

## CANADIAN PARLIAMENT.

## SENATE.

May 27.—Several bills were advanced a stage. Among them those concerning the Civil Service, Public Debt, Geological Survey, and Expenditure connected with the Fenian Invasion of Manitoba, after which the House adjourned.

May 28.—A long sitting was taken up with a discussion on the Washington Treaty Bill, which was finally read a second time.

May 29.—Several private bills were advanced a stage, after which the House went into committee and passed the bill relating to the Treaty of Washington. The bill was then read a third time and sent back to the Commons.

May 30.—Some private bills were read a third time, after which Senator WALK moved an address for an enquiry into the passing of the insolvent law, with the view of embodying such amendments as may be deemed necessary. Hon. Mr. CAMPBELL stated that the Government intended, under any circumstances, looking into the question. The motion was carried, after remarks from Senators McMASTER and DYER in its favour. Hon. Mr. CAMPBELL introduced a bill to amend an act respecting copyrights, and the House then adjourned.

## HOUSE OF COMMONS.

May 27.—Little besides private business was transacted in the House, after which the adjourned debate of Mr. Joly's resolution respecting the Superannuation Fund was resumed, and was finally terminated by the adoption of an amendment offered by Mr. JACKSON, by which consideration of the matter was postponed until next session. Mr. COSTIGAN moved the House into committee on the Bill to compel members of local legislatures in any province where dual representation is not allowed to resign their seats before becoming candidates for seats in the Dominion Parliament. He then moved an amendment to the second clause to the following effect:—"That any person who shall be a member of a Local Legislature at the time of the issuing of the writs for the election of members for the Dominion Parliament or holding a seat in any of the local legislatures, in which a member of this Parliament is not allowed to sit or vote, shall be eligible to be a candidate or elected as a member of this House; and if any such candidate receive the majority of votes, it shall be the duty of the returning officer to declare such votes thrown away, and to return the candidate having the next largest number of votes, if otherwise eligible." The amendment was adopted, and the Committee rose and reported. The House adjourned at a quarter to twelve.

May 28.—After routine the Canadian Pacific Railway Bill received its second reading, and the House then went into committee. On the first clause, which states that the Railway shall extend from some point on or near Lake Nipissing and on the south shore thereof, to some point on the shore of the Pacific Ocean, Sir GEORGE CARTIER moved an amendment fixing the eastern terminus on the south shore of the Lake; this was strongly opposed by Mr. WRIGHT (Ottawa County) and Mr. SHANLY, the former moving an amendment leaving the location of the terminus on the south or north shore an open question. Hon. Mr. BLAKE offered an amendment in favour of the south-west shore of the lake, which was rejected, yeas, 32; nays, 43. Mr. DE COSMOS inquired what were the intentions of the Government as to the Pacific terminus. Mr. NELSON urged the advisability of selecting Burrard's Inlet as the terminus. Mr. LANGRIS stated that the terminus had not yet been finally fixed upon, but if practicable, the Government intended carrying the railway on to Esquimaux; and should it be brought to Burrard Inlet a ferry would be established in connection with it, and as part of the railway. The first clause was finally adopted, with Sir George Cartier's amendment. After some discussion the second clause was passed setting forth that the road should be built by a private company with a subscribed capital of \$10,000,000 whereof one million shall be deposited with the government as a guarantee—and further that the road shall be *bona fide* commenced within two years from the 29th July, 1871, and completed within ten years from that date. On the third clause—which fixes the land grant at a maximum of 50,000,000 acres in alternate blocks of twenty miles in depth on either side of the line—Mr. MACKENZIE suggested that the blocks should be ten miles square, and those on the north side should be opposite those on the south. Mr. BLAKE thought a checker plan should be adopted, the Government retaining on one side of the line the lot facing the company's on the other, so as to retain for the country a share of the benefits springing from towns or cities that might arise on the company's lands. Mr. BOWELL suggested that the lands granted to the company elsewhere than along the line of the railway, should be apportioned in the same manner, namely, in alternate blocks. Sir Geo. E. CARTIER thought the suggestions worthy of consideration. The third clause then passed. The following clauses to the fourteenth were adopted:—Clause four fixes the money subsidy at a maximum of \$20,000,000, to be granted in instalments: five places the gauge at 4 ft. 8½ in.; six deals with the period of time in which various sections shall be completed; seven deals with the conditions of transport of Her Majesty's forces, officers, war material, etc.; eight states that the cost of the surveys made in 1871 and 1872 shall be considered as part of the subsidy. Clauses nine to fourteen deal with the company that undertake the construction of the road. On the fifteenth clause, empowering the Governor-in-Council to charter a company, some discussion took place. Sir Geo. E. CARTIER offered an amendment, providing that any company so chartered by the Government shall be compelled to have a subscribed capital of ten millions, and paid-up capital of one million, the same as other companies incorporated by Parliament, and that this one million be paid up within one month from the issuance of the charter. The amendment was adopted and the clause was further amended, in accordance with the notification given at the former discussion of the bill, by providing that the land to the Lake Superior Branch shall not exceed twenty-five thousand acres and to the Manitoba Branch twenty thousand acres per mile. The remaining clauses—relating to the construction of branch lines, the appointment of officers, and the periodical reports of the company—were adopted without discussion, and the Committee rose and reported the bill with amendments. The House, after some unimportant business, adjourned at half-past eleven.

