

if Hon. gentlemen did not protest so strongly against currents of air in the building. Dr. Orton said the air from ventilating was brought from the river side and could not be pure. There was a great difficulty also in the chamber being surrounded by corridors. Mr. Blake thought some of the windows should be made available, and it would be advisable to get rid of the late sittings and the bar downstairs. Mr. Langevin said strong efforts had been made to improve the ventilation; but the matter was a very serious one. The House would probably be asked to vote for a sum to defray the cost of a thorough examination into the matter.

Mr. Patterson of Brant, brought up the question of drawback on goods manufactured for export. He said the export of manufactured goods was decreasing to an alarming extent, while the manufacturers were unfairly taxed on raw material. The promise of a drawback equal to the amount of duty on raw material had not been carried out, and the regulations were such that manufacturers could not make the necessary affidavit. He instanced one firm in Brantford which could not obtain a drawback.

Mr. Bowell read from the trade and navigation returns showing that the exports last year for the first time since Confederation exceeded the imports. It was not an accurate representation of facts to select some particular articles and make out a case from them. The exports last year were larger than any year since 1864; as for the particular company referred to, the reason they did not get drawbacks was because they asked for them upon manufactured articles made in the United States, and simply placed in their portable mills. The promise of the Government had only reference to raw material. The articles upon which drawbacks were demanded by the Brantford company were complete in themselves and no labour was expended on them in this country. The debate was adjourned on motion of Mr. Mills.

On Thursday, Mr. McLennan resumed the debate on the Railway Commission's Bill. He thought there was an urgent need for the establishment of such a court and pointed out its success in England.

Mr. Macdougall thought a court of this kind should only be established in case of necessity, and he believed there was sufficient power to dispose of all railway matters in the courts of law, committees of council and the House; or, if not, perhaps the Supreme Court might take a share of the work. It might be well to refer the matter to a select committee and he suggested that the introduction of the bill should be contented with that for the present.

The second reading of Mr. Richey's bill to prevent and punish wrongs to children was, after some discussion, carried.

Mr. McCarthy's bill respecting the Court of Maritime Jurisdiction for Ontario was thrown out.

There was a long discussion upon the *Hansard* reports; upon a motion of Mr. Vanasse respecting the French translators, Mr. Langevin in particular complained of the bad French he had been made to speak by the translators, and urged upon the Committee the necessity of employing competent persons.

Mr. Bunster moved for a return of duties collected on rice and powder in British Columbia. He wanted a duty of 25 cts. a pound on rice to keep out the Chinese. The influx of this people kept away women from British Columbia, and the white men could not get wives which was the greatest curse that could ever befall any country.

After several members on both sides had united in paying a kindly tribute to the memory of Mr. Connell, the late member for Carleton, the House adjourned.

Sir Leonard Tilley rose early on Friday afternoon to deliver the Budget Speech. His effort was masterly, and at the very beginning he sounded a note of triumph. He had indeed a cheering story to tell. He had to tell of a new era of prosperity by every sign by which it is known. He stated that we had now fairly entered upon the National Policy and had reached a point from which we could look backward and forward. The estimated receipts for the present current year 1880-81, were \$25,517,000. After seven months and a half expiration he was able to say they will reach \$27,586,000. The customs receipts will be \$17,000,000 instead of \$15,300,300 as estimated, and the excise receipts \$5,600,000 instead of \$5,213,000 as estimated. The expenditure will not exceed according to the most careful calculations \$25,573,394. In round numbers, therefore, there is reason to believe there will be a surplus of \$2,000,000. This fact the Minister contended was an answerable argument as respects the revenue producing character of the tariff. The old contention on this head, therefore, may be consigned to the tomb of the Capulets.

In view of this situation Sir Leonard Tilley stated the Government proposed to make some increase, as does also ocean and river service with the subsidy of a line between Quebec and France, and a line to Brazil. The increase in the latter service will be \$56,000 over last year. Railways and canals require for repairs and maintenance \$60,000 more than last year. The Post Office \$91,000 more, but then the income is increasing in proportion. The total of all these items of increase makes \$776,944.

