

The Quebec Trial.

A committee of Parliamentary electors has been formed in Quebec to take legal proceedings in the nature of a writ of two warrants against THEODORE ROBITAILLE, to inquire by what authority he supports the character of Lieut-Governor of this Province.—*Telegraphic Dispatch.*

Mr. GRIP anticipates these legal proceedings and begs to submit a brief report of the trial.

Court opened in due form. After a number of petty larceny and assault cases had been disposed of, THEODORE ROBITAILLE was placed in the dock, charged with supporting the character of Lt. Governor of Quebec.

Mr. JOLY appeared for the prosecution, Mr. TAITE for the defence.

Mr. LUC LETELLIER was the first witness called, and testified that the accused had taken from him the character of Lt. Governor of Quebec, including a cocked hat, a gold-trimmed coat, a pair of silk knee breeches, and a sword. Was not aware that he had done anything to justify this robbery. Believed the accused in taking possession of the articles enumerated, had acted on the authority of Sir JOHN CAMPBELL, commonly called the Marquis of Lorne.

The Marquis of LORNE was next called, and stated that he was Gov. General of the Dominion. Had authorized the accused to possess himself of the honours and articles mentioned in the information. Could not say that Mr. LETELLIER had done anything to justify this. Had no animus whatever against that gentleman. Acted in the matter on the advice of Sir JOHN MACDONALD. Believed the charge against LETELLIER was dismissing his Cabinet. He had a constitutional right to do so. Would dismiss a corrupt Cabinet himself if he was a person of Mr. LETELLIER'S temperament. Carried out Sir JOHN'S advice on that occasion to save trouble.

Sir JOHN A. MACDONALD was next examined. He testified that he was at present Premier of Canada. Had advised the Marquis of LORNE to authorize ROBITAILLE to seize the hat, sword, &c. Had no personal feeling against LETELLIER, and considered that in dismissing his Cabinet he acted constitutionally, though not wisely. A Lt. Governor cannot be dismissed for unwise. Could not say that it was any of his business to interfere with Mr LETELLIER'S affairs. Was driven to it by a man named MOUSSEAU, who made threats. Would not otherwise have interfered.

Mons. MOUSSEAU was next called, and admitted that he had frightened the last witness into acting as he had done. Entertained a bitter feeling against LETELLIER for having thrust his (witness') friends out of fat places. Was aware it was called an "outrage." Didn't care what it was called, so long as it was accomplished.

This concluded the evidence. The learned magistrates having consulted together briefly, ordered the acquittal of ROBITAILLE, as it was plain he had been a mere lay figure in the case. MOUSSEAU, Sir JOHN MACDONALD and the Marquis of LORNE were sent down (in public estimation) for ninety days.

Chorus of Ministers Abroad.

We sail the ocean blue,
And our Cabinet is a beauty;
We're not very bright, 'tis true,
Nor attentive to our duty.
On the campaign stump we shout and jump,
And "Economy" cry all day;
When office we get we enjoy it, you bet,
And the people have got to pay.



REGULATIONS

Respecting the Disposal of certain Dominion Lands for the purposes of the Canadian Pacific Railway.

DEPARTMENT OF THE INTERIOR,

Ottawa, July 9th, 1879.

"Public notice is hereby given that the following regulations are promulgated as governing the mode of Disposing of the Dominion Lands situate within 110 (one hundred and ten) miles on each side of the line of the Canadian Pacific Railway:—

1. "Until further and final survey of the said railway has been made west of the Red River, and for the purposes of these regulations, the line of the said railway shall be assumed to be on the fourth base westerly to the intersection of the said base by the line between ranges 21 and 22 west of the first principal meridian, and thence in a direct line to the confluence of the Shell River with the River Assiniboine.

2. "The country lying on each side of the line of railway shall be respectively divided into belts, as follows:

"(1) A belt of five miles on either side of the railway, and immediately adjoining the same, to be called belt A;

"(2) A belt of fifteen miles on either side of the railway adjoining belt A, to be called belt B;

"(3) A belt of twenty miles on either side of the railway adjoining belt B, to be called belt C;

"(4) A belt of twenty miles on either side of the railway adjoining belt C, to be called belt D; and

"(5) A belt of fifty miles on either side of the railway, adjoining belt D, to be called belt E.

3. "The Dominion Lands in belt A shall be absolutely withdrawn from homestead entry, also from pre-emption, and shall be held exclusively for sale at six dollars per acre.

