THE WEEKLY MAIL, TORONTO, THURSDAY, FEBRUARY 21, 1884. trust to getting your price. We have little doubt that the Globe is misrepresenting Mr. Blake and that he will repudiate its declaraof the present dishonest position of the Globe with regard us the Grand Trunk railway is very effective. On Saturday the organ attempted a feeble defence. It wel-comed the aid of the Grand Trunk to the comed the aid of the Grand Trunk to the The Weekly Mail guage is as clear as any one could wish sensible; but the chief Grit organ, whenever it abandons the "dem'd horrid "grind" of sheer Grit politics is always city. No doubt some of the foregoing gen-RAILWAY LOAN emen were paired. Mr. Ross (Lisgar) broke away from the Op. sary in the present case to lay down any general rule or rules for the construction of the British North America Act. They TERMS OF SUBSCRIPTION ridiculous, and is ridiculous when it talks sition on the railway loan and made a good When Mr. BLAKE has repudiated th of "too much party spirit," as it does in its speech in favour of the resolutions. He sucke organ's declaration perhaps the Witness will let us know. We have very little strongly against the Globe and the London oject of defeating the Canada Pacific BY MAIL, IN ADVANCE, POSTAGE PAID ssue of Saturday. considered that the powers intended to lway, even at the cost of making Ontario ertiser for inventing falsehoods injurious confidence that he will do so. The Montreal Gazette points out anothe Splendid Majority for the to Manitoba and the North-West and stickbe conferred by the Liquor License Act when properly understood were to make ributary to the Grand Trunk autocracy. As -In the article in question we Mr. LAIDLAW points out, this is a complete abandonment of the *Globe's* old position of ing to their false statements after they had read as follows : "For many years past "Ontario has had a Premier and Ministers ffect of the Government organ's appeal, Government. regulations in the nature of police and municipal regulations of a merely local character for the good government of been fully exposed. n an article of much ability. The organ' nostility to the Grand Trunk in the interwho have carefully husbanded the re anguage was as follows: ests of local competition. Now it is willing to seek local competition on a large scale CANADIAN PACIFIC BAILWAY. Give post-office address in full. Address, THE MAIL PRINTING COMPANY. sources of the province ; vigorously and "If the proposed vote of thirty millions o dollars to the C.P.R. has alarmed Ontario i taverns, &c., and such as were calculatconsistently stood up for provincial rights ; sedulously avoided the very ap-Manager Van Horne's Reply to Mr. Hickson. ed to preserve in the municipality peace and public decency, and repress drunk-enness and disorderly conduct." and join the Grand Trunk-for no better A SOLID SEVENTY has terrified Quebec. To us it means a vas OTTAWA, Feb. 15. - Mr. Van Horne, gener-l manager for the Canada Pacific Railway purpose, apparently, than the defeat of the Canada Pacific railway and the checkpearance of a scandal ; and wisely and vigorously administered all our local affairs." When this is translated into and needless waste of public funds; to Que TERMS OF ADVERTISING. Company, has this morning issued the follow-ing reply to the correspondence of Mr. Hickbec it means all of that, and, in addition. ing of North-Western development. As Mr. LAUBER pointed out, in a speech t is therefore very clear that the issue creates a serious obstacle in the way of Domin assistance to that province. affairs." between the rival authorities of the THE DAILY MAIL. the language of fact, it means that for many years Ontario has had a Government son, of the Grand Truuk, addressed to the Dominion Parliament and the Local Legislature was not raised at all in the Blake Attempts to Bribe o which no answer was ever made, either areil line (12 lines make one inch.) Premier : in the House or in the press, the whole "Why cannot they units with the French CANADIAN PACIFIC RAILWAY, policy of the Grit Railway Committee of late years has been to encourage every scheme for the choking off of local competi-Court of Appeal ; was not settled in the the Frenchmen, Liberals for once in assisting Mr. Blake to stem the tide that threatens to overwhelm us all, and after that national danger is avert-1. Has been selling its property and MONTREAL, Feb. 14, 1884. Privy council ; and cannot be settled by To the Right Honourable Sir John A. Mac. calling it "income," and bragging about a "surplus," (provided out of capital) reading matter notices.35 " eports of Annual Meetings and Finan-nial Statements of Banks, Insurance Companies, and similiar institutions...20 " Advertisements occupying less than 10 lines il be charged as 10 line advertisements. Notices of Births, Deaths, and Marriages, 60 nits each insertior. Mr. Houpe's motion. donald, K.C.B., Ottawa: tion and every plan for the aggrandize-ment of the Grand Trunk. The change ed let themstate their grievances with confiden that no wrong shall be done them." SIR,-I have just read a series of remarkwhich has never been stated at the MR. MOWAT'S POSITION. THE ONTARIO TRAITOR SNUBBED. able letters from the general manager of the of management in the Globe office, by which the Grand Trunk railway besame amount for two years in suc-Grand Trunk railway, addressed to yourself as Prime Minister of Canada, in which he in This was, as has been shown, a shame cession, and which is at this moment THAT Mr. MOWAT should wish to retire ess bid for Parliamentary votes. Th a solemn mystery to every man who has cents each insertion. Advertisements at all times to be subject to approval of the Managing Director of THE MAIL Printing Company, who reserves to himself the right to insert or otherwise. In case of errors Gazette points out one effect of it in this from the Local Government is quite reacame, as it were, a director of the organ substance suggests the ever undertaken to study the finances of has no doubt effected a change in its policy. If the hands of GEORGE BROWN could sonable. It is very obvious that no man INTERVENTION OF THE DOMINION GOVERNMENT Ontario Blake Deserted by Some of His ' The claims of Quebec for a considera 2. Has been trading with cynicalpus to bring about the surrender of the acquired with a sensitive conscience could consent right to insert or otherwise. In case of errors or omissions in lead or any other advertisements the Company do not field themselves liable for damage further than the amount received by them for such advortisements. Cuts for adver-tisements must be mounted on solid metal blocks. tion of its financial position can be dis-cussed all the more readily now that it grasp the pen' for editorial purposes just dishonest persistence on a "Provincial "Rights" cry in which not one of its Followers. lines of this company in Ontario to the Grand to prolong indefinitely his political assonow, we can imagine that a surprisingly Trunk in exchange on terms for the North ciation with the men by whom Mr. MOWAT is admitted by the leading organ of th sharp change of tone would be noticeabl Shore railway between Montreal and Quebec. members believes, and which, after it had But even his memory seems to be not re-spected now, in the office of the organ which he founded. In the absence of any other information than Opposition, the personal organ of its leader, that those claims should, on is surrounded. It is equally obvious that been used for the last time in vain, was cks. condensed advertisements on the third pag-prices given under their respective headings that contained in the printed correspondence, no man with ordinary prudence would deabandoned by Mr. Mowar in the grasp of OTTAWA, Feb. 19 .- This has undoubtedly might seem strange that this-being a public grounds, be considered and gen-erously dealt with. The Globe will learn Attorney-General MILLER. 3. Has been guilty in Muskoka and Alsire to prolong the risks and dangers to his en one of the business proposition for the exchange of pro-perty-was not made directly to the Cana-THE WEEKLY MAIL. MOST SERIOUS PAYS OF THE SESSION. reputation which must have made themthat it is not a crisis, and that it has The rate of ordinary advertising is 50 conts per e of solid nonparell. A SHOCKING THREAT. goma of a series of deplorable scandals of lian Pacific Railway Company, but on the Contended to the second selves very apparent to Mr. Mowar in the course of the last two or three years. Thus prudence and propriety alike impel Mr. Mowar to the only resource left him There had been rumours of disaffection fallen into the mistake of accepting the Ath inst. a direct proposition was made to the President of this company by a cable mes-sage from one of the most prominent sup-porters of the Grand Trunk in London, in the following words :--"LONDON, Feb. 4, 1884.—The most otorious character, most of which will among the French followers of the Govern -IN the letter which Mr. HICKSON agitation of political adventurers out of come before the courts, and some of which ment, who for the last few days have been Parliament for the sentiment of the has laid before the country, and which was engaged in considering the question of ma-ternal aid from the Dominion Government to their own province. A deputation from the Government of Quebec have been here during the next much for have already been exposed in the Legisla public men in the House of Comm written on February 2nd to Sir JOHN MAC-Happily, the mistake has led to an for safety, viz., retirement from a position ord for five insertions. Advertisements of Situations Vacant, Situa-ions Wanted, Mechanics Wanted, Lost or Jound, Cattle Strayed : 25 cents per word each nsertion : of locents per word for five insertions. 4. Has systematically traded on the in-DONALD, he says : avowal of the greatest importance in the that is untenable, and from company that fluence obtained by the Crooks Act, in "MONTREAL, Feb. 2, 1884. discussion of questions now pressing for solution at the hands of Parliament." has grown distasteful. the past week for the purpose of urging on Sir John Macdonald the necessity of "better DETERMINED OPPOSITION TO ALL THE CANA-"DEAR SIR JOHN, -- My cable advices from ondon intimate that the daily papers pub order to capture the "temperance vote. But while we recognize the prudence while at the same time it was engaged in DIAN London intimate that the daily papers par-lished there yesterday all protest against any further aid being given by the Government to the Canadian Pacific Railway Company, so and the propriety of Mr. Mowar's wish to retire, we are not disposed to allow him Obviously all that the organ has done i erms," in view of the fact that Pacific and kindred securities is being ortheir an unholy traffic in licenses for political province had contributed largely TORONTO THURSDAY FEB. 21, 1884. to give itself, its leader, its principles, its ganized in the press and other places here on from ts exchequer to the construction of railways, account of Governmeht moneys being used party, and its position as an Opposition to indulge in that luxury of penitential re-This is the Government of which the or portion of which has been disposed of t to help the former to compete with the Grand WARNING. ournal gratuitously away. iroment without feeling that he has, wilng as that company continues to go out of gan has been the solid supporter during the Canada Pacific, at a figure far below its lingly or unwillingly, committed great evils in Ontario. He has allowed his former Trunk by Ontario and Quebec. Are th its legitimate sphere to compete with and injure the Grand Trunk Railway Company. all these years ; and it is in favour of such riginal cost, and another portion to the Agents of other papers are through the Pacific authorities still unwilling to enter THE HAPPY FAMILY. Grand Trunk on similarly unfavourable terms. In view of the fact that the Doa Government that the organ demands the country representing themselves as agents of nto any arrangement with the Grand Trunk standing as a man and as a judge to This only confirms the views which I exabolition of party. for the joint working of Ontario and Que THE signs of disagreement among the be made a cloak to cover the politica ssed to you at our interview on Thursday minion contemplated giving additional aid to the Canada Pacific railway, it was urged THE MAIL and offering to take subscriptions "I am urged to protest against the course being pursued, unless the Government are prepared to take measures to guard against bec ? Think we might negotiate for a joint local Grits are many. Mr. Mowar has iniquities of Muskoka and Algoma, and at less than advertised rates. Any agent oflease. This is different to the former pro--The organ says : that some consideration should be given to the political hypocrisies of the boundary declared himself out of tune with Mr. posal for the sale of the road absolutely to "Mr. Mowar's personal character is above suspicion. The most embittered fering to cut on rate should be avoided, as he spute, which has ended in compromise QUEBEC'S DEMANDS TO BE RE-IMBURSED. the Grand Trunk. If the reply is favourable BLAKE, and disappointed with Mr. MACpublic funds granted, or to be granted and surrender. That he has been the The Government's following from Quebe would send out an experienced man to ue. is almost certain to be a fraud. THE MAIL ng used to damage private interests in KENZIE, on the boundary question. Mr. partisanship has never dared to call this willing victim of his colleagues we may be gotiate when thought necessary." To this vere asked to consider these claims and other Canadian railways. will not accept subscriptions from these O'CONNOR has intimated his opinion that in question. His soundness and reliabilloth to believe; but the fact that they o urge them on the Government. A NEGATIVE REPLY WAS IMMEDIATELY RE which has been pursued in the past by the Canadian Pacific Company, or those ity as a constitutional lawyer are unidovernment were indisposed to recog have used him to their profit and his dis the arrangement on the boundary question TURNED. versally acknowledged. He is emphatinize their validity, and on learning this, the leader of the Opposition made advantage is one that is patent to his The Ontario and Quebec railway has been was " a compromise "-though Mr. Mowar those 'cally a 'safe' man, who has about him friends as well as his opponents. A BASE BUT UNSUCCESSFUL ontrolling that company, can only be a leased and firmly bound to the Canadia has vehemently asserted the contrary. grossly corrupt overtures to the French no rash compromising impulsiveness. The reasonableness of his retirement total destruction of credit, endan-Pacific railway for a term of 999 years, and demanded would be willingly granted on the understanding that they would vote down the Pacific raiway loan, sacrifice their leader, CONSPIRACY. and at the same time no unreasoning Mr. WIDDIFIELD has declared that there obvious. It will be well for him if he gering the large investments of the Government in the Canadian we will be unable to treat for its sale unti the end of that time, but I am prepared with and antiquated conservatism. have been "blunders" in the Education escapes in time from a structure in the ONE of the basest attempts at wholesale Pacific railway, and retarding the settlement and progress of the nevitable collapse of which he must neces-The organ always manages to make Mr. the authority of our board of directors to ne bribery in the annals of Parliamentary Department-although the whole Cabinet MOWAT. like Mr. BLAKE, ridiculous-why, gotiate with the general manager of sarily be crushed. When he goes-if he and defeat the Government. A caucus was Government has just been unsuccessfully are responsible for the acts of the Minister Frand Trunk railway for the purchase of the country. goes-all will go to smash, of course. Hi it is not our business to enquire. of Education. Mr. McMAHON has reproached the Government for not ield. North Shore railway should his company, as may be inferred from the printed correspon-This is a deliberate threat of financial practised at Ottawa by Hon. EDWARD lleagues, who have been living, po 1. It is true no one has ever accuse R. BLAKE'S OVERTURES WERE SUBMITTED cally, by the use they have made of Mr. Mowar, may feel that they can carry on war on the Dominion of Canada by a com-BLAKE, which appears to have been no Mr. Mowar of having personally picked dence, wish to dispose of that property. appointing an experienced member of the and condemned, and ultimately rejected. It pockets or of being a burglar in disguise Canadian Pacific Company have not for a less than the purchase of the whole pany which owes us \$30,000,000. it evident that the bid which appeared in the Globe of Friday last had been sent to the Local Legislature Minister of Education. But the readers of the Globe must be withcut him. What Mr. MOWAT'S own moment lost sight of the importance of a con of the Conservative following from It is very well, known that the Treasurer opinion is, we shall not venture to hint nection with the City of Quebec nor have they wavered for a moment in their intention aware that personal character and politi-French members with the intimation that these were his sentiments. Sir John Macdonald had -----The Montreal Herald contains, in ship was given to Mr. A. M. Ross over the Province of Quebec. It is no secret cal character are very closely intermixed the heads of other men who were at least that the Government of that province is in egard to this letter, the following editorial provide or secure such a connection at the and our charges have been pretty explicit. such confidence in them that he refused even THE ONTARIO GRITS AND THE as fit for the position. and who had the o believe for a moment that they had any earliest possible date. A connection was statement :--- "We may state, without 2. We have charged Mr. MOWAT, on financial straits, and that representatives RAILWAY MONOPOLY. promise of the Premier to encourage provided for in 1882 over the North Shore the authority of Judge HUGHES, with having, in defiance of the license commisdoubts of him and were willing to exchange him for Mr. Blake. Doubtless he knew the violating confidence, that it is well that Government have been ailway by a contract with the Government hem. In our last issue a very brief a In the speech of Mr. LAUDER in the for several days at the Dominion count was given of a scene between Mr understood that the Grand Trunk has of the Province of Quebec, but the freedom schemings and turnings of the Opposition, their determination to offer everything they sioners, given a license for political purlegislature, to which we have before rend usefulness of this connection have been WATERS and Mr. FRASER regarding the Capital for the purpose of endeadirectly threatened the Canadian Pacific poses to a tavern with the reputation of railway, in so many words-in the vouring to secure " better terms

