

ness and thoughtlessness, the majority of well-to-do men seem to go on through life ridiculing the stupidity and recklessness of women in business concerns, and yet never vouchsafing the least effort to make the women of their own households otherwise minded in these vital particulars. Suddenly death or hopeless insanity snatches the head of the family away, and the wife whom he had never allowed the least independent action in the investment or expenditure of funds, nor taught even how to draw a check or balance accounts, has thrust upon her at a time when she is bewildered and broken by the loss of her husband, the entire burden of his property and liabilities. It seems at best a cruel kindness for one deliberately to make his wife executrix of property in regard to which, during their long life together, he has not made her the intelligent confidant and well-advised partner.

If your wife is incapable or incorrigible in money matters, it may or it may not be your fault, but you cannot shirk the responsibility of your children's education to better opinions and practice. Better for your beloved daughter will it be to learn even at the cost of some fortune and comfort on your part, and of much blundering and loss on hers, by practice under your watchful eye, how to expend a fixed income, with wise adjustment of all claims, personal, social, and charitable, than to let her go blindly on into a far more lavish inheritance without such instruction and practice. Let our schools teach the forms and minute technicalities of finance as indispensably as the multiplication table, but let every able and loving father make sure as the prosperous days go on, that his heirs thoroughly understand this wisdom of the schools, and most of all his own object-teaching at home. — *Atlantic Monthly.*

THE SEAT OF GOVERNMENT.

CONTINUATION OF PACIFIC RAILWAY DEBATE—
A DIVISION—GREAT STRENGTH OF THE
GOVERNMENT—THE SENATE SCENES—NEW
SYNDICATE, &c.

(From Our Special Correspondent.)

OTTAWA, January 15th, 1881.

The one question that has been continuously before Parliament during the week is again the Pacific Railway; Sir John Macdonald's resolution having precluded all other business. The transcendent importance of this question for the Dominion, and the further great importance of early decision, which was the reason why Parliament was called together so early in December, are ample justification of this order of the House at the instance of the Government. The debate itself has, in many senses, become wearisome from the reiteration of arguments; and the determined persistence of the Opposition exhibits signs of obstructiveness. The resolutions were passed through the Committee on Wednesday night; but this was only to have the struggle again renewed with the Speaker in the chair.

There was an Opposition caucus, and it was pointed out by Mr. Cousol that *L'Electeur*, one of the Opposition organs, had announced that the policy decided upon at this caucus was obstruction in detail. Mr. Blake, however, promptly denied the truth of this. Of course one cannot question so authoritative a denial; but the circumstances are very suspicious, and one is curious to learn what was resolved in the face of what is taking place.

Mr. Mackenzie made his speech on the last day of the Committee and explained that indisposition had prevented his speaking earlier. His speech certainly exhibited great faithfulness to his party; a faithfulness as remarkable as his party's unfaithfulness to him. He complained, but that was hardly fair, that the arguments of the Ministerialists had been remarkable not for the discussion of the contract itself, but for making comparisons, the fidelity of which he could not recognize, with his own Pacific Railway Act of 1874. That Act, he intimated, would not have been passed if the country and Parliament had not been committed to a through Pacific Railway policy by the party led by Sir John Macdonald. He concluded, therefore, that that party was quite as much responsible for that Act as he was. But he did not, and could not, deny his own responsibility. That responsibility involves the broad fact of the pledging of the present Opposition party, led by Mr. Blake, as well as the Ministerial party, to the policy of a through Pacific Railway and building it by a company.

Mr. Mackenzie criticised many of the features of the present arrangement; he pointed out with clearness and force the exceptions which may be taken to the exemption and one or two other features of the contract, and, summing up, he denounced the scheme *in toto*. He expressed an opinion that the Sault connection would be sufficient for the present, and, therefore, the Lake Superior section was not at present needed.

Mr. Dawson, from Algoma, whose acquaintance with all that region of country is undoubtedly greater than that of any other man in the House, and whose carefulness and independence in the expression of his opinions always command respect, followed Mr. Mackenzie. He stated that the country north of Lake Superior was altogether better than had been represented, and he showed that the opening of it up by means of a railway, was, in itself, an im-

portant consideration for the prosperity of Canada. He further showed that the "Sault line," as it is called, round the south side of Lake Superior, would be longer by 70 or 80 miles, owing to the formation of the country, than was supposed; and, further, that the building or non-building of this line was something which did not depend upon the Canadian Government; that depends upon American interests, and we need not unnecessarily fret ourselves about it. There was a great deal of good sense in these few remarks of Mr. Dawson, worth reams of the verbiage we have had.