May 29.—Almost the entire sitting was taken up with a debate on the proposed motion of Mr. Costigan for an address

to His Excellency on the subject of the school law of New Brunswick, and praying that the same may be disallowed; the motion of Col. Gray in amendment thereto, and the motion of Mr. Chauveau in amendment to the said amendment. Mr. SMITH (Westmoreland) in a long speech vigorously opposed any interference with the action of the New Brunswick Legislature, and was followed by Mr. COLBY, who notified the House that in case of a withdrawal or rejection of Mr. Chauveau's amendment, he would offer the following:—"This House regrets that the School Act recently passed in New Brunswick is unsatisfactory to a portion of the people of that Province, and hopes it may be so modified at the next session of the Legislature of New Brunswick, as to remove any just ground of discontent that now exists." He believed a motion like this would be accepted in New Brunswick in the spirit which inspired it. But he could easily understand how a loyal Province like New Brunswick might be thrown into excitement, dissatisfaction and rebellion, almost by any attempt to over-ride her rights and compel her will. He pointed out the danger of arbitrary treatment of the Province, and believed that calm, peaceful and just means would secure the object in view. Sir JOHN A. MACDONALD said that while appreciating the motive that actuated Mr. Chauveau and those who by his motion designed to extricate the Government and country from a difficulty, they were of opinion that a motion framed in the spirit of Mr. Colby's, was the one most likely to conduce to the satisfaction of public opinion and public interest, and was one which the Government was inclined to support. Several members followed, and finally Mr. CHAUVEAU'S amendment was put to the vote and lost. Yeas, 34; Nays, 125. Mr. COLBY then moved his amendment, to which Mr. BLAKE suggested to add a clause to the effect that it was expedient to refer the case to the law officers of the Crown of England, to obtain their opinion as to the powers of this Parliament to act in the matter. The motion was ultimately carried. Yeas, 177; nays, 42. Mr. DORRIS said the motion of Mr. Colby was not proposed to do justice to the Catholics of New Brunswick, but to pass over a difficulty by which the Ministry were menaced by a direct vote on the motion of the honourable member for Victoria. He, therefore, moved that the following words be added to the motion as amended:—"And this House further regrets, that to allay such well-grounded discontent, His Excellency the Governor-General has not been advised to disallow the school act of 1871, passed by the New Brunswick Legislature." After a brief discussion a vote was taken and the motion lost, Mr. Mackenzie and Mr. Blake voting with the Government amid loud cheers. Yeas—38; nays, 117. Mr. MACKENZIE moved in amendment to the amendment that this House deem it expedient that the opinion of law officers of the Crown and if possible the Judicial Committee of the Privy Council should be obtained as to the right of the N. B. Legislature, to make such changes in the school act as deprived the Roman Catholics of privileges they enjoyed previous to the Union in respect to religious education in the common schools, with a view of ascertaining whether it comes within the Province of the 4th sub-section of 93 clause of the B. N. A. Act, by which it authorized the Parliament of Canada to enact remedial laws for the due execution of the provisions respecting the said Act. Carried on division. The House adjourned at 12:30 till Friday.