As respects the tariff itself Sir Leonard stated it was proposed to make some reductions on certain articles of raw materials; but it was not in any way intended to alter its main features. He

stated that this policy was especially desirable on view of our relations to the United States on the question of reciprocity as to the point whether the tariff was protection while it was also revenue producing, the Minister argued that this was officially answered by the very largely increased imports of raw materials used in manufacture, while it was plain to everybody that every every branch of manufactures was in a state of activity, and the whole country prosperous. There was a very large increase in the output and consumption of coal, a proof of manufacturing demand for fuel. In raw cotton there was a large increase, while the manufactured texture was sold cheaper than before. There was an increase in pig iron. Sir Leonard showed that there was special increase in the manufacture of furniture, agricultural implements, boots and shoes, earthenware, organs, pianos, brassworks, locks, clothing, soap, &c. There were sixty-five millions of dollars of raw materials in one year only. That is a convincing proof of the intensity of the demand of the manufacturing interests. The exports, too, *vide* the St. Lawrence had increased in an astonishing degree from \$6,700,000 in 1875, to \$11,110,000 in 1880. Here is pretty good proof that the tariff has not killed the export trade. And the credit of Canadian securities in the English market has risen as has everything else, with the prevailing prosperity.

Sir Leonard gave a statement of *per capita* taxation in Canada. He showed that it was \$5.01 in 1874, and \$4.96 in 1881. This besides showing decrease is a light incidence of taxation; and this, moreover, in spite of the very expensive preliminary works of the Canadian Pacific Railway; that burden, however, on the revenues of the country is now removed.

Sir Leonard submitted a schedule of the changes proposed in the tariff, of the character I before stated. His speech was received with ringing cheers; and his statement is held to be a great triumph for the Conservative party.

Sir Richard Cartwright replied, generally contending that the prosperity was not because of the tariff, but in spite of it, and arose from material revival of business and increased demand for Canadian products, especially of the forest and animals. My letter is already too long to permit my giving you a summary of Sir Richard's reply; and I should have liked to have had more space at my disposal for Sir Leonard's Budget Speech.

#### OUR ILLUSTRATIONS.

**THE FLOODS IN HOLLAND.**—Nowhere has the late severe winter which has wrought such havoc throughout Europe, been more disastrous in its effects than in the Provinces of North Brabant. The floods, which have been caused by the heavy falls of rain and snow, threaten with destruction a population of some 27,000 souls. More than 25,000 acres of land are under water, hundreds of acres of wheat washed out of the ground, and life itself everywhere in constant danger. The climax was reached on the night of the 30th December. Hitherto the Maas, though greatly swollen by the floods, had been kept back by the dykes which hemmed it in, but on this night of terror the dyke between Nieuwenik and Blymen gave way and the waters effected a breach of some fifty yards in it. A foaming and discoloured flood burst through the opening and in a few moments eighteen villages were swamped. Our illustrations are taken from sketches in one of the German illustrated papers.

**THE TEXAS CATTLE HERDERS.**—On the prairies of Texas, the two most remunerative pursuits are cattle and sheep raising. Of these, the latter is the most certain, the one on which the most dependence can be placed, and is, therefore, the one to which a man desirous of rapidly accumulating a fortune usually turns his attention. The houses in which the ranchers are domiciled are usually built of logs, plastered with the thick, sticky earth of which the soil is composed. The high price of lumber, and the distance it must be carried necessitate this primitive style of architecture; for the skirts and mottos of timber are composed almost entirely of what is known as "post oak." One man and a dog can, with ease, control 1,500 head of sheep. In spite of all the disadvantages under which a sheep-raiser may have to labour, no enterprise offers so many inducements to one with but a small sum at his disposal. With a capital of \$1,000 it is possible for a man in five or six years to be worth \$25,000 or \$30,000. Sheep, on an average, do not cost over forty cents a head per year—and this includes shepherd's hire and an occasional feed of cotton-seed in bad weather. These figures seem almost incredible, but they are given by parties engaged in the business. The life of a rancher is quite monotonous. It is full of inconveniences and hardships. He is practically shut out from the world, and has few opportunities for "going to town" in his peculiar way. He is sure to be mounted on a fleet and well-trained horse, and he is never separated from his revolver and clasp-knife. A sort of bravado or devilry seizes him when he breaks loose for a frolic, and nothing so attractive to his active mind as the things which are forbidden. Thus, there is a heavy penalty on the books for any interference with the mail or the telegraph, and because of this these great public accommodations prove of unusual interest to him. If he cannot engage in the military sport of tent-pegging, or enter the list for a tilting tournament in knightly at-

tire, or test his dexterity on "Aunt Sally," he is sure of a bit of exercise at any time on the prairie lands, which in many respects is more exhilarating. This peculiar exercise is indicated on our front page, where a party of herders are enjoying themselves by violating the law, interfering with the transmission of telegraph despatches, and testing both their skill as horsemen and as "dead shots." The scene is eminently characteristic of the locality and people, and, as an illustration of the play of the herder, is in strong contrast with that of the work, of which travellers and writers see the most.

