

does a fox always receive it? Alas! for American foxhunters, the answer must be in the negative. But recently a foxhunt was announced at Williamstown, to afford sport for the noble fox-hunters of New Jersey. A fox was trapped in a gin, by which one of his legs was broken. A large number graced (?) the meet, and the poor animal with but three legs to use, having previously had his brush shaven to a stump, was *unbagged*. The poor fox was dazed and helpless, and refused to move. In order to compel him to show sport, one of the "foxhunters" poured a flask of turpentine over him, causing him to make a feeble effort to escape. He ran a short distance, dragging his broken leg helplessly behind, then rolled over on the grass in agony. More turpentine was applied, and he made for the woods. The hounds were laid on, the "gentleman" huntsman loudly "tooled his horn," the self-appointed "amateur" whips, resplendent in scarlet, wielded their crops, and the chase commenced. Why continue? In five minutes it was over, the "mask" and "pads" were duly awarded, and a fresh victim sought.

What the future of fox-hunting will be is hard to say. At present there is no doubt the sport is more or less under a cloud. Many old established packs in England are now going a-begging for masters, and changes are imminent on this side, whilst the general agricultural depression no doubt has a considerable damping effect on the present state of fox-hunting.

TRIVIATOR.

NORTH-WEST NOTES.

It is not news to say that the transitions from Winter to Summer in this country are most sudden. There is really no Spring; it is a jump from the keen air of Winter to the mosquito. What is called Spring is indeed but an apology for it. It is a rush, and Summer is here. Correctly considered, there are only two seasons in this climate—Winter and Summer. There is not that regularity, either, which some climatologists have undertaken to credit the seasons here with. As an instance: On the 20th of April, 1877, a fierce blizzard swept over Manitoba, lasting fifteen hours. The anemometer in the United States Signal Office, at Pembina, D. T., showed a wind velocity of fifty-two miles per hour, and the mercury went down to 29°. A Mennonite was frozen to death a few miles west of Emerson during that storm, and the "drift" was as heavy as anything that had occurred during the whole of the winter. Less than a year later, March 16th, 1877, the ice broke up on the Red River, and three or four days later a steamer passed down the Red River from Grand Forks. The indications are that navigation will be opened on the rivers about the 20th of the present month. The variableness of the climate is only exceeded by the fickleness of its politicians. Perhaps the climatic influence will explain much that seems unaccountable to an eastern Provincialist. The voice of the agitator has died with the first flock of crows that the local meteorologist has already recorded as "having seen." This ominous bird is always a welcome arrival, for he is looked upon as the *avant courier* of thousands of winged processions which are now on the way for the far north—an immigration which cares nothing for your railways or steamboats, and which is diminished only by the rifle of the sportsman.

Mr. Norquay and his legislature—for he still has the upper hand—have been in session for some time, enacting, re-enacting and amending with much of the old clamor that appears to be a part of the legislative machinery of the Province. Acts which were passed last session and engraven on the statute book as something like perfection itself have been found to be wholly inapplicable and unworkable in practice. Every session there is a new Municipalities' Act; but instead of each new Act being an improvement on its predecessor, it is a Bill of confusion immensely confounded. Mr. Norquay and his Government have assumed full control of the grievance question, and there seems to be no disposition on the part of the farmers to worry him with dictation or suggestion. Those in the Province who have any knowledge of political grievances in other Provinces are satisfied that the Dominion Government intend to make reasonable concessions, and with these the people ought to be satisfied. Even Mr. Norquay asks more than he hopes to get, but he is doing this to satisfy the farmers that he is working for his Province, for he frankly maintains that it is better to ask for a whole loaf at once than for a fraction of it. The farmer, as well as the real estate owner, has awakened to the momentous importance of looking a little into the question of local taxation. A strong current has set in against judicial Boards and County Councils, and a direct motion to sweep them away has been met by the Government with an amendment providing for a select committee to enquire into their utility.

With the near approach of the warm season the farmer has commenced to make his preparation for the work of the field. With last year's

experience before him, he sees that it is of the utmost consequence that as the frost relaxes its grasp upon the prolific soil he must be up early and late in order that no time may be lost. A great deal of noise has been made about the frost of the 7th of last September, by which a great quantity of wheat was frozen; but when the past experience of the country, from immemorial time almost, shows that a frost invariably takes place in this climate about the first or the beginning of the second week in that month, the farmer should protect himself against that fact. Last year he was late in putting in his crop, and before he could get through with his harvest what might have been reasonably expected occurred. Not only must seeding in this country be done with a rush, but harvesting must be conducted with the greatest expedition.