May 31.—After some preliminary business had been disposed of Sir GEORGE E. CARTIER moved the consideration of the amendments made in committee of the whole to the Canadian Pacific Railway Bill. He stated that the Government had concluded to amend the clause respecting the ten per cent. deposit, so as to make the amount payable before any agreement was concluded between the Government and the Company. He further proposed to amend the third clause by limiting the dimensions of the blocks to be granted to the Company to a minimum of six miles, and a maximum of twelve miles frontage, and to lay them out opposite one another as already suggested. The House then went into committee and passed the bill as amended. Some items passed through Committee of Supply, and after several bills had been advanced a stage, Sir GEORGE CARTIER moved the reception of the report from the Committee of the Whole on the Pacific Railway Bill. Mr. BLAKE moved his amendment, making the road terminate on the south shore of Lake Nipissing, and pass the south and west of the lake. Lost: yeas, 51; nays, 91. Mr. DORRIS moved to recommit the bill to committee for the purpose of providing that the eastern terminus be at some point west of the Ottawa river, as shall be found to afford the shortest practicable route to the Pacific, and not, as provided by the bill, at some point south of Lake Nipissing. This amendment was lost on a vote of 135 to 15. Mr. MACKENZIE then moved to refer the bill back to the committee of the whole, with instructions to amend such sections that will give to the Governor and Council authority of granting to the railway companies the power of passing a charter possessing the authority and validity of an Act of the Legislature, and also such sections as confer on the Governor in Council authority to change an Act of Parliament by expunging therefrom all such provisions, as the granting of such power to the executive would be the abdication of the functions of Parliament, and involve in it the adoption in our political system of a principle at variance with good Parliamentary government. This was also lost. Yeas, 52; Nays, 94. He then moved to refer the bill back to the committee to provide "that actual settlers may enter upon any unsold or unoccupied lands belonging either to the Company or Companies entrusted with the construction of the Railway or Government in the alternate blocks reserved, on terms and conditions which shall be subject to the approval of Parliament, and further, to provide that nothing therein contained shall prevent the provision being made for setting apart by the Government a portion of the alternate blocks, or elsewhere, as free grants to actual settlers." Also lost, by 33 to 102. Mr. WOOD then moved to refer the bill back to the committee to have it amended, and that so large a sum as 30,000,000 of money, and so large a quantity of land as 50,000,000 of acres should not be at the disposition of the Government of the day, so that it shall only be disposed of by a specific vote of Parliament from time to time, given as shall seem to be proper and right, so that Parliament shall not be divested of its most important functions, viz., the control over the expenditure of the country. The amendment was lost on division, and the House adjourned at 10 o'clock.

Humility is the lesson of science. It is by measuring ourselves against the unsolved mysteries of science that we learn our feebleness.

## H. M. S. "THUNDERER."

This powerful ironclad, recently launched at Pembroke, is a sister vessel to the "Devastation," and is one of the mastless sea-going turret ships designed by Mr. Reed in 1869. We have traced the history of the design upon another page, and have shown how the present complicated and somewhat unshiplike structure has grown out of the simple breastwork monitor originally contemplated. Our present object is to describe her as she stands, or rather floats.

The armament of the "Thunderer" consists of four 35-ton guns, of a bore not yet fully decided, but probably 12 in., carried in two turrets, on carriages designed by Captain Scott, R. N., and differing only in details from those of the "Glatton." The projectiles weigh 700 lbs., and the battering charge is 120 lbs. of powder. The armour generally is 12 in. thick, but 14 in. in the neighbourhood of the portholes. On the sides of the breastwork, between the turrets, where no shot, penetrating by a direct blow, could harm the machinery of the turrets, the thickness is 10 in., and the lower strike of armour on the sides, under water, is also reduced to 10 in. At the ends there is a certain amount of taper, as usual. The armour overhangs the sides, as in Ericsson's monitors, partly for structural convenience, partly to obtain the steadying bilge-keel action of the projection, and partly for greater protection of the bottom from rams. The deck is 3 in., 2 in., and 1½ in. thick, according to its position and height above water. The backing (teak) varies from 15 in. to 18 in. The tonnage is 4400 tons; displacement, 9,117 tons; coal supply, 1,600 tons; speed, 13 knots, probable, or 10 knots sustained for over 4,000 miles. There are no masts (except for signalling and handling boats); and the engines—of 800 horse power nominal, guaranteed to indicate 5,600—drive independent twin screws. The vessel has a sharp spur, and is short, broad and handy. After this enumeration it is hardly necessary to say that, as regards fighting, there is as yet no floating thing, abroad or at home, save her sister the "Devastation," which could draw off measuring powers with the "Thunderer."