Mr. Alonzo Wright made a somewhat curious speech from the Conservative side, and he is among the most faithful of the faithful. He said plainly that at first he was altogether opposed to the arrangement made by the Government, but had come, upon careful examination, to find that it was the absolutely best arrangement that could be made if this work was to be done by a company. That, of course, quite settled his decision to support it, and the reason was certainly adequate; but he added that this measure would sacrifice the Conservative party. That, certainly, would be a very curious effect of the best arrangement that could be made, all parties being committed to having the work done by a company. To explain this apparent inconsistency, Mr. Wright pointed out that the members of the Syndicate were not Conservatives, but Liberals, a fact which certainly shows the magnanimity of the Conservative leader.

I must again explain that it is quite impossible for me to attempt a recapitulation, or even give a notice, of all the speeches; and I am, besides, afraid you would find so much reiteration wearisome. The division reporting the resolutions was reached at about one o'clock a.m.

Sir Charles Tupper laid on the table a letter signed by Messrs. McIntyre, Kennedy and Angers, "on behalf of the Pacific Railway Syndicate," to the effect that they were prepared to agree that the description of the standard shall be considered to be the Union Pacific Railway as it was in February, 1873. They added that they had no hesitation in agreeing to this, as it was obvious their own interests would lead them to construct the railway, in a substantial manner, with steel rails and a sufficient equipment; their reason for desiring a standard to be adopted being in no degree to enable them to construct an inferior railway, but in order to protect them from capricious and arbitrary criticism.

On Thursday, Mr. White, of Carlwell, moved his resolution relative to certain emigration returns, when Sir John Macdonald moved in amendment that the House should at once proceed to the Government Order of the Day. He explained that the reason of this amendment was, that very grave public interests, having reference to the settlement of the immigration policy, rendered early decision desirable.

Mr. Blake rose in a towering rage, and protested against this amendment, intimating that it should be withdrawn, and threatening, if it were not, there would not be much progress made in the debate.

Sir John Macdonald answered with very great firmness that the concluding words of Mr. Blake's speech, quite precluded any possibility of the amendment being withdrawn. He stated that the policy of obstruction would not be allowed to prevail here any more than it was in England, where Mr. Gladstone, the Liberal leader, had found it necessary to put his foot down on it. From this starting point, the House went into a wrangling debate which lasted from the hour of opening until the adjournment at 1:25 Friday morning, when the first division in which the yeas and nays were taken, showing the strength, took place. The vote was taken on a motion to adjourn, which the Ministers opposed, the divisions being yeas 49, nays 132. These figures show the commanding strength of the Ministerial position.

There were several curious points in the discussion which preceded this vote. One was that Mr. Anglin, the late Speaker, read from May an extract to prove the amendment of Sir John out of order. Sir John told him, if he had read a little further he might have saved himself the trouble of his motion. Sir John read for him, and Mr. Anglin confessed that his edition of May was evidently not the latest. He withdrew his point of order. Mr. Boulton made the House a little lively by describing the way in which he had been treated at the Blake meeting in Toronto. He said discussion was there prevented until after the resolutions were passed, charging Mr. Blake with not having the manliness to meet it before. Of course, we all know, as Mr. Blake himself at another moment intimated, that he did not fear discussion; but then it may sometimes be awkward. There was a good deal of mere talk and many taunts respecting party discipline and the party lash were thrown about the House on both sides; all of which, however, might have been saved, as there is very little difference between the two sides in this respect.

Mr. Ryan, the member for Montreal, referred to the meeting of the Montreal Corn Exchange, which passed a resolution adverse to the contract. He said, out of 400 members, only 69 were present, and, even then, the adverse majority was very small. Per contra, he pointed out that a similar resolution proposed at a meeting of the Montreal Board of Trade, had to be withdrawn, so great was the majority against it. Referring to the new Syndicate, of which there has been some talk, he said it was very remarkable those patriotic gentlemen who appeared to be so ready to come down with their capital,

allowed Mr. Mackenzie's far more advantageous terms to remain hung up for so many years, and now only came down when they found the Government had made arrangements with other men to do the work.

