

CANADIAN PARLIAMENT.

SENATE.

April 22.—Hon. Mr. CAMPBELL stated in reply to Senator MILLER that the Government had no intention of reducing the salaries of judges in Ontario and Quebec. The Statutes of Canada having passed through committee, the House adjourned.

April 23.—Senator RYAN moved for correspondence relating to the Copyright Law, stating that for four years he had made a similar motion, and when the papers were produced no practical result was obtained. He wished to see Canadian publishers placed on the same footing as publishers in the United States, and at the same time protection given to British authors. Hon. Mr. CAMPBELL replied that there were no papers of an official nature. The Statutes Amendment Bill was read a third time and passed.

April 24.—Hon. Mr. CAMPBELL stated, with reference to a petition from Senator DICKY, that he had reason to believe that direct steam communication with the West Indies would shortly be established. Hon. Mr. MITCHELL stated in answer to an enquiry from Senator ST. JEAN that the Government declined to interfere with the tug companies on the St. Lawrence.

April 25.—No business of importance was transacted. Hon. Mr. MITCHELL brought down the annual report of the department of Marine and Fisheries.

April 26.—In answer to Senator GIBARD, Hon. Mr. CAMPBELL stated that the organization of the Manitoban judiciary would be completed as soon as possible. Several other questions were put and replied to, after which the House adjourned.

HOUSE OF COMMONS.

April 22.—Hon. Mr. BLAKE introduced a bill for the trial of controverted elections before judges, which was read a first time. Mr. HARRISON introduced a bill to extend the law respecting the carrying of unlawful weapons, and another to extend the right of appeal in criminal cases, both of which received the first reading. Sir FRANCIS HISCKS stated in reply to Mr. HARRISON that the Government did not intend placing duties on grain, flour, salt, and coal. Sir JOHN A. MACDONALD said in answer to Hon. Mr. GRAY that a joint commission would be appointed to determine the boundary line between Manitoba and the United States. In answer to Mr. GOBIN, Hon. Mr. TAPPAN said the intention of Government was to issue licenses to Canadians to fish in lakes and rivers, but not to give concurrent privileges to foreigners. In answer to Mr. GOBIN, Sir G. E. CARTIER said Government had paid all claims duly presented by different officers during the Fenian invasion of 1870. Hon. Mr. MORRIS stated in answer to Mr. BLANCHER that it was not intended to bring down any measure for weights and measures this season. Hon. Mr. TREWEE stated in reply to a question that a naval force would be kept up for the protection of the fisheries, and that the Imperial Government intended to cooperate. Mr. JONES (North Leeds) moved for a return of costs and charges connected with the survey of the Pacific Railroad.—Carried. He also made a similar motion with regard to the Intercolonial, which was allowed to stand. On a motion for correspondence relating to the entrance into the Confederation of Newfoundland and Prince Edward's Island, Sir JOHN A. MACDONALD replied that there was no correspondence; as all the measures taken to effect the union had failed, it had been thought better not to press unduly the proposal. In reply to a motion for correspondence relating to the charges against Col. Skinner, Sir G. E. CARTIER said that no complaint had been received at the Department. A large number of other motions were made and carried, after which the House adjourned at 6 p.m.

April 23.—After routine, Mr. COSTIGAN introduced a bill to compel members of local parliaments where dual representation is not allowed, to resign their seats before becoming members of the House of Commons. The resolutions asking for a grant of \$45,000 for the geological survey were concurred in, and Hon. Mr. HOWE brought in a bill founded thereon. The House then took into consideration the report of Committee on the whole on the Banking Resolutions. The resolutions were passed, with the exception of the third, without debate, and bills brought in founded thereon. On the third resolution, providing for a reserve to be held by the Government against their circulation, Mr. CARRINGTON moved an amendment in the opposite sense, which was defeated. The bill for the avoidance of doubts respecting Larceny of Stamps was read a second time and referred, after a conversation in the course of which Mr. HARRISON suggested the substitution of stamped paper for stamps—an idea which seemed to meet with great favour with the House. Mr. STREET said he would be glad to see the stamp tax abolished, to which Mr. MASSON (Soulanges) replied that he believed in giving a revenue to the Government, but that revenue might be supplied by a tax on bachelors. This remark created great laughter. Mr. COLBY introduced his bill to abrogate the present Insolvent Act, which he condemned, in a long speech, as tending to encourage fraud and recklessness in trade. Mr. HARRISON and Mr. OLIVER also spoke to the motion. At six o'clock the House adjourned on motion of Sir JOHN, it being St. George's Day.