> PROVIDE AN INDEPENDENT CONNECTION as best they can, but as the Grand Trunk mpany have a direct line to Quebec independent of the North Shore railway, it would em that here if anywhere should be applied the principle maintained by the general manager of the Grand Trunk concerning the essary duplication of lines. Whether or not the Ontario and Quebe system is an unnecessary duplication of the existing lines is a matter that I feel may safely be left without argument for the peo-

ple of the country to decide : but in this con-Mr. HARDY presented nection I beg to be permitted to say that the Canadian Pacific Company had not long been The House adjourned at in existence when it became apparent, from

Parliament buildings, in which the Minister had to suffer the unwelcome and unacustomed criticism of his follower. We do not wonder at these signs of disagreement. The wonder is they are so few, when we reflect that the causes lisagreement are so many. It is obviously sible that the men who are following Messrs. Mowar, HARDY, and PARDEE ca be just now in a complacent meod themselves to a thing of poly which cannot for four years be pursu with credit. With the whole weight of legal authority against them, what hope e they of a ju tion o action in the disputed territory? With the damaging guilt of those cypher telegrams upon their shoulders how can they e self-possessed ? With Mr. Ross in the Education Department, how can they sure of the future. If the Grits in the House were a little more callous they would be less restive in following their leaders. If they were a little more conscientious they would not follow them at

ferred, there were some words which we deem worth recalling, since they carry very briefly a good deal of very solid truth : "He then spoke of the assumption of the control of railways by the Dominion Govern-

ping here, with attacking the credit of ment. There was no man in the House so much to blame for what had been done at Otthe Dominion Government in the money markets of England, and preventing the tawa as the Commissioner of Crown Lands He had been chairman of the Railway Com Government, if possible, from negotiatin the best of the second seco sing another loan Patris - graane If this be true, and there is every likelihood of its being so, there need be no of the smaller railways by the larger ones. He invariably refused to do so. doubt as to what sort of acceptance the eople of Canada, and especially He acted in this way with regard to the people of Ontario, will give to the chal-lenge. It will take the shape of the quick-Huron and Erie railway, and he ioned a provision allowing the Grand est endorsation of the Government's ac-Trunk railway to control and run the Strat ord and Lake Huron railway. If they came tion ; the most active encouragement of a little further east they found running powers given over the short roads by the the competing Canada Pacific railway and the sharpest enquiry into the affairs oner of Crown Lands and his Railand standing of the Grand Trunk railway. way Committee, and now, forsooth, he cried out and said it should not be done. (Cheers.) Ontario will not consent to be made the footstool of Sir HENRY TYLER and his The Commissioner allowed this amalgamation to take place, permitted the large roads to control the smaller ones, by which the greatssociates. est injustice was done to every other railway.

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3. We have charged Mr. MOWAT, on the authority of the evidence given in South Renirew on oath, with having dabbled in licenses and license inspectorships as means to a political end, the surroundings of the case being particularly vulgar and disgusting. 4. It is now in evidence, on authority.

not questioned for a moment, that with Mr. Mowar's knowledge and consent Pas-DEE, and BURDEN, and WHITE, and the BULL PUPS and Sluggers of the Algoma election expedition indulged in corruption, intimidation, and illegalities which will be proved

----Finally, we are compelled to read

destroyed by the acquisition of the control o that line by the Grand Trunk company, and the Canadian Pacific company must not

could think of in the shape of a bribe.

grand old man made no offer, showed no fear, maintained that all would be right, that his French supporters were true as steel, and that Mr. Girouard had voiced their indignation at the insulting proposals the Opposition, in their greed for office, had so plentifully poured into their ears all through the day

poured into their ears all through the day in the hopes of winning them from their allegiance. The strong faith of Sir John Macdonald in them has been justified. The conduct of the Quebec Conservatives under great temptation is greatly to their oredit, but it is no more than the people at here would expect from them is not large would expect from them in such a grave crisis. They have always been loyal to Sir John Macdonald, and their action in this matter, as shown by the majority of seventy

The bill to amend the ab four) was read the second that a private individual in should not be able, against rest of the community, to pality to make repairs, but quire at least one-fourth o originally petitioned that t

constructed. Mr. MEREDITH object of preventing a private lands might be flooded, fro The bill was referred to t

## mittee.

ONTARIO LEGI

between county councils an al councils with regard t

bridges between two munici courty. It also provided for

tion of the representation of Mr. PHELPS opposed the the bill relating to the e and said no good reason has the change. With regard

of representation in cou thought this matter shou

Government. The bill was read the sec ferred to the Municipal Cor DITCHES AND WAT

of the bill to amend the ditches and watercourses.

every ditch or drain men

Mr. WHITE moved the the bill to amend the Act

forms of mortgages. He

provided that proceedings sale were not to be take

sale were not to be take limited by notice has elaps costs be incurred after the amount required to stay also provided for the taxati The bill was read the se ferred to a Special Committ mover and seconder, Mess son (Hamilton), Gray, a (Middlesex), and McIntyre ONTAPLO DPAIN

ONTARIO DRAIN.

The bill was referred

RESPECTING MO

the Act must be continu

Committee.

Mr. WATERS moved t

Continued from Se

PROTECTION OF Mr. CHISHOLM moved ing of the bill to amend th tax on dogs, and for the pr The bill was read the se ferred to the Municipal Co PLANTING AND GROW Mr. MONK moved the the bill to amend the Act planting and growing of that all trees standing on a be common property, and ties shall be imposed on per

The bill was read the sec injuring trees. The bill was read the sec ierred to the Municipal Co A CASE FOR INVE

Mr. FELL moved for a r Mr. FELL moved for a r all correspondence, petitic respecting the appointme magistrates and Division C provisional county of Halib of all correspondence, pet memorials, or other papers Government or any membe to the soid appointment to the said appointment, since said appointment wa of each communication resp he made the motion simply benefit the public servic the position of stipendiary reason to believe, was a defa cipality to the extent of \$2,0 openly that he had taken t ance to the United States ance to the United States.