**THE ELBING CANAL BOATS.**—The interest shown in the scheme for land transportation of vessels over the Panama isthmus which was illustrated in a recent issue of the *News* induces us to offer this week an illustration of a similar scheme on a smaller scale in operation at Elbing in North Prussia. So long ago as 1825 the project of a canal between the *Drausensee* and the lakes at *Mohrunen* and *Osterole* was discussed, but the works begun in 1837, were delayed in completion and only in 1861 after 36 years, was the canal finally opened. The chief feature is the method by which communication is established over the rising ground which would have made necessary either a detour of a considerable length or a large expenditure in excavating, if the canal was to run throughout. Accordingly the scheme here illustrated was devised. An endless chain, with carriages of a peculiar construction attached to it is worked by water power, controlled by an engineer in the machine house. As one carriage goes up the other descends, and by an arrangement of the cylinders, two boats can be raised from opposite sides at once, the descending boat by its weight assisting the ascending. The cars run on rails and when at their lowest are entirely submerged in the water of the canal with the exception of the balustrades on either side, between which the boat is steered. When in position it is secured by cables, and the car is gradually drawn up. The boat floats until the car in its ascent is raised so that it rests in place upon it, when the real ascent commences, and the load is drawn up the incline, and runs down the other side into the water, where the car as it descends allows the boat to float once more, and proceed on its journey.

**THE "NORTHERN LIGHT."**—Twenty-two persons had a narrow escape recently while passing between the winter vessel the *Northern Light*, which got wedged up in the ice, and the Prince Edward Island shore. Messrs. H. D. Simmons, F. H. Barr and other Montrealeers were on board. After being jammed in the ice for eight days, they left the *Northern Light* on Saturday week, at eight o'clock a.m. The *Patriot's* account of the tramp, written by one of the party, says:—"We made good progress the first six or seven miles, but we then met with large drifts of broken or 'lolly' ice, which was very difficult to get through. By this time the weather changed from fine clear sky to overcast and dirty looking, the wind still keeping north-east. Before two p.m. it was snowing hard, and the land was lost to our view. We plodded along manfully, every man doing his duty. We were delayed considerably by the broken ice, which seemed to stretch along as far as we could see. It now became a serious question whether we would make the shore that night, and a great deal of valuable time was lost by every other man having a different opinion as to where we were and in what direction the land lay, while the second officer, who was supposed to be in charge of the expedition, seemed ready to do anything but exercise his authority in the proper manner. We tramped about first in one direction, then another, till five o'clock found us fighting our way through broken ice, trying in vain to find a solid field. There was now nothing left for us to do but pass the night on the ice, so we chose a pan of solid ice, turned the boat up on one side, packed around her some snow and large pieces of ice, and then commenced our terrible night watch. What we all suffered during our fourteen hours in darkness no one but those who have ever been so situated can form the least idea of. Some of us had to keep rousing up a few who would persist in crawling into the shelter of the boat and going to sleep—a sleep from which they would never have awakened in this world but for the watchfulness of the others. Every man did his best to cheer up the others; the host of us at this encouraging work were the Wyse brothers, two of the steamer's crew, who are deserving of every praise for their persevering pluck during the whole trip." Daylight was at length seen, and after a perilous tramp of a mile and a half Cape Bear was reached, where many hospitalities were received. Complaint is made of the ice boats of the *Northern Light*, which are said to be far too cumbersome.

**ICE BOATING ON TORONTO BAY.**—This favourite amusement of dwellers in the Empire City has been a good deal interfered with by the bad weather experienced during the past winter, and the consequent bad condition of the ice. A regatta, which was announced to come off, and of which we had hoped to present our readers with an illustration, had to be postponed *sine die*. But for all that much pleasant sailing was had, especially in the early part of the winter.