April 24.—Sir FRANCIS HISCKS brought down the Supplementary Estimates; several bills were then introduced, among them one by Mr. CURRIER, to incorporate the Quebec and Pacific Railway Company. In answer to Mr. DELORME, Sir F. HISCKS said that no arrangement could be made with the United States Government as to the transmission of valuables by post; and also that it was not intended to take new measures to place commercial relations with the United States on a better footing. Mr. JONES (North Leeds) moved for a select committee to inquire into the best means of protecting our agricultural interests. Mr. DE COSMOS stated that British Columbia, notwithstanding that it had adopted the Canadian tariff, was in favour of protection for manufactures and agriculture. Mr. STRZER and Mr. O'CONNOR advocated protection, and after some debate the motion was allowed to go. Hon. Mr. MORRIS moved the third reading of the bill to provide for the avoidance of doubts respecting larceny of stamps. Mr. JONES (Halifax) thought the stamp-tax should be abolished. The bill was read a third time. The adjourned debate on the bill to abolish the Insolvency Laws was then resumed. Hon. J. H. CAMERON moved to refer the bill to the Committee on Banking and Commerce. Hon. Messrs. BLAKE and IRVING

opposed the bill. Mr. WORKMAN supported the amendment. Several other members spoke, and finally the debate was adjourned, and the House rose at 10:10 p.m.

April 25.—Sir JOHN A. MACDONALD brought down copies of the correspondence relating to the Washington Treaty. He regretted that the whole of the correspondence could not be brought down, as its production would greatly strengthen the cause of Canada. After several questions had been put, Mr. BOWELL moved the House into Committee to consider the advisability of adopting the four feet eight inches and a half gauge for the Intercolonial Railway. The motion gave rise to a long debate, which was adjourned at six o'clock. After recess the House resumed the discussion on the second reading of Mr. COLBY'S bill for the repeal of the Insolvent Laws, and Hon. J. H. CAMERON'S motion to refer the bill to committee. Mr. BELLEROSE moved to adjourn the debate until the 9th of May, but the amendment was lost on a division by 55 to 82. Mr. CAMERON'S amendment was put and was also lost; yeas, 62; nays, 76. The House then divided on the motion for the second reading; yeas, 77; nays, 61. Mr. COLBY moved that the bill be referred to the committee of the whole on Monday next. Carried. The House then adjourned at 11 o'clock.

April 26.—Sir JOHN A. MACDONALD laid on the table copies of all correspondence between the Canadian and Imperial Governments relative to the Fenian invasion of Canada. Also a return of correspondence between the Canadian Government and Lieut.-Governor Archibald, relative to the Fenian invasion of that province. Several private bills were introduced, after which Sir GEORGE CARTIER introduced a bill respecting the Canada Pacific Railway. In a long speech he gave a full explanation of the Government projects regarding the line. He commenced by stating that by the terms of union with British Columbia the road had to be commenced within two years after Confederation; and completed within ten. The road, which will be about 2,700 miles long, will be built, not by the State, but by private enterprise, that is, the Government will enter into a contract with a private company. It will start from Lake Nipissing and work will be carried on simultaneously from both termini. The funds to build it will be provided on a land grant and a money grant. The land grant consisting of an appropriation of fifty millions of acres, partly furnished by British Columbia, part by the Dominion. These acres will be situated along the line and divided into blocks of twenty miles each, every alternate one of which will go to the Company and the other to the Dominion. The Dominion will hold on to its blocks as a future sinking fund to relieve its debt. The money grant is thirty millions of dollars, to be obtained by a loan; of these the Imperial Government stands sponsor for twelve and a half millions, though, if there were need, Canada could bear the unshared burden and not be distressed by the weight. Sir JOHN A. MACDONALD seconded the resolution. Mr. MACGREGOR opposed the construction of the road, which would be ruinous to an early settlement of the North-West country. The motion to read the bill a first time was carried, and the second reading ordered for Tuesday next. Hon. Mr. TREWEE moved a resolution to enable the Government to promote third class or junior second class clerks to any other class or rank in the Civil Service. The resolution, after a debate, was carried, and Mr. TILLEY introduced a bill founded on it. On the motion of the Hon. Mr. LANGEVIN, the House resolved to go into Committee to consider certain resolutions in relation to the improvement and enlargement of the Dominion Canals. Sir F. HISCKS, among other resolutions, moved that the House go into Committee of the Whole on Tuesday next to consider a resolution having for its object to indemnify the members of the Privy Council and others concerned in the issue of the Governor-General's warrant authorizing the advance of one hundred thousand dollars to defray the expenses of the expeditionary force sent to Manitoba. The motion was carried. On motion of Sir FRANCIS HISCKS the bill to amend the Government Savings Bank Act was read a second time. The bill to regulate the issue of Dominion Notes was read a second time after a long discussion. The House adjourned at 10:30 p.m.

