Here was a distinct issue. Mr. CART-WRIGHT had announced the Government's determination to stand or fall on their Policy of Drift, and these resolutions embodied the outline of the Nstional Policy of the Opposition. It is more and to submit the details and minutize of the policy they recommend. It is enough that they place before the House and the railway

dred and fifty thousand dollars have been sunk in the lock, and Mr. Marcus selection of the paper town as the terminal properties. The Rouges, however, had the company of Ontario apostates. Messrs. IRVING, Weod, and Norrice and the the craimed out, the craimed out, the craimed out, the canal would have their seats to their pledges to vote for Protection; and we commend them to the notice of the constituents they have betrayed. Mr. Marcus and the the constituents they have betrayed. Mr. Marcus and the the protection is than a free Trader, but the strict Party discipline Mr. Brown enforces has had its effect upon his naturally timid nature. Mr. Blain, also, had strong Protection leanings, but he cannot afford at this particular time to run the risk of offending those who carry the nomination for West York in their pockets. Mr. Charlon only two years ago was a fierce Protectionist, but his convictions dawned upon his vision. Of the thirty.

THE KAMINISTIQUIAL LOR.

Frances lock has established the truth of Senator MacPherson's criticisms

of Senator Macherson's criticisms minion.

"That such a policy will retain in Canada the thousands of our fellow-countrymen now obliged to expatriate themselves in search of the employment denied them at home; will restore prosperity to our struggling industries, now so sadly depressed; prevent Canada from being made a sacrifice market; will encourage and develop an active Provincial trade; and develop an active Provincial trade; and moving, as it ought to do, in the direction of reciprocity of tariffs with our neighbours, so far as the varied interests of Canada may demand, will greatly tend to procure for this country eventually a reciprocity of trade."

of Senator Macherson's criticisms upon the work beyond any doubt. In the days when poor Mr. Mackenzie was troubled with a "bee in his bonnet" "stretches," he convinced himself, by what evidence we know not, that by the construction of a lock at Fort Frances, uninterrupted navigation would be secured between Lac des Mille Lacs and Rat Portage. Accordingly he determined to proceed with the work. But the manufacture of the magnificent water "struction of a lock at Fort Frances, uninterrupted navigation would be secured between Lac des Mille Lacs and bours, so far as the varied interests of Canada may demand, will greatly tend to proceed with the work. But the days when poor Mr. Mackenzie was the days when poo struction of a lock at Fort Frances, uninterrupted navigation would be secured between Lac des Mille Lacs and Rat Portage. Accordingly he determined to proceed with the work. But for reasons which it is impossible to divine, he ignored Parliament in the matter and ignored, too, the law ordering that all public works shall be done by contract, and, calling in Mr. Hugh Sutherland, set him over a gang of men, gave him a liberal supply of public money and told him to go ahead. Mr. Sutherland did so. Shortly after this, however, Mr. Mackenzie abandoned

interests, denounces the enquiry as a "laughable and expensive farce," and burks its proceedings in its daily committee reports!

but one great public work, to present to the country a larger and more diversified assortment of jobs than was charged against Conservative Administrations ex-

tending over a quarter of a century.

First, there is the Steel Rails job. Three million dollars' worth of rails poncy they recommend. It is enough
that they place before the Hense and
the filter place the filt

THE PACIFIC RAILWAY.

Mr. Mackenzie has contrived in the space of four years, and in dealing with John Macdonald, we are told, "is space of four years, and in dealing with John Macdonald, we are told, "is with Mr. Delorme against; Mr. Mitchell for, with Mr. D. A. Smith against; Mr. John White (Hastings) for, with Mr. Blake against. ter and ignored ranisment in the inacter and ignored, too, the law ordering that all public works shall be done by contract, and, calling in Mr. Hugh Sutherland, set him over a gang of men, gave him a liberal supply of public money and told him to go shead. Mr. Sutherland did so. Shortly after this, however, Mr. Mackenzis abandoned the "magnificent water-stretches" and also moved the line of the railway ninety miles to the north of the lock. At this stage, a practical man would have ordered Mr. Sutherland that there was method in the Premier's madness. The three millions now corroding at Kingston, Victoria, Minister of Public Works would have almost covered the two stop permission) begun