**CHATEAU ST. LOUIS (1620-1834).**—A front view from the Ring is here presented of the once famous Chateau St. Louis. As the residence of the French Governors, the Chateau St. Louis, of which the foundations were begun in the fall of 1623, succeeded to the Fort St. Louis, begun

in 1620 to stave off the inroads of the Indians. The fort continued to exist until 1760 and later. A plan of the fort is shown in the folio published in 1760 by Jeffery, geographer to the Prince of Wales. The chateau in the days of Champlain was a long dwelling of one story; Frontenac added a second, and under British rule a third was added. A conflagration destroyed it on 23rd January, 1834.

#### FOOT NOTES.

A LUMINOUS paint has been invented in England, the effect of which is that of a subdued light, every object in the room being clearly visible, so that in a room so treated one could enter without a light and find any desired article. The luminous paint is excited by the ordinary daylight, and its effects continue for thirteen hours, so that it is well adapted for painting bedroom ceilings, passages that are dark at night, and other places where lamps are objectionable or considered unnecessary. For staircases and passages a mere band of the paint will serve as a guide, and costs but a trifle.

It is generally known that the late popular actor, Edward Askew Sotherton, had a perfect mania for practical joking, and a large volume would hardly contain the record of his successes and failures. His tricks with the post-office may be alluded to as harmless specimens of the kind. It was a very old practice of his to write on the back of a stuck-down envelope, and he always declared that the introduction of the post-card system was, owing to his having made this practice familiar, due to him. Frequently he must have perplexed postmen by the absurd words which he would write in with the address, of which this is a specimen:—

"To —, Esq.,

(My throat's sore I can't spell the name).

"— House,

"Birmingham."

Later on he took infinite pains to have his envelopes printed with odd titles, as if the letters came from some public institution. Here are a few specimens of his odd fancies in this direction:—"Southwell Squalid Hospital," "Asylum for Confirmed Virgins," "Society for the Propagation of Pure Deism," "Refuge for Reformed Athiests," "Court of Faculties," and many others. "Curious Specimens of Contagious B-bling" was an announcement on an envelope which must have caused many a recipient to handle it with cautious, if not trembling, hands. Another favourite plan was to get his friends in different towns—and even countries—to post to him with his directions in pencil, sealed envelopes, and these envelopes thus sent over and over again would at last be despatched to friends to whom letters were due, and who would be utterly bewildered at the number of post-marks with which they were covered. One correspondent has an envelope which is stamped with the postmarks of China, Turkey, Rio de Janeiro, Glasgow, Dundee, Suez Canal, Liverpool, Edinburgh, and Birmingham, with, of course, a corresponding number and variety of postage stamps. When what is now commonly known as the parcel or "pattern" post was first introduced, he played with it such "fantastic tricks," which, if they did not make "angels weep," would have caused many a postman to use ungentle language.

#### NEWS OF THE WEEK.

THE well-known jockey Constable is dead.

HANLAN has had an easy victory over the Australian.

THE Chilians have established a municipal government in Lima.

GENERAL Roberts has been presented with the freedom of the city of London.

THE announcement is made of the conclusion of peace between Russia and China.

THE Baroness Bartlett-Counts was married to Mr. Ashmead Bartlett on the 12th inst.

CATTLE are dying in great numbers all over Montana Territory from hunger.

SYMPATHETIC articles appear in several of the Paris papers in reference to Parnell.

ANOTHER heavy fall of snow in the North-West threatens to blockade the railroads.

AN Edinburgh despatch says there is intense excitement because of the proposed abolition of the tartan.

THE Home Rulers have resumed their obstruction policy in the Imperial House, on the Coercion bill.

FOUR convicts, after a desperate fight with the guards, escaped from Kingston penitentiary recently.

THE first party of M. de Lesseps' Engineers for the Panama Canal arrived at Colon on the 27th ult.

A LONDON cable says Lieut. Roper, R. E., was found shot in Brompton Barracks, London. The murder, it is supposed, was the work of a Fenian.

AN encounter, in which ten lives were lost, occurred on Sunday last, resulting from the murder of a Christian by some Turks in Beyrout, Syria.

MEMORIALS for the establishment of a bimetallic currency are being extensively signed in the commercial centre of Germany.