THE PROSPECTS OF THE NEWFOUNDLAND SEAL CATCH.

A Newfoundland correspondent writes to us as follows concerning the prospects of the sealing campaign this year:—

The sealing voyage commenced unusually late this spring, owing to the prevalence of easterly winds, which kept our harbours filled with ice. It was not till the 11th March that the first vessels sailed; early on that morning, we had quite a gale from the westward, when several of the fleet went up. Later in the day the gale increased, and several vessels drove from their anchorage, and sustained considerable damage by getting foul of each other. Three smaller craft were driven further out, one of which tilted and sunk on the bar. By the evening of the following day, the last vessel had left.

Since their departure, the weather has been, for the most part, very stormy, and altogether unfavourable to the prosecution of the seal-fishery, consequently fears are entertained that the catch will be a poor one.

On the 18th ultimo we were visited with the greatest snow-storm that has been witnessed in this country for the past fifty years. About noon the snow began to fall, and from that time the storm increased in violence, till about 4 p.m., when it was at its height. The drift was such that for hours the air appeared to be one solid mass of snow. In the midst of the storm the "Fleetwing" entered the port of St. John's, having left St. John's in the morning. Those on board, among whom were several lady-passengers, had given up all for lost. The vessel could not be "hoed to," therefore the captain, after consulting with the crew, determined to let her run before the wind, leaving the rest to fate. For hours they were driven along at a fearful rate, not knowing the moment they might be dashed upon the rocks, while the snow was so thick that they could not see each other upon the deck. At length it cleared a little, when to their joyful surprise they found themselves at the entrance of Harbour-Grace.

Towards evening the wind moderated, and the night was very calm till nine o'clock, when we had almost a hurricane from the westward. At about 9:50 p.m. the barometer was as low as 27.99. Our oldest skippers say they have never seen such a storm. It was indeed a dreadful night, and many a wife and mother, thinking of their absent ones, echoed the prayer—"God help the poor sailor."

Several lives were lost in that dreadful storm. Among the

number was a woman who left home, while the storm was raging, to go in search of her son—a lad about sixteen years of age, who had gone into the country that morning to get firewood. After travelling some distance she met him, in company with several others, making their way home. She returned with them part of the way, but at length became so weak that she could proceed no farther. The others helped her along, as well as they could, for some distance, till they too were almost exhausted. At last they were obliged to leave her behind with her son, who would not part from her. The others with much difficulty reached their homes, and having reported what had occurred, several parties set out in search of the boy and his mother, but no trace of them could be found. All through the week the search was kept up, but without success, until Sunday, when early in the morning their dog, which had been left with them, came home, having a piece of rope fastened around his neck. The animal behaved as though he wished to lead the people to some particular spot, and several of the neighbours noticing this, determined to follow him. After proceeding some distance, they came upon the dead bodies of the mother and son, the head of the latter resting upon the mother's breast. There was no snow upon the bodies, from which it is inferred that the dog must have kept them uncovered. There was a piece of rope around the boy's wrist, the other end of which had been tied round the dog's neck, no doubt with the hope that he would guide them home. It was found that the dog had bitten through the rope. The faithful animal had remained, day and night, for a whole week, by the corpse of his master.