The general arrangement of this remarkable vessel will be seen by Figs. 2, 3, and 4, which we publish on another page. The armoured hull proper may be said to rise generally only 4 ft. 6 in. above water, at which height it is covered in by an armoured deck 3 in. thick, except aft, where the thickness is 2 in. Even this moderate height of armoured side is not maintained throughout, but is reduced, for over 50 ft. at the fore end, to 8 in. only. The object is partly to lighten the bow, and partly to enable a light fore-castle to be constructed, so as to raise the fore-board forward, and to accommodate the crew above water, without preventing depressed fire right ahead from the guns of the fore turret. The fore-castle is shown at A, in Fig. 2, where the height of the side armour above and below water is also shown. The position of the armoured deck is indicated by the black line along the upper edge of the side armour. (In Fig. 2 the armoured portions are shaded; the unarmoured left plain. Where the arm or is visible from the outside—as on the turrets and sides—it is shaded dark, where concealed by any unarmoured structure it is lighter.) But though the upper deck proper is, or rather was (for in parts it has ceased to be the upper deck), as low as stated above, the whole midship part of the ship is carried up to the very respectable height of at least 11 ft. 5 in. by a huge oval armoured tower called the breastwork, about 183 ft. long, and only narrower than the hull proper by some 10 ft. The breastwork, except at one corner, where it is not screened, is shaded light in Fig. 2, being concealed by a structure of which more will be said presently. Inside the breastwork are all the communications between the hull of the ship proper and the outer world, the armoured deck outside of it being practically unperforated. Here also are the bases of the turrets, and the machinery for working them.

The turrets, which are 30 ft. in external diameter, rise through the deck which closes in the breastwork, as shown in the diagrams, and the space between them is devoted to a long narrow deck house (B in Figs. 3 and 4), the object of which is not to afford accommodation, but simply to carry up the various hatchways and air-shafts to a lofty hurricane deck, also shown in the figures. An end view of the deck-house and the hurricane deck which it supports, is given in Fig. 4—a section through the fore turret. By an afterthought, the history of which will be found in the paper before alluded to, the sides of the ship, from the fore-castle to some distance aft of the breastwork, have been carried up, in light iron work, to the same height as the breastwork, from which they are only distant about 5 ft. The space between forms a long narrow structure on each side of the ship, which affords a certain amount of additional accommodation, especially aft, where it is widened out into a spacious deck-house, standing upon the ship's original upper deck. This "broadside superstructure," as it is usually called, is shown at B B, in Fig. 2, and at E E in the section, Fig. 4. The superstructures and other parts are clearly shown in the plan, Fig. 3, where—commencing with the higher points—1, 1, are the funnels; H, the conning tower; A, the hurricane deck; B, the elevated deck-house which it supports; C C, the turrets; D, the breastwork; E E, the "broadside superstructure," level with breastwork; F, the fore-castle, 3 ft. lower than the breastwork; and G, the armoured deck, about 7 ft. lower than the breastwork in the only part where it comes in sight, though it extends of course under E and F, and indeed everywhere except inside the breastwork. The same letters apply to Fig. 4. The conning tower will be noticed in Fig. 2; it is high enough to give a view over the hurricane deck bulwarks, and wide enough to command a view forward and aft past the funnels (which of course are made narrow) on either side.

Fig. 1 is a general elevation of the vessel's broadside, no attempt being made to distinguish armoured from unarmoured parts. The several decks, except the hurricane-deck, are guarded only by stanchions and rails, to give free range to the guns all round. It is not hoped or desired to keep these decks dry in bad weather. The fore-castle deck is expected, though 9 ft. out of water, to be constantly deluged, and the top of the breastwork and superstructure, necessarily without bulwarks, will fare scarcely better, while it will be impossible to use the low armoured deck aft except in harbour. On the other hand there is simply no occasion to use any of these decks at sea, and as all openings in them will be shut tight, their invasion by the water is simply of no consequence at all. The hurricane-deck is simply large enough for all

\* That portion of the conning tower which lies behind the bulwark of the hurricane deck has been left unshaded in Fig. 2. It should have been lightly shaded.