## who occupied the positi should be men of unblemis the indications in this case to lead one to that conclu The debate was adjourn

uent defeat of Sir JOHN's Governmen The Quebec members met and considered the overtures, but notwithstanding the fact that the Premier did not interfere with their consultations, to their credit be it said, they spurned the bribe, and retrue to their allegiance. member of the Government, it appears, succumbed in a moment of weakness, and believing, no doubt, that the Government would fall, sent in his resignation. This was Hon. JOHN COSTIGAN. Minister of Inland Revenue. His place will be easily

from the Dominion Government. The

demands of these gentlemen were not

recognized by Sir JOHN MACDONALD, and

this fact becoming known to Mr. BLAKE,

that gentleman, prompted by some

diabelical agency, made corrupt over-

tures to the supporters of the

province, with a view to becuring their

opposition to the scheme for assisting the

Pacific Railway Company, and the conse-

Government ... from ... that

Per Nor

parties at any price.

of

filled by a more worthy man. The infamy of the whole business abides for ever with EDWARD BLAKE, whose treachery to his country in this nefarious transaction leaves an indelible stain on his political reputation. He had hatched a diabolical plot to saddle Ontario for ever with a huge railway monopoly, to destroy the prospects of the great North-West, seriously endanger the very existand to ence of the Dominion.

We rejoice in the fact that our com patriots in Quebec had more regard for the welfare of the Dominion and for their own onour than for a temporary advantage to their province, and in taking the course they have chosen in rejecting the bribe they have taught the Ontario traitor a lesson in political morality, which we have no doubt will be lost on him, but which, nevertheless, he should never forget.

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ture : and

missioners.

the

Bench rested."

vincial Legislatures respectively."

THE VAIN APPEAL.

THE appeal made on Friday last by the Grit organ here, for the support of the French Conservatives in opposition to the Canada Pacific railway loan, has produced no good result. It has called attention t the fact that, after years of violent and virulent abuse of the French Conservatives; after an especially severe course of abuse of them in reference to the boundary question. the Grit organ is ready to eat all its words -a shocking meal they would make-if by so doing it could gain even a temporary support from the French members. I this proposition was made on the authority of Mr. BLAKE-and it was certainly made in his interest, and his name was used in the offer-then his character as a consistent and honourable public man has received its last shock: it has no vitality left for further sensations.

The Montreal Witness, 'a sheet much given to small-souled canting and snivel-ling, but mostly Grit in its politics, cannot stand the Globe's latest dodge, and, as we have already shown, rebukes the Gri organ. It says:

"If the Globe represents the views of the leader of the Opposition and of his party, then we do not see that there is much t choose between the two parties has always denounced Sir John Macdonald for pandering to the French-Canadians of this province for their support. It has always charged him with sacrificing the interests of the other provinces, especially those of Ontario, to those of the Province of Quebec, be cause the representatives of that province se pured him in power. No one has characte in severer terms the raids or proposed raids of this province upon the Dominion treasury, and no one has more bitterly stigmatized the lemands for better terms so constantly being nade, and yet the Globe to-day is found unof its

and yet and shamelessly making on behalf party the bid of better terms to the res of this province for their votes on madian Pacific railway question. Vote Blake into power, it says, and you may MR. HOUDE'S MOTION.

A session or two ago one of the Commiss MR. HOUDE, a young Quebec member of r's supporters sitting behind him-he was not going to make a statement which he was character and ability, has placed on the ashamed of-the hop. member for East Nor-thumberland (Mr. Ferris) pressed a bill in the notice paper of the House of Commons a resolution in favour of repealing the Teminterests of a clique—(cheers)—to amalgamate the Midland railway, the Nipissing railway perance Act of 1883. He bases his motion and the Grand Junction railway with th on the ground that by the decision in The Grand Trunk railway, the greatest corpora-tion in Ontario. He asked who it was sance Queen v. Hodge, the previous decision in ioned that? It was the hon. gentleman opthe case of The Queen v. Russell was said to posite who now whined about the Dominio have been intended to agree with the de-Government. Since the amalgamation tool place the Midland, the Nipissing, and the cision in the Court of Appeal. This seems Grand Junction, all purely provincial roads had come under the control of the Dominion to Mr. HOUDE to involve the unconstitutionality of the Act of 1883. We think he Jovernment." does not sufficiently grasp all the facts of Mr. LAUDER exposed what is really the

ease, that the Local Government is really What was the decision in the Court of run by railway rings, Messrs. EDGAR Appeal? Let Mr. HOUDE examine the JAFFRAY, and COOK, and the Grand Trunk case as reported and he will see that the influence, and any other influence that decision was simply this : can be made useful to aid Mr. Mowar

1. That certain sections of the Crooks and his colleagues-all can obtain any Act were, as a matter of police regulation, favour they ask from the subservier Ministry. This session may not be so within the powers of the Local Legislascandalous, because the Opposition are stronger, and the Government will not dar 2. That the Legislature had power to so much. But all has been done that delegate their powers to boards of comcould be done. And so much has been Chief Justice SPRAGGE fully appreciated

done that the position of the Local Goy ernment and its organ as the agents and servants of the Grand Trunk railway and the imperfect nature of the issue raised in the court below, for after setting out the argument that the Legislature had no other rings is now very clear to an indic nant province. power to delegate its functions to a board f commissioners, he says : "It was upon MR. LAIDLAWS LETTERS.

