest of the kind that has taken place within the past four years. At Boston, between four and five years ago, there was a grand stallion race: which attracted flyers from all ever the country. Among those who will probably strive for this generous purse are: Boneaetter, Piedmont, Voltairs, Monroe Chiel, Kentucky, Wilkes, Black Cloud, Alcantra, Gov. Sprague, Hannis, Wedgewood, Mutwood and Earits Class (California stallions), Hambletonian Mambrino, and Hambletonian Bashaw. hear.) What could be more wretched and miserable, and destructive to the future of a country than the offering on the market of the stock of an insolvent railway. (Hear, hear.) They cannot supply or renew the rails; they cannot maintain the road-bed in repair; they cannot keep the line supplied with railway stock. Sir, the road would become shrunken, shrunken, shrunken until it fell an easy prey to this ring. (Hear, hear.) We cannot afford to run such a risk. (Cheers.) We saw what a wheat ring did in Chicago. They raised the price of the necessaries of life. The ring in Chicago raised the price of the poor man's loaf for a whole year in order to make a profit at the expense of the labouring poor of Europe and of all the rest of the world; and a similar combination, but infinitely riches, with infinitely more capital, and infinitely more unscrupulous, and so reckless as the railway speculators and proprietors in the United States—would be formed in this case. (Applause.) It was essentially as a matter of precaution and a matter of necessity, and a matter of self-defence that we provided that this road should not be depleted of this traffic in the manner in which I have mentioned—(cheers)—and that the road should be allowed fair play for twenty years from now, and only ten years after construction—(hear, hear, and cheers)—and that it ROWELL AND VAUGEAN IN TRAINING. LONDON, Jan. 15.— In consequence of Cleary's acceptance of the challenge of Rowell the latter has gone into strict training for another world's championship walking match. Vaughan has also gone into training.

GALE'S WALE.

The greatest and, at the same time, the dreariest and most disappointing of long walks came to an end on the afternoon of New Year's day at Lillie Bridge grounds, West Brompton, when Gale's 1,000 hours expired, and his record showed the enormous distance of 2,405 miles 920 yards. For more than five weeks Gale walked 14 mile in each succeeding half hour, until in 1,786 half hours he half completed 2,232 miles 120 yards, when he broke down Between five o'dlock on the 28th ult. and four o'clock on the 18th inst. he added by irregular spells of work just under 1735 miles, making the full distance for the thousand hours 2,405 miles 920 yards. This, though nearly 944 miles less than was intended, is a wonderful feat of endurance, and one which throws into the abade every previous long-distance walk, accomplished, as it was, should be allowed fair play for twenty years from now, and only ten years after construction—(hear, hear, and cheers)—and that it should be protected from the chance of being robbed of all the profits, robbed of all the gain, the legitimate gain which the company expects to get from this enterprise and the employment of their capital. (Cheers.) This was done only to protect them for the first ten years of their infant traffic. (Applause.) We know perfectly well it will take many years before that country is filled up with a large population, and that the first

in the open-air, in the most inclement season of the year. The walk was not for any prize, and as the public did net very heartly support Gale the only reward he will receive will be in the nature of money subscribed for him. A list has already been opened on an behalf. Mr. Gant, F. R. C. S., of the Royal Free Hospital, who has eften examined Gale, said the pedestrian was in better health when he finished than when he commenced the task on November 20th. His report, made on the list inst., immediately after the finish, states — "Found pulse strong, full and regular, at 75; heart's action and sounds quite normal. Temperature 97 2-5; hands and feet warm. Respiration 15 per minute, and deen. Appetite good. Frontal headache. Pupils of cyclids, not dilated, of equal size, and contracted under light. Was drowsy, and slept in few minutes; snoring, but with no puffing of cheeks in expiration. Exterior of body—Complexion red, and somewhat weather-beaten. Isoge—Middle of thigh right leg, 175 inches; left 165 inches; varicose veins of left leg exactly same as at start. Feet sound, but cutiele on heel and treading portion of sole much thickned. Weight at start, Set. 9lb.; Weight at finish, 8st. 2lb. General condition most satisfactory.

AQUATICS.

HANLAN AND ROSS'S CHLLENGE ACCEPTED. New York, Jan. 15.—The challenge made by Hanlan and Ross a short time ago to row any two men in the world for a sum of \$2,500 or more has been accepted by J. A. Kennedy and M. F. Davis, of Portland, Me. The race is to be for \$3,000 a side, time and place to be agreed upon hereafter. A foriest of \$1,000 was sent last night to the editor of the Boston Herald by the Portland current.

THE HANLAN-LAYCOCK MACE. London, Jan. 17.—The Hanlan-Laycock race has been postponed because of ice in the Thames. The betting this morning was 3 to 2 on Hanlan. The race will be rowed on Saturday at 4 p.m., weather permitting. ROSS AND BOYD.

LONDON, Jan. 18.—Wallace Ross, of St. John, and Robert W. Boyd, of Middlesborough, signed articles to-day for a race for £200 a side over the Thames course in August ed for that purpose, and for that purpose only. (Cheers.) The next clause, Mr. Speaker, is the sixteenth.

AN HON. MEMBER—Six o'clock.
Sir JOHN MACDONALD—I do not think it will be the clause. next. Hanlan sails for New York on the 27th

Thorston, on Wednesday, 12th inst., by W. Whestley Bates, B.A., incumbent Essa, Mr. A. W. Fletcher, cidest son Fletcher, Esq., Township Treasurer, Mary E. Jamison, edest, daughter of Alexander Jamison, Esq., of Resa. SEALLEN—OWEN—In the city of Quebec, on the Stallen, Owen—In the city of Quebec, on the Sth fast, by the Rev. G. L. Matthews, D.D., Andrew Coulter Skillen, of Quebec, to Annie, sidest daughter of Richard Owen, Esq., Toronto. JAMES—EWART—At the residence of the bride's father, Township of Drummond, by the Rev. J. W. Thorne, Mr. George James to Miss Agnes D.

Ewart.

SHAW-MAXWELL-At the residence of the bride's brother-in-law, Mr. W. Carlyle, Queen street west, by the Rev. Mr. Smith, Mr. R. Shaw to Miss Maxsie Maxwell: both of Toronto.

English papers please copp.

EARLS-CHEFFEY-At the residence of the bride's father, on the 12th inst., by the Rev. John Bredin, John Earls, Esg., of Toronto, and Sarah, daughter of R. S. Cheffey, Esq., M. D., of Allistor. DEATHS.

Kirsy-At Willowdale, on Thursday, 13th January, 1881, James Herbert, infant sen of John and Mary Ann Kirby. BELLSMITH In Hamilton, on 11th Januar, 881. Charles Lauder Be limith, fourth son of John and Maria Bellsmith, aged 29 years, nonths, and 21 days. Goodman—At 34 Queen street west, on Wednesday, January 19th, Elizabeth, wife of Mr. Thomas Goodman, aged 31 years.

RIDULE—At the residence of his father, Mr. Hugh Riddle, 8th encession King, on the 5th of January, 1881, Robert Riddle, in the 32nd year of his age.

monts.

MacDonalds-At Marina, near Cobourg, on the 12th inst. Catharine MacDonald, widow of the late Captain Archibald MacDonald, of H.M. 25th Regiment, in the 79th year of her age.

Lows—At Bowmanville, on Tuesday, the 11th inst., Win. H. Lowe, barrister, etc., aged 40 PROPOSED GREAT STALLION BACK AT ROCKES Brown—In this city, on the 18th instant, Mabel L., daughter of George Brown, Windsor Hotel, ged 3 years and 6 months. K., daughter of George Brown, Windsor Hotel, aged 3 years and 6 months.

Graham—At 171 Wilton avenue, Agnes, fifth daughter of Mr. Thos. Graham, file manufacturer, aged 11 years and 3 months.

Connor, printer, aged 35 years.

McCabe, of this city, and brother of M. McCabe, undernaker, aged 35 years.

Graham—At 172 Wilton avenue, on the 13th Jan. 1861, agnes, fifth daughter of Mr. Thomas Graham, file manufacturer, aged 11 years and 3 months.

McEl. Roys—On the 15th inst., Theresa Ellen, eldest daughter of He.ry and Ann McElroy, aged 18 years 7 months.

Mill. Sham—At the residence of his son-law, aged 18 years 7 months.

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MCCULLOGE—At Perth, Eliza McCulloch, aged

TER, N.Y.

PEDESTRIANISM.

GALE'S WALK.

McCulloon-At Perth, Eliza McCulloch, aged Pears.

BROCKWELL—At Cous one street, Leelleville, on the morning of the 16th inst., Thomas Brockwell, aged 87 years.

IVORY—In this city, on Monday, January 17th, Rebecca, reliet of the late John Ivory.

formerly deputy-postmaster of Queuec.

May—At Belleville, on Thursday, 13th inst
Harrold May, Esq., aged 32 years, formerly of
Charlottetown, P. E. I. Charlettetown, P. E. I.

McKes. On Monday, January 16th, at his residence, in the village of Bolton, William McKee, aged 55 years and 6 months.

HAMILTON—At her mother's residence, Mrs. Alexander Hamilton, Queenston, on the 19th January, 1881, Helen, daughter of the late Sheriff Lamilton.

McCarrity on the 17th list, in Hamilton, Bridgel McCarthy, in her 6and year.

HAROLD—On the 18th inst., of apoplexy, at the residence of her son-in-law, Mr. W. Merrison, 37 Gould street, Toronto, Eliza Harold, redict of the late Major Harold.

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RUPTURE OF A B D. AND DRAWN AND DRAW Parron On Sunday morning, the 18th inst., at 153 Gerrard street, the residence of Dr. Carlyle, his son-in-law, R. G. Patton, Eeq., aged 64 years, formerly deputy-postmaster of Quebec.

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miles above the falls. J. SLATER, Chippaws P.O.

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culars, apply to JOHN LOWERY, P. O. SALE OR RENT-ON THE 1st OF April, 1881, 50 acres of choice land, with an frame barn, 60x36; new frame barne, 60x36; new

stoves, &c., of the present occupant cap is he at very reasonable prices, so that the purchase could step into a going concern. To an activy young man, with capital of \$1,000, this present a favourable opportunity to analysis. WYLD, BROCK &

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