idolators of the U. E. Club. "They "never set about deliberately influenc"ing public opinion with whiskey and "cigars." Does Mr. Edgar forget? Is it not the virtuous Captain of the Black Bottle Brigade that speaks? Has he forgotten the time—not so many years ago—when he and Mr. Blain, and Mr. Wells (who varied the bibulous process by singing hymns with the wives process by singing hymns with the wives of all the publicans in South Bruce), and their friends went about the country

THE WEEKLY MAIL
TORONTO, FRIDAY, MARCHE 16th, 18th in the wealth the most norm of the street of the product of

national hotel at Fort William which, national hotel at Fort William which, being built without a foundation, settled calmly down into the swamp and had to be jacked-up with screws. Cost to the country only \$4,000. Those eminent mound-builders have also in hand a number of frame houses along the line of railway, the lumber for which stands the country from \$60 to \$70 per thousand.

The new silver dollar has made its ap-

A Remarkable History.

OTTAWA, March 19.—Why lease the Pembina Branch to any one? This is a question Parliament will be called upon shortly to discuss. It is to be feared discussions will not be of much avail, however, as the influences which have been operating on the Premier are weighty. When pressed three years ago by the representatives of Manitoba to complete the Pembina Branch at once, Mr. Mackenzie's reply was that it would be useless to do so unless there was a good prospect of the connecting line with St. Paul being completed, too, and the company which had it in hand was then in difficulties. The excuse was not an adequate one. The St. Paul and Pacific Company was not the only one which was prepared to make connection from the south with Pembina, whenever such connection was the branch at all? Complete it,

making hay while the Grit sun shone, and now we are threatened with a monopoly which is certain to have most disastrons results.

To understand fully the points involved, it may be well to take a retrospective view. When it entered the Dominion, the Province of Manitobs had three ways of import and export—the Hudson Bay route, the old North-West route, afterwards the Dawson route, and the trains of Red River carts, which traversed the plains which intervened between Fort Garry and the City of St. Paul, in Minnesota. The first of these was a carriage in five tow boats through Lake Winnipeg and across the innumerable portages of the Nelson River to Hudson Bay, at a cost of about seven dollars per hundred pounds. The second, or North-West route, though once the most used of all, had become frem long disuse, almost impracticable; and the third had from its cheaper rate and the advantage afforded by the employment of the people of the country in these cart-trains, become the favourite and chiefly used route. At that time the United States Government offered no objection to the transit of goods in bond in these carts, and the ease with which goods were imported and the consequent advantage to the traders opposed to the Hudson Bay Company, made it a very serious matter to that Company, who for the sake of their northern districts had to keep open the expensive Hudson Bay route. To keep pace with this rapidly growing and successful private trade, the Hudson Bay Company, built two steamers to ply in the two Red rivers, hoping to thus bring in their goods even cheaper than by the cart trains. But shortly after the building of these boats, the United States Government enforced the most stringent regulations against the ownership of any American craft being vested in any but American craft bei

See great to the first place is the state of the control of the co

gregating the great in the plant of the period of the peri

Court, which made matters sure:

"WINNIPSO, Man., March 7.

"The St. Paul Pioneer Press states editorially that the purchasers of the bonds of the St. Paul and Pacific railway are Messrs. Hill and Kittson, associated with Mr. Stephen, of the Bank of Montrea, and Mr. Donald A. Smith. It asserts that through the influence of the latter the support and through the influence of the latter the support and so-operation of the Dominion Government have been obtained in the adjustment of their connections with the railway system of Manitoba. It affirms, also, that they have, in fact, effected a lease on favourable terms of the Pemblina branch, and that this intimate alliance furnishes an ample guarantee that it will be for ever free of the competition of the Chicago lines. The article concludes—'It is deemed proper to make public these facts to disabuse antagonistic parties of misapprehensions which may lead to a useless waste of valuable time."

with Pembina, whenever such connection was likely to benefit it. In these three years, there has been some bickering going on, and we have now a pretty fair view of what has happened. Messrs. Kittson & Donald A. Smith have evidently been making hay while the Grit sun shone, and now we are threatened with a monopoly which is certain to have most disastrons results. will be to lead trade with the North-West into a channel from which, even when our own railway is built, it will be exceedingly difficult to take it. The one great object of the Government should be to create competition, not a monopoly. If a lease is given to George Stephen & Co. competition is completely knocked in the head, for there will be gone the inducement for either the Northern Pacific or the Wisconsin company to taugh the horder

NION PARLIAMENT

TUESDAY, March 19. SMITH (Westmoreland) gave notice that on Thursday next, he would move the House into Committee of the Whole teconsider the expediency of repealing section 23 of the Merchant Shipping Act 1876, as respects all ships in Canadian tion 23 of the Merchant Saipping Act 1876, as respects all ships in Canadia waters; also of a resolution with respec to live stock as deck loads. In response to a request from Mr. Mitchell, Mr. Smitt gave some brief explanations.

Mr. LAFLAMME moved the second read

ing of the Independence of Parliament bil The existing Act, it was held, required subsisting or continuous contract to brin the party whose acts were brought under th the party whose acts were brought unde consideration liable to its penalties. I was proposed to change this principle so a to bring all persons in receipt of publi-moneys within its provisions. He madexplanations with respect to the sever sections of the bill.

Mr. CURRIER called attention to two provisions of the bill, one of which said the Speaker "may" and the color of the bill of the said the s Masson objected to excluding

Parliament persons superannuated of pensioned. This was the law in England until 1867, when it was repealed. This rest clause, he held, went too far. If a lawyer, sitting in Parliament, took a fee of 20 from any of the Governments of the persons he forested his cost in Parliament. Provinces, he forfeited his seat in Parlis ment, though a contractor with the Loca its might take a million of

Mr. Bowell objected to the first clause and said the Government had apparently gonealtogether beyond what they intended He held that the words "knowingly and wilfully," in connection with any contract, was wholly begging the question. At the same time, another clause made the purchase from members a cause of disqualification, though the words "knowingly and wilfully" were not in it. wilfully" were not in it. In one case, knowledge was the essence of disqualification, in the other case a member was disqualified without any knowledge on his part. He did not see why the issue of writs by the Speaker should be permissive

in any case.

Mr. Laurier said the Government had to draw the line somewhere, and they thought it better to exclude everybody from Parliament who was in receipt of public moneys. This was necessary for the Independence of Parliament, and the right of Parliament were paramount to all other and the second secon rights.
Sir John MacDonald said it was a new doctrine that the rights of Parliament were superior to the rights of the people, and to hear this from a Liberal, too! Parlia

to hear this from a Liberal, too! Parlia ment must be subordinate to the power which created it. He did not see why the rights of the electors to elect to Parliament any man they chose should be limited by legislation. There was a great difficulty in the way of working our Federal machinery. The supply of legislators was not equal to the demand and this was not to be wondered at when the number of our population was considered, and the number of member in our various legislatures, keeping in view that cardinal principle of the Independence of Parliament to exclude from Parliament men who were under the direct influence o of Parliament to exclude from Parliament men who were under the direct influence of the Crown. We should open wider the door of admission, rather than limit it size. Holding these opinions, he held with the views which had been expressed by some of his friends with regard to person in monital of vancions or superpungation. in receipts of pensions or superannuati allowances. He read the English Act, moving any doubts which might have existed in Great Britain, preventing per-sons receiving pensions from being eligible moving any doubts which might have existed in Great Britain, preventing persons receiving pensions from being eligible to Parliament. He objected to the word "knowingly and wilfully," in the second clause. The clause ought to be as it was before. The absurdity of this was the more apparent on reading the sixti clause, where the words did not appear although the reasons why they should were very much greater. As this claus now stood, an overseer of the Governmen, might go into a country hardware shop be longing to a member of the House, and buy a hammer, and this purchase forfeite the member's seat. The penalty of \$20 a day he contended was too small, though he did not press for the existing penalty of \$2,000. The clause excluded from the operation of the Act all persons who migh be shareholders in any incorporated companies, except any company incorporated for the purpose of working any part of the Canadian Pacific railway. This exception might render the whole Act inoperative What, too, had the member for Selkirk done that he should be excluded from Parliament, for it was said he was a member of the company formed for the purpose of takin a lease of the Pembina branch.