Another melancholy affair occurred in a small settlement a few miles from St. John's. On the day after the storm the dead bodies of a woman and her daughter were found in the snow, locked in each other's arms. The woman had left home on the preceding evening in company with her daughter to visit another daughter of hers, who was lying very ill. In the same place a man was blown over a precipice and killed.

A young man, living in Carbonar, while going home in the evening, saw some black object lying upon the snow, which he supposed to be a man's hat. On coming nearer he found it was the head of a dog, the rest of the body being covered. Having removed the snow, he discovered a man underneath, still alive, but delirious. He obtained assistance and had him taken home; the poor man is still in a precarious state. It is feared that we shall yet hear of many such cases from places more distant.

Judging from what we have heard from the sealers up to this time, it appears likely that our fears for the success of the fishery will prove not to have been without foundation. We already know of the loss of several vessels, and expect to hear that more have shared the same fate. It is a sad sight to see the poor cast-aways trudging home, weary and footsore, having travelled scores of miles over snow and ice such dreadful weather. Some may have a little bundle, it may be a pair of boots or a canvas frock,—all they have saved from the wreck; while others, to use their own words, have saved "nothing but what they stand in." They feel it hard to meet the anxious and perhaps hungry ones at homes, with empty pockets, after having looked forward to the vessels of this voyage as being their *mansions* for the next twelve months. And yet they appear to bear these reverses of fortune with wonderful equanimity. It seems to me that they look upon the affair in the light of a lottery, some years a prize, others a blank.

Every day brings more unfavourable news. Yesterday five or six steamships and about forty sailing-vessels were seen off in the bay, none of which, it is probable, have yet been to the sealing fields.

A *scale* also arrived in Harbour-Grace, having been obliged to put in on account of the master being struck with paralysis. She has but *one seal*, and reports having seen no more for the Spring. Our prospects look very gloomy.

It would be interesting to try a few experiments in the way of punishment with drunkards. It is evident that fines have little or no effect on the intemperate, and that a few hours imprisonment until they are sober is rather a convenience to them than not. Our ingenuity in discovering pleasant little variations in punishments for offenders has not yet extended beyond the revival of the cat-o-nine-tails, which, although it might be laid with advantage on the backs of some drunken ruffians, is almost too decisive in its action for the harmless sot who becomes "incapable" without being violent. There is, however, a punishment which was applied by the ancient law of France and also in Scotland to debtors who obtained the benefit of *cessio bonorum* that seems admirably adapted for modern drunkards. It consisted in sentencing the debtor to wear in public a distinctive garment, under pain of imprisonment if he was found without it. In France a green bonnet (*bonnet vert*) was furnished by creditors for the purpose, as explained by Pothier, of warning all citizens to conduct their affairs with prudence, so as to avoid the risk of exposing themselves to such ignominy. In Scotland every debtor under similar circumstances was appointed to wear "the dyvour's habit," which was a coat or upper garment, half yellow and half brown, with a cap of the same colours. By a statute of William IV. "the dyvour's habit" was dispensed with, but it again adopted for drunkards it might not only promote temperance, but could not fail to give a great impetus to the trade of clothiers about Easter time, and on the occasion of all holy fasts and feasts. The "dyvour's habit" would also be a most admirable garment of daily wear for tradesmen convicted of using false weights and measures, and in the case of ladies found guilty of a like offence the *bonnet vert* might be worn either for the promenade or behind the counter, and would produce a most pleasing effect.—*Pall Mall Gazette*.

Remark, not to say complaint, has been made that since the irrepressible Chattel has been turned into an American citizen we have had no good nigger stories. An American lady writes to me to admit that this is to a great extent the case, but that, unconsciously, the coloured Republicans do supply occasional materials for amusement. There was a trial the other day in which twelve black citizens were in the box, the prisoner was also black, and the judge and the complainant were white. The prisoner was charged with assault and battery. The judge summed up and the jury retired. After some time they came back and delivered their unanimous verdict. They found the complainant guilty of horse-stealing.—*Nothing in the Papers, Ill. London News*.