As respects this New Syndicate, it is notable that Mr. J. G. Ross, whose name had been used, publishes a letter in yesterday's *Citizen* to say that such use of his name was quite unauthorized, and that he had no connection with the proposed Syndicate. This was a pretty hard blow, as Mr. Ross, who is the President of the Quebec Bank, was one of the most important of the men named. This proposal is looked upon, on the Ministerial side, as a mere game of bluff, and up to Friday it was earnestly asserted by even the Opposition in Parliament. It is certainly a very curious proposal to make at this stage of the proceedings, and there is this to be said, that whatever may be the means or the intentions of this new Syndicate, they have not the practical experience and thorough acquaintance with the question of the men with whom the Government has actually signed a contract. I do not believe, moreover, that the road can be built on less advantageous terms than those proposed by that arrangement, my doubts are quite the other way. A proposition which comes after a contract is signed, saying that other men will do the work for three millions of dollars and three millions of acres less, is not, at the least, a very business-like proceeding.

There was another singular little incident in yesterday's proceedings. Mr. Casgrain, who was making a speech with some excitement, probably owing to many interruptions, with a huge pile of books before him to quote from, and apparently in for a long speech, left his place to get a glass of water, instead of waiting for a page to bring it to him, when a point of order was raised which cut his speech short, it having been declared that he had left the floor.

The Senate resumed its sitting on Wednesday. Sir Alex. Campbell's bill for the repression of prize fights was passed after a discussion. Several other questions also came before the Senate, and Sir A. Campbell made a personal explanation. He had been charged in the Public Accounts with \$183.70 for cab hire. He said this was a clerical error as \$172 of this amount were for travelling expenses on public business. Perhaps this explanation was well, in view of the nature of many of our public discussions, which seem to have the effect of drawing attention from questions of great importance to petty things like this. It is not in cab hire that the public money is wasted, and even Mr. Blake will not have earned the lasting gratitude of posterity for having established that he did reduce this item in his department when he was in office. On Thursday there was a bill discussed by the Senate, introduced by Sir Alex. Campbell to grant extensions in certain exceptional cases.

On Friday it was announced in the House of Commons that the new Syndicate proposal had been forwarded to the Government. The Debate on the whole was anything but edifying, yet there were some good speeches. Sir Chas. Tupper made sharp criticisms, and Mr. White of Carlwell, even exceeded himself in ridiculing the proposition. There was a most unseemly scene between Sir C. Tupper and Sir A. Smith. The latter declared that he had been offered a seat in the Cabinet by the former, authorized by Sir John Macdonald. Sir Charles denied this, in positive terms, and used the words "gross falsehood." The particulars of what further passed are better left unrecorded. The probabilities are against Sir Albert's position, as respects the Cabinet. But he was offered and declined the Lieutenant-Governorship of New Brunswick or Nova Scotia. And it is charitable to suppose there may have been misunderstanding. But as respects the proprieties of Parliament, it is a pity that even eminent men should have the endorsement of so much feeling. The House sat till a very late hour. Result of the sitting—nothing.

THE MONTREAL ABATTOIR COMPANY.

By the formation of the Company and the erection of their magnificent works at Hochelaga, one of our industries—that of meat packing—will receive an impetus which will tend to make it, ere many years, one of the largest in Montreal, both for amount of capital and of labour employed.

A visit to the Company's Works, now being rapidly pushed forward, will give some idea of the extent of the operations which they intend to engage in, and a visit in May next, when everything is in full operation, will give a cause for wonder, if not enjoyment, at the triumphs of human skill in providing for the daily wants of the public in one important article of food, without the waste of one single particle of matter.

A live porker, sheep, or beeve, will then be seen to leave the pen allotted to its species where it had been calmly feeding and resting after a long railway or steamboat journey, and having received a clean "bill of health" from the Company's Inspector, Dr. McEachran, to enter a door, in the large building, opposite its pen. In a few moments it has passed through the different departments and is hanging by the heels in the "cooling room" ready to be quartered and packed for exportation, or to be exposed for sale in one of the many butchers' stalls of the city, while the refuse is converted, with almost corresponding rapidity, into tallow and manure.