Mr. McCarter said the first clause was might be employed by the Lord Carter said the seasons as might be employed by the Lord Carter said the purpose of the Hous as might be employed by the Lord Carter said the carter of the company formed for the purpose of the Hous as might be employed by the Lord Carter said the carter of the Hous as might be employed by the Lord Carter said the carter of the Hous as might be employed by the Lord Carter said the carter of the Hous as might be employed by the Lord Carter said the carter of the Hous as might be employed by the Lord Carter of the Hous as might be employed by the Lord Carter of the Hous as might be employed by the Lord Carter of the Hous as might be employed by the Lord Carter of the Hous as might be employed by the Lord Carter of the Hous as might be employed by the Lord Carter of the Hous as t

a lease of the Pembina branch.

Mr. McCarthy said the first clause wa directed at such legal members of the Hous as might be employed by the Local Governments in conducting Crown business and he thought to do this would be great mistake and a wrong, particularly when it was considered that contractor were not excluded from the House. The words "knowingly and wilfully" in the second clause were, it is true, in the English Act, but in a very different sense. The provision was a most dangerous one, retrogressive and opposed to the spirit of our legislation, and judges would find it very difficult to interpret the words in the connection in which they were used in the bill. He objected to the seventh clause and he doubted very much if, under the existing Act, shareholders in incorporated companies came under its penalties. He would except shareholders in printing companies, so far as advertising was concerned, but them only.

Mr. Lafiamme made a brief reply, expressing his readiness to make in committee any workel-blockers. pressing his readiness to make in commit tee any verbal changes in the clauses of th bill, which did not materially alter the ob-jects which the Government had in view

Mr. Langevin criticised the provision of the bill, mainly in the direction of the bill, mainly in the direction of the bjections already taken. It narrowe the rights of the people in their choice electing members to Parliament. .

Mr. Kirkpatrick spoke in the same the control of the control of the control of the people. Mr. PATAMER said the bill as it now sto Mr. PALMER said the bill as it now stood would puzzle a Philadelphia lawyer.

Mr. PLUME did not see any reform it the bill. Under the superannuation system, many efficient men, he contended had been driven from the public service.

Mr. CURRIER said if the bill passed at it stood, there was great/danger of person forming themselves into incorporated companies and taking contracts from the Government.

ernment.

After a few remarks of a personal character from Mr. Norris, the bill was read second time.

Mr. Huntington moved the second time.

Mr. HUNTINGTON moved the second time.

Mr. HUNTINGTON moved the second reading of the bill to amend the Post Office act, 1875. The first clause gives the officers of the Post Office power to stop the sending or delivery of lottery circulars by sending or delivery of the post of the sending or delivery of the mail. In the major of the mail and the major of the mail and the mazzini correspondence. They were about to enter on a great contest a he polls in this country, and such a time held was a most inopportune one for his legislation. The bill was no doub brought foward with the best motives, but wen if not objectionable, it should not be nessed just now.

Sir John Macdonnald thought the power of the major of the letters of the terry were generally, very easily known The bill was read a second time.

Mr. Mackenzie said the letters of the terry were generally, very easily known The bill was read a second time.

Mr. Laurer moved the second reading the bill to amend the Acts respecting amps on bills and notes.

Considerable discussion ensued on the land Mr. Mackenzie expressed his will and Mr. Mackenzie expressed his will a