The discussion of the Hudson's Bay railway scheme is maintained in the local press with a persistency that shows it will soon wear out, and some other hobby will be ridden with the same characteristic devotion. The latest literary contribution to the subject is the "Illustrated North-West Quarterly," which is to be published by the Bishop Engraving and Printing Company. The first number, which is now in the press, will contain illustrations of the old historical scenes near and around Churchill.

The Legislature is likely to be prorogued at an early day. Perhaps there has been an unfair proportion of debate as compared with actual work done, but when it is considered that nearly all the work done this session will be undone in the next, the people should not complain that there has been nothing done.

G. B. E.

Brandon, Man., April 5, 1884.

OTTAWA NOTES.

It is probable that by the time this appears in print the Session of the Dominion Parliament for 1884 will be over. If prorogation comes on Thursday next, the session will have been of exactly thirteen weeks duration. A quarter of a year of talk! All here admit that it is a great advantage to have the session close thus early in the year. Meeting in February, as in former years, ran the day of prorogation into the latter part of May. None can know, who have not experienced it, the wretchedness of the last weeks of such a session. The spring is Ottawa's most beautiful season, and it is all the more delightful because it follows a long and steady winter. Bright skies, life-giving breezes, springing flowers, pleasant walks invite the sessional worker to enjoy himself outside. Stern duty drives him into the buildings, and there he finds dark close lobbies, flaring lights, and hard work. No contrast could be greater, and the most soothing philosophy cannot reconcile one to the situation.

Once again the rumours have been revived of difficulties in the ranks of the French Conservatives. It is wonderful what credence is given to these rumours of Bleu disaffection. Everything in the French Canadian nature and training is against such a division. The vast majority of them are not ambitious to shine, and those who are ambitious are quite ready to take second, or any lower place until they can see their way to rise. Chapleau, but a short time ago the autocrat of Quebec, seems quite content to have the almost nominal office of Secretary of State, to sit in the second row, behind Sir Hector Langevin and M. Caron, and to speak only when he is directed to do so. He will rest quietly where he is until he is sure of his way. What is true of Mr. Chapleau is eminently true of other French Canadians, for the others have neither his ambition nor his force of character. The difficulty which was said to exist was a revival of the old North Shore question. When the Bleu contingent wheeled into line on the Canadian Pacific Loan question a few weeks ago, it was only on the promise that the Province of Quebec should be recouped \$12,000 a mile on the railway she had built from Quebec to Ottawa. But the Government has undertaken to make a change. Instead of giving \$12,000 a mile for the whole line from Ottawa to Quebec, they divide the line into two sections, and give a different compensation for each. The first section is that now owned by the Canada Pacific from Ottawa to Montreal, and for this Quebec gets the full subsidy of \$12,000 a mile, or for the 120 miles \$1,440,000. But for the section from Montreal to Quebec, now known as the "North Shore Road," and controlled by the Grand Trunk, the Province is to receive only \$6,000 a mile, or for the 159 miles \$954,000. This change is made notwithstanding that the very resolution presented by the Government says:—"To the Government of Quebec, in consideration of their having constructed a railway from Quebec to Ottawa, forming a connecting link between the Atlantic and Pacific coasts, via the Intercolonial and Canadian Pacific Railways, and being as such a work of national, not merely Provincial, utility," etc. These words are applied, it will be observed, to the whole line from Ottawa to Quebec. The reason for this, however, appears in a subsequent section of the subsidy resolutions, which says:—"For the extension of the Canadian Pacific Railway from its terminus at St. Martin's Junction, near Montreal, to the Harbour of Quebec, in such manner as may be approved by the Governor-General in Council, a subsidy not exceeding \$6,000 per mile, nor exceeding in the whole \$960,000." It has been quite evident all along that the Canadian Pacific wanted to get to Portland, and Quebec is not by any means on the direct line from Montreal to that city. But the Government is anxious to have the national highway make its summer terminus at Quebec, and takes this means of inducing the Syndicate to run a line