this second ground that the judgment ot the Court of Queen's Bench now On Saturday we published a long letter appealed from rested." It was just that from Mr. GEORGE LAIDLAW on the relations second ground that he decided, and no of the Globe and the Grand Trunk railway more. He said : "I do not propose to 'attempt a definition of the powers conto the present controversy regarding the ferred by the Imperial Parliament by Canada Pacific railway loan. This morn British North America Act, upon ing we publish from the same hand the 'the Dominion Parliament and the Pro substance of a petition addressed to the Governor-General-in-Council, asking for

When the Lords of the Committee of the Privy Council come to state their the appointment of a court of railway comviews on the points in the decision in the missioners, and reciting the history of the Court of Appeal, what is it that they railway enterprises which he and his \* Two questions only appear to have been

friends have engaged in for the developdiscussed in the Court of Appeal, 1st, ment of the country. ' that the Legislature of Ontario had not We have no need to claim at the outset authority to enact such regulations as for Mr. LAIDLAW, any authority to speak were enacted by the Board of Commissionon the question ; his right to do so will be ers, and to create offences and annex respectfully admitted by every man of penalties for their infraction ; and, 2nd, that if the Legislature had such authormiddle age in this province. As a Reity, it could not delegate it to the Board former who fought the battle of reform by of Commissioners, or any other authorthe side of GEORGE BROWN and was at all ity outside their own legislative body. times high in his confidence, Mr. LAIDLAW "This second ground was that on which "the judgment of the Court of Queen's has some right to a hearing from the remnant of real Reformers in Canada. As a business man who It is obvious to any English lawyer that has seen the origin and growth of the railthe decision in the Court of Appeal was way system of Ontario, and has left his mark on the history of railway building, imperfect and did not go to the root of the

case ; and it is therefore not a sufficient Mr. LAIDLAW has the right to a hearing foundation for Mr. HOUDE's motion. from the business world. Such hearing he When the judges of the Prvy Council come to state the effect of their own deciwill have from the old Reformers and business class. He asks it also from the sion on the relations between the two from Parliament Parliaments, local and general, their lan-The exposure which Mr. LAIDLAW makes

The way in which "my cable ad-vices from London," as Mr. HICKSON calls them, have been manufactured may be judged from the following sample conributed by himself :

event of their not acceding to the terms

laid down by Mr. Hickson-with assail-

ing them at every point, and, not stop-

the

"LONDON, Feb. 4, 1884. "Most determined opposition all Cana-dian Pacific and kindred securities being to the maintenance of the local rights of organized in press and other places here on account of Government monies being this great province." used to help former to compete with (Grand) Trunk by Ontario and Quebec. Are Pacific authorities still unwilling to enter into any arrangement with (Grand) Trunk for joint working of Ontario and Quebec ? Think we might negotiate for partisanship with which the cublic are joint lease. This is different to former offended is the partisanship of Mr. MOWAT proposal for sale of road absolutely to (Grand) Trunk. If reply favourable and his followers. The shameless backdown on the boundary award shows that would send out experienced man to nego-Mr. Mowar's course was partisan till the tiate when thought necessary."

moment of his submission. The increase in the strength of the Opposition shows It will be observed at once that the rganization of the "most determined that the public tide is running in their opposition" was quite well known to fr. HICKSON'S London correspondent, favour. The acceptance of their policy shows that they are the governing force in who could also, no doubt, have given us the province. The men who are following some idea of the means by MR. MOWAT know right well that they newspaper offices were flooded last year may have to face another back-down next with articles on the Canada Pacific railsession on the license question, and, per-haps, one on the boundary question also. The articles in question way. were the most glaringly dishonest that have ever been circulated in the press of any country. The "most deter-"mined opposition" in the These men are not anxious to provide an absolute defeat for themselves at the next lections, or before that time, and we "mined opposition" in the case was not more honest. " he present " My cable venture to say that those who contemplate eriously the abolition of partyism, conadvices" might as well have been written n the office of Mr. HICKSON at Montreal They were doubtless genuine despatches. eagues.

but they' expressed no genuine feeling among English business men. And we trust that neither the Government nor the Parliament of Canada will submit to be bullied into acquiescence in impossible demands by Mr. HICKSON'S despatches concerning an "organized," and no doubt

well-paid-for, opposition in London, with which the Grand Trunk agents were no loubt quite familiar.

CAVING IN ALL AROUND.

"It is a point worth noting that in his Mr. BLAKE in despair is appealing to defence of Mr. Apjohn, the deputy returning officer at Rat Portage, Mr. Bethune argued, the "Bleus." Mr. MOWAT, in a fit of petu-'that Rat Portage is not in Ontario, and con-sequently is beyond the jurisdiction of this lance, has abandoned Mr. BLAKE. And court.' This plea is set up by an eminent barrister and Reformer after all the fuss and fury of a whole brigade of Pattulloites to the Globe, in a fit of hypocrisy, abandons 'Party." The situation is getting intensely comic. The Education Departassert the contrary. It is needless to add that the judge ruled that, for all the pur-poses sought by the action, Rat Portage was within his jurisdiction." ment is accused by its friends of being full of blunders. Mr. Mowar is told by his friends that he has effected a "com-The Kingston News calls the attention of promise." Mr. FRASER is informed by

the so-called friends of Manitoba farmers to his friends that his views are unwise. Mr. the following fact :--Ross is told 'in effect that he is not "The G.T.R. received \$15,000,000 from wanted. The new Treasurer, with whom

Parliament of Canada; besides inthe old we have no quarrel, is obviously numerable bonuses from towns along the line. Yet in 1862 the freight rates for wheat charged by the G.T.R. were 40 per cent. higher than the present rates of the C.P.R. Perhaps the best moral to attach to this little not wanted also. There is a very decided disposition to encourage Mr. Mowar to retire, and it is said he intende to do so at the close of the session. And bit of information is that no country can be he organs, official and non-official, begin opened up in a day."

to re-echo the views of THE MAIL that the It must be remembered also that one dollar politics of Ontario are too full of partisan-ship. Some of the organs are serious and then was equal to two in the present style of alload construction and equipment

Mr. Mowar may be a very "safe" man for the Government, is consistent with and a very holy man, but we venture humbly on behalf of common manners their past loyalty to their leader. THE MAJORITY. and average decency, to put in a strong A vote of 132 to 62, or a majority of 70 in plea against such very "safe" and such very "holy" dodges.

a House of 194 members, is so decided a triumph for the Government that our friends conduct. feel jubilant at the result. The may well country is to be congratulated on the Govint's success. The success has been won in Parliament because members felt that the people were on the side of the Ministry. If, accordingly, the members of the Opposition wish to raise themselves in the And the people were so disposed because th estimation of the general public, and aw that the Government had really to benefit the province, they can made ourageous and statesmanlike effort to sustain in no way accomplish this more effectuthe railway company in a time of crisis, and to save the country, at any political risk, from the 'ally than by sinking partisanship ; cut-'ting themselves adrift from Dominion disturbance and loss likely to be caused by politics and combinations : cordially asthe cessation of the rapid progress on the sisting to perfect such measures as come marked the Government policy in 1879 and in 1880-81 in inaugurating a before the House, and unitedly rallying

railway policy, characterizes it now in The comicality of this can easily be persustaining that policy. And the confiden of the public which was so fully given when the Pacific railway contract was first made, vived. If the Opposition efface themselves the Grit organ will be pleased, and s again bestowed when that contract is rewill express its pleasure in the most viewed and strengthened by additional guarantees. The following is the list of memturgid sentences. On behalf of the Opposition we decline the overtures. The ers who voted on the division :---

YEAS-Messrs. Allen, Allison (Lennox). Armstrong, Auger, Bechard, Bernier, Blake, Bourassa, Burpee (Sunbury), Cameron (Huron), Cameron (Middlesex), Campbel Renfrew), Cartwright, Casey, Casgrain, Catudal, Charlton, Cockburn, Cook, Davies, De St. Georges, Fairbank, Fisher, Fleming, Forbes, Geoffrion, Gillmor, Gunn, Holton, Innes, Irvine, Jackson, King, Kirk Landerkin, Laurier, Lister, Livingstone, Mac kenzie, McCraney, McIntyre, McIsaac, Mc Mullen, Mulock, Paterson (Brant), Platt. Ray, Rinfret, Robertson (Sheiburne), Scriver, omerville (Brant), Somerville (Bruce) Thompson Springer, Sutherland (Oxford), Thompson Trow, Vail, Watson, Weldon, Wheler, Wil

son, Yeo-Total, 62. NAVS-Allison (Hants), Bain (Soulanges), Baker (Mississquoi), Baker (Victoria), Bar nard, Beaty, Bell, Belleau, Benoit, Benson Bergeron, Bergin, Billy, Biondeau, Boi-luo, Bossé, Bourbeau, Bowell, Breck-en, Burnham, Burns, Cameron (Induc, en, verness), Cameron (Victoria), Campbell (Victoria), Carling, Caron, Cochrane, Costigan, Coughlin, Chapleau Courso Curran, Cuthbert, Daly, Daou son, Desaulniers, Desjardins, Daoust, Daw Dickin son, Dodd, Dugas, Dupont, Farrow, Ferguson (Leeds and Grenville), Ferguson Farrow. (Welland), Fortin, Foster, Frecheite, Gagné, Gault, Gigault, Gifouard, Gordon, Grandbois, Guillet, Hackett, Hag-art, Hall, Hawkins, Hay, Hesson, art, Hall, Hawkins, Hay, Hesson, Hickey, Hilliard, Homer, Houde, Hurteau, Ives, Jamieson, Kaulbach, Kilvert, Kinney, Kranz, Labrosse, Landry (Kent) Landry (Montmagny), Langevin, Macdonald (Kings), Macdona Lesage, Macdonald John), McDonald (Cape Breton), Mac kintosh, Macmaster, Macmillau (Middle sex), McMillan (Vandreuil), McDongald, Mc Greevy, McLelan, McNeil, Massue, Methot, Mitchell, Moffat, Montplaisir, O'Brien, Ouimet, Paint, Orton, Patterson (Essex), Pinsonneault, Pope, Reid, Riopel, Robeitson (Hamilton), Robertson (Hastings), Ross, Royal, Rykert, Scott, Shaker peare, Small, Smyth, Sproule, Stair peare, Small, Smyto, Spitcher, Tupper Tassé, Taylor, Temple, Tilley, Tupper (Pictou), Tyrwhitt, Valin, Vanasse, Wallace (Albert), Wallace (York), White White (Hastings), White (Ren-

(Cardwell), White (Hastings), White (Ren-frew), Wigle, Williams, Wood (Brockville), Wood (Westmoreland), Woodworth, Wright. -Total, 132. The following gentlemen did not vote : Sir Charles Tupper, Messrs, Abbott, Colby, Bryson, Cimon, McCallum, Guilbault, Amyot, McCarthy, Sutherland, Gien, Harley, Wells, Bain, and Burpee. The first named ten would have voted with the Government,

which would have placed the vote thus :-Yeas, 67; nays, 142, or a Government majority of 75. Messrs. McCarthy, Colby, and Mo-Callum were unavoidably absent from the

HOSTILE ATTITUDE OF THE GRAND TRUNK. from its adverse interests, and from its control of nearly all the lines in the Provinces Ontario and Quebec, that in order to make the Canadian Pacific railway a truly national line, to ensure its commercial success, and to enable every community in Eastern Canada to profit from its construction, it must reach the chief business and manufacturing centres of the Dominion by lines of its own or by means of friendly connections. Steps were therefore taken to this end by the friends of the Canadian Pacific Company, and the re-sult is the Ontario and Quebec system, which includes the Credit Valley and the Toronto, Grey, and Brace railways

THE CONTROL OF THE SOUTH-EASTERN RAIL WAY.

the only independent outlet from Montreal to the south and east, has also been secured by the Canadian Pacific. A glauce at the railway map of Ontario will show that the Ontario and Quebec system is admirably ocated for the purposes of the Canadian Pacific Company as indicated above, and it will be seen that when this system is supple mented by the construction, by friendly hands of, the proposed connection between Fravenhurst and Callander, the Canadian acific will be brought in connection with, or within easy each, of all important points Ontario, and will be in an independent position so far as the traffic of that pro ince is concerned. The necessity to the Canadian Pacific of

## PERFECT INDEPENDENCE

s manifest when the fact is considered that the Grand Trunk Company have a line of their own to Chicago. and that not one of heir passengers or one pound of their freight from any point going to the North-West car e delivered to the Canada Pacific at Calander, or any other point east of the great akes, without direct loss to the earnings of the Grand Trunk.

When the Ontario and Quebec line is completed it will be superior to the Grand Trunk n distance, in grades, in equipment, and in every other particular, and its cost will be less than one fifth of that of the corresponding section of the Grand Trunk. It will pass through a well developed country, and will have from its opening a large local business, and will be so situated as to command its full share of through traffic. I have no hesitation therefore in asserting that the lines by means of which the Canadian Pacific Com oany will secure independence will not cost them one dollar, but on the contrary will add argely to their profits. I have the honour to be, sir, your obedient servant.

## W. C. VAN HORNE, General Mauager.

The Chiltern Hundreds. The "Chiltern Hundreds" is a British Parliamentary fiction which serves very useful purposes. The Chilterns are a chalky aill-range in Buckinghamshire, over which the Crown used to place a salaried steward. The emoluments of the stewardship were done away with long ago and the office is now merely a nominal Crown appointment. It is a rule that no member of Parliament can resign his seat so long as it lasts. At the same time it is a rule that no man can be a member of Parliament who holds an office under the Crown. When, therefore, a member of Parliament finds himself in the awkward predica-ment of Mr. Bradlaugh and wishes to resign, he accepts the "Chiltern Hundreds," and he accepts the "Unitern Hundreds," and thus conforms with all the necessary forms of parliamentary procedure. In short, the "Chiltern Hundreds" is a polite, euphonism for a member getting out of the House of Commons in the best way he can,

The Hamilton Spectator is anxious that the new Parliament buildings should be built in that city. It will have plenty of time to for-mulate its reasons, and argue the matter, as the Government has confessed that it is afraid to do asything in that line. NOTES OF S

PUBLIC ACCO

Hanlan sailed from San ney, N.S.W., on Sunday. James Reardon, of Hami for, last season's Hop Bitte offer from Chester, Pa., wh A skating race at St. Th ales, for \$100, between ( L. Smith, both of St. Th the rink on Saturday even by Ferguson. Captain Paul Boyton,

lonesome and lengthy vo saving suit, has concluded own canoe any longer. Miss Maggie Connelly of nounced to take place the tine's-day, and the home of to be in New York.

The Uxbridge Ont. Crick to place a stronger team that this scason, several go taken up abode there, cricketer, Mr. Walter Cro with the Peterborough and this scason this season.

Quite a few people asser nall Toronto to witness tion between Paul Patillo It was a poor exhibition of and both being adepts in little but slap and cline tighting and Moriarty easi money which the referee aw ing is dying.

Mr. R. J. Hancock, of V the famous trio Eole, Eolist not believe in racing hors three years old. When he stipulated that he should n was a 3-year-old. Eolist v times as a 2-year-old, and I self until he was 3 years. I the price lately paid by Geb named was \$12,000. War duced three sons, who have Hancock for \$25,000 in th this, too, as untried colts.

While a boxing entertain on at Mike Cleary's in Ner day morning. Tom Allen mounted the stage in ring had been bad friends since when Farrell hurt his righ Allen's head. Farrell spar an opening, but Allen dash left and right hand blows, rell open his eyes. In the ever, Farrell was the fresh In the third round Farrell ing right-hand cross-cour the point of Allen's jaw. Allen went down as if shot, The assembly fancied th broken. Fifteen minutes and restoratives brought h As soon as he could star rushed to the dressing-row valise, threw up his sparring Cleary and departed.

Trickett's star again w when he was beaten by Be matta championship course warm favourite in view o cesses. The contest was pant, being the final heat fi of £150, presented by Mr. of deciding who should, in sence of Laycock, be pitted The event took place over the on Dec. S. Beach and Tr beat Rush and McDonald w A lot of speculation, however the concluding heat, odds to Trickett. Still he never a ghost.of a chance against had covered a mile, and wa anyhow. Laycock is still hoped to begin practice contest between the Sh

template, also, as part of the plan, the abolition of Mr. Mowar and his col-BDITORIAL NOTES. The Uxbridge Organ Company has lately

received an order from Mentreal for one hundred organs, and has been running until ten o'clock each night for the past six months. The National Policy, of course, had nothing to do with this.

The Algoma Pioneer says :-