To attempt a description of this busy hive of

industry as it should be described, is more than the space at our disposal will admit of at the present time, and we must therefore be content with a brief description of the buildings.

Our artist has endeavoured, in addition to the view of the Company's Buildings, to indicate some of the principal plans of the industry, which, though premature perhaps, will have interest for our readers.

The Abattoir Buildings are well situated a little to the east of Colborne avenue, on the highest point of land, on the "Gale Farm property," and about two miles from the centre of the city. The grounds are about twenty-six acres in extent, conveniently situated upon wide and well macadamised roads, two of them the property of the Company. These roads lead from all points up to the buildings, and are built under contract by Messrs. Parker & Lemay. They are first-class roads in every respect, presenting a surface of 60 feet of the finest macadam, and are situate adjacent to the line of the Q., M., O., & O. Railway, from which there is a siding into the property of the Company in rear of the cattle yards and buildings.

A reference to the general view of the buildings shows the relative position of each—the Rendering House forming a central feature, on the immediate right of which is the "Beef Slaughtering House," with its pens, cattle sheds and yards; to the right of that again the "Sheep and Calf Slaughtering Houses," adjoining the "Rendering House" is the engine and boiler house, while on the extreme left are the large "Cooler" or Ice House and Hog Slaughtering Houses.

The Rendering House is 125 feet by 56 feet, and four stories in height. This building as well as the boiler and engine house adjoining is built entirely of brick, and has a concrete floor in the basement. Here are the "rendering tanks" and "driers." After the tanks are filled the openings are closed and the offal, etc., is cooked by steam. The contents when sufficiently cooked are dropped from the bottom of the tanks to the lower floor, when the fat is separated from the watery part and scrap, which latter are put into the driers with the blood from the slaughtering houses, and the water evaporated by steam. The residuum is ground to powder, and commands a ready sale as a fertilizer.

By a system of pipes the steam and offensive gases from the "rendering tanks and driers" are passed through a condensing apparatus, where the steam becomes water, and the remaining gases are then mixed with air and by means of a blower are forced down and under the fires of the steam boilers. After being purified by fire they are finally discharged through the chimney.

The "Boiler House" is planned for six boilers, and the Engine Room for two fifty horse power engines. There will also be a powerful steam pump for throwing water. The chimney is 120 feet high, above the ground level, and consists of a central smoke flue, around which are four large shafts for ventilating the various rooms in the Rendering House.

Steam and water are important agents in the work of the Abattoir. By the former all the butchers will be furnished with hot and cold water and warm work rooms, the temperature of which can be raised as required in dressing the cattle. For this purpose the basements are kept comparatively warm. All material will be elevated by means of steam to the required room for treatment and the same power will render the tallow and offal, dry the blood, etc., into animal dust, grind, sift, and pack it into barrels, and elevate the water to the tanks in the Rendering House.

Our space does not allow of a full description of the different departments indicated on the plan, each of which contains many features of interest.

A chief feature in the arrangements is the free use of water and the consequent extreme cleanliness of the different parts of the buildings. Distributing water pipes to every department and inclosure on the premises will be laid. Hoses will be kept in each room and hydrants at convenient points outside the buildings so that any and all parts of the premises can be reached with water at a moment's notice. Water will be furnished to all animals kept on the grounds and freely and constantly used in washing all the departments. The entire drainage from the buildings is carried down direct to the river through a large sewer laid by and the sole property of the Company.

The Montreal Abattoir Company is not simply a business Corporation. It is subject to stringent regulations, instituted for the public health and convenience, and is therefore a public servant commissioned to furnish all needed facilities to those who apply for slaughtering on its premises, and further to care for the refuse and offensive products so that there shall be no nuisance resulting from the business. It looks to the hitherto useless offal, to the rendering of the coarse fat, the products of the dried blood, bone, and other refuse of the business for remuneration.

OUR ILLUSTRATIONS.

BACK TO SCHOOL AGAIN. — The holidays are over for those of us who have had the luck to have any, and we are all young and old back at school again. Do we not regret, most of us, that the old days of the rod and the blackboard are no more and long to make common cause, even with the unhappy possessor of the fool's cap who sits at the foot of our teachers' desks.