4. "The lands in belt B, shall be disposed of as follows: The even-numbered sections within the belt shall be set apart for homesteads and pre-emptions, and the odd-numbered sections shall be regarded as railway lands proper. The homesteads on the even-numbered sections, to the extent of eighty acres each, shall consist of the easterly halves of the easterly halves, also of the westerly halves of the westerly halves of such sections; and the pre-emptions on such even-numbered sections, also to the extent of eighty acres each, adjoining such eighty acre homesteads, shall consist of the westerly halves of the easterly halves, also of the easterly halves of the westerly halves of such sections, and shall be sold at the rate of \$2.50 (two dollars and fifty cents) per acre. Railway lands proper, being the odd-numbered sections within the belt, will be held for sale at five dollars per acre.

5. "The even-numbered sections in belt C will be set apart for homesteads and pre-emptions of eighty acres each, in manner as above described: the price of pre-emptions similarly to be \$2.50 (two dollars and fifty cents) per acre; the railway lands to consist of the odd-numbered sections, and to be dealt with in the same manner as above provided in respect of lands in belt B, except that the price shall be \$3.50 (three dollars and fifty cents) per acre.

6. "The even-numbered sections in belt D shall also be set apart for homesteads and pre-emptions of eighty acres each, as provided for in respect of belts B and C, but the price of pre-emptions shall be at the rate of \$2.00 (two dollars) per acre. Railway lands to consist, as in belts B and C of the odd-numbered sections, and the price thereof to be at the uniform rate of \$2 (two dollars) per acre.

7. "In the belt E, the description and area of homesteads and pre-emptions, and railway lands respectively, to be as above, and the prices of both pre-emption and railway lands to be at the uniform rate of \$1 (one dollar) per acre.

8. "The terms of sale of pre-emptions throughout the several belts, B, C, D and E shall be as follows, viz: Four-tenths of the purchase money, together with interest on the latter, at the rate of 6 per cent. per annum, to be paid at the end of three years from the date of entry; the remainder to be paid in six equal annual instalments from and after the said date, with interest at the rate above mentioned, on such balance of the purchase money as may from time to time remain unpaid, to be paid with each instalment.

9. "The terms of sale of railway lands to be uniformly as follows, viz: One-tenth in cash at the time of purchase; the balance in nine equal annual instalments, with interest at the rate of six per cent. per annum on the bal-

ance of purchase money from time to time remaining unpaid, to be paid with each instalment. All payments, either for pre-emptions or for railway lands proper, shall be in cash, and not in scrip or bounty warrants.

10. "All entries of lands shall be subject to the following provisions respecting the right of way of the Canadian Pacific Railway or of any Government colonization railway connected therewith, viz:

1. In the case of the railway crossing land entered as a homestead, the right of way thereon shall be free to the Government.

2. Where the railway crosses pre-emptions or railway lands proper, the owner shall only be entitled to claim payment for the land required for right of way at the same rate per acre as he may have paid the Government for the same.

3. "The above regulations shall come into force on and after the first day of August next, up to which time the provisions of the Dominion Lands Act shall continue to operate over the lands included in the several belts mentioned, excepting as relates to the belts A and B, in both of which, up to the said date, homesteads of 160 acres each, but no other entries will, as at present, be permitted.

4. "Claims to Dominion lands arising from settlement, after the date hereof, in territory unsurveyed at the time of such settlement, and which may be embraced within the limits affected by the above policy, or by the extension thereof in the future over additional territory, will be ultimately dealt with in accordance with the terms prescribed above for the lands in the particular belt in which such settlement may be found to be situated.

5. "All entries after the date hereof of unoccupied lands in the Saskatchewan Agency, will be considered as provisional until the railway line through that part of the territories has been located, after which the same will be finally disposed of in accordance with the above regulations, as the same may apply to the particular belt in which such lands may be found to be situated.

6. "The above regulations it will of course, be understood will not affect sections 11 and 29, which are public school lands, or sections 8 and 26, Hudson's Bay Company lands.

"Any further information necessary may be obtained on application at the Dominion Lands Office, Ottawa, or from the agent of Dominion Lands, Winnipeg, or from any of the local agents in Manitoba or the Territories, who are in possession of maps showing the limits of the several belts above referred to, a supply of which maps will, as soon as possible, be placed in the hands of the said agents for general distribution."

By order of the Minister of the Interior,

J. S. DENNIS,

Deputy Minister of the Interior.

LINDSAY RUSSELL,
Surveyor General.

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