

is laid down:—"In the second place, it is the very essence of taxation that it be levied with equality and uniformity, and to this end, that there should be some system of apportionment." This essential quality was wanting in the new taxes; they were not, and never intended to be fairly apportioned. They were intended, like the Assurance tax, to fall almost exclusively upon the city populations and mercantile portion of the community. The protests against the new taxes, especially those on the transfers of stocks, which would have closed the office of almost every stock-broker in Montreal, were even more numerous than those against the Railway Act, and met from the Government with exactly the same treatment—silent contempt.

From the 31st of January to the 23rd of February, the House was kept comparatively idle; the only incident which marked the interval being the "admonition" of Mr. Joly, for saying that the Government ruled the House by "brute force." The expression was a strong one, but certainly not unparliamentary, and more than justified by Mr. Angers' jeer—that he might say what he pleased, they would vote him down. The rulings of the Speaker, throughout a long and angry debate, were marked by strong party *animus*, and were by no means creditable. Every effort to get embodied in the votes and proceedings some record of the expression used were of no avail. The whole thing looked very much as if both the Government and the Speaker felt that the expression did not justify the censure, and consequently sought, by every means in their power, to prevent the full account of their misbehaviour from going down to posterity. As the matter now stands, the fact is established that, on a given day, Mr. Joly was censured by the Speaker, though why, or wherefore, no where appears.

On the 23rd, just at the extreme end of the session, when the House was sitting twice, sometimes three times a day, Mr. Angers introduced his additional railway resolutions, granting an advance of \$1000 a mile each to the Levis & Kennebec Railway Company, and the St. Francis and Megantic International Railway Company, and \$1500 a mile to the Missisquoi and Black Rivers Valley Railway Company. It was paying the members for Dorchester, Megantic, Brome, Compton, Stanstead and Sherbrooke, with some others less directly interested, for their support of the first unconstitutional railway resolution. It may not unfairly be described as being as open and barefaced a piece of corruption as ever was carried through. Before the Attorney-