ous at all. There has been ther strife in the Island be- ors, who controls the Locals, and Mr. LAIRD who, part of a traitor, his ob- tion in the Dominion Cabinet. and his Party have been the Roman Catholics of the form a large part of its while Mr. LAIRD and his played the demagogic role, as essentially Mr. HINCKS at one time CANADA. It is said proval of the Government now some law will bear far more n the Roman Catholics than protestants of Prince Edward s a disgrace to Mr. MACKEN- colleagues that they should Minister of the Interior so olitics into the House of Com- amp his national dislike of e the population upon Do- It is a shame to a Minister who professes that he is n ternal suffrage, to deprive e nce of a right which it enjoys ot. The entire proceeding is known beyond belief, and yet keeping with the spirit of fourtism which, supported by the Government, enables LM COLIN CAMERON to snap his he Judges who will, in a few ably adjudge his unfitness to n Parliament. It is but too decency and right have bn ntemptuously trampled upon. Talk not of Sir FRANCIS HINCKS in such a connection. It is a great fall from the aspiration for a week of him in office at this time, with a hand free to act as in- capable Ministry right. Sir FRANCIS HINCKS and Mr. TILLEY were strong men in finance. The country had confidence in them. Capital felt safe under their administration of affairs. The present feeling is one of distrust, and we do not wonder at it. It is a great fall from HINCKS to a CARTWRIGHT. We can only hope that the country will not suffer severely from a chance which must be regretted by every man who has a stake in the Dominion.

THE ARKANSAS ANARCHY.

A DAY AT THE SEAT OF WAR.

The New York Nation prints an interesting letter descriptive of the seat of war in Arkansas, from which we make the following extracts:

Little Rock was not much of a city before the war, and indeed it is not much of a city now, but it shows signs of considerable improvement, in the shape of new buildings—though the most conspicuous of these were created by the Clayton ring with the proceeds of public plunder. The opening of the railroad, which brings in within twelve hours of St. Louis, or in other words, of commercial civilization, will doubtless do a great deal to help it in many ways; but in others it will lessen its importance, by making the river, of which it has been the principal port, only a subordinate mode of reaching the markets. On driving up from the station we were a good deal surprised by the absence of all signs of "the war," such as we had seen in state-holes. Everywhere else life seemed to go on much as usual. The yard of the state-house, however, furnished a scene in which it would require the pencil of a comic artist to do justice. The state-house is a small, mean building, with a stuccoed Greek portico, and considerably stained by rain and weather. The yard, a space of some or so, is surrounded by a low iron railing. At the principal gateway were white sentries, each wearing a fancy uniform, consisting of a short unbuttoned jacket, with yellow braid; an open space, occupied by a protruding dirty shirt, partly concealed by a red sash, and a pair of gray pantaloons, with braid down the sides. The men were lounging against the gate-posts, one with the muzzle of his piece resting on his foot, the other holding it at arm's length, and both chewing and spitting all around, and otherwise affect a better and bolder demeanor than any of the regulars. Beside the railing, pacing up and down with an air of preternatural solemnity, were two negroes, clad in rags of various hues and origin, and carrying, one a single-barrelled, the other a double-barrelled shot-gun. These were evidently in earnest, and impressed with the gravity of the occasion. One warned us in sepulchral tones not to approach the railing, but was satisfied with our assurance that nothing would induce us to do so. Passing on, we entered the jurisdiction of his comrade, who warned us off with equal solemnity, but of a different pattern, and the diversity of opinion represented, he thought the subject should be considered dubious and a report made upon it by the first engineer, after which he would be in a better position to take action.

Mr. Baxter proposed that the construction of a canal across North Osterio from Lake Simcoe to Whitby.

Mr. Mackenzie premised that his hon. friend was satisfied now that he had had this discussion, and suggested that the resolution be withdrawn. It was one to which the House could not commit itself. The Government had no land in the vicinity of the proposed canal, and could not give it the aid desired. The Government could not, on the ground of utility or necessity, aid the project, and the House could not seriously embrace the scheme at present. It would be useless to appoint a Committee or Commission, as they had all the information they required, and they could not authorise a Commission to the United States as suggested by the hon. member for West York.

Dr. Tupper complimented the mover of this resolution on the able manner in which he had discussed this subject. The proposition would shorten the route to the ocean some four hundred miles, and for his part he believed that if the connexion of the millions of acres now comprising the West had by it one half the advantages held out by the hon. member for West York, it would not be paying too much for it. He believed, too, and that an eminent engineer, Mr. Hawkshaw, had pronounced it to be one of the advantages of this work, a work which, taken up by private enterprise and aided by the Government, it was thought it would be brought to a successful completion. He his own part he favored aid, and he believed that our lands in the North-west would be put to any better advantage than this.

At six, the House rose for recess.

AFTER RECESS.

Mr. Blain said, in answer to the objection urged against his scheme, that some of the objections of the member for Lennox would bear any considerable scrutiny. He proposed to answer the objections, and recapitulated many points made in his observations upon moving the motion. He again urged the advantages that would be obtained by the route he proposed. He held, with regard to the objection of the hon. member for Lambton, that the measure came within the jurisdiction of the Government, and dealt with a matter of the first importance of the subject. They were now in a position to deal with matters in the manner in which they did not before possess. He thought he had a right to ask the Government for the adoption of a measure which would equal requite, besides that, from the adjoining rivers there could be obtained an amount of water so that which Lake Simcoe could supply. Our ancestral advisers were admitted by our neighbours to be far in excess of any which they possessed; then why not make use of them? Our lumber trade extended far more than the Ottawa, and this opened up means of communication, and this canal would be of equal service to that branch as to the shipping of grain.

Mr. Biggar asked how the hon. member for York proposed to build this canal.

Mr. Norris was gratified to find there seemed to be so great a feeling in favour of the improvement of our canals, but he could not see how the wonderful scheme of the member for York was going to be accomplished, in view of the fact that the Government was pledged to the improvement of our present water ways. He thought we should carry out the schemes we had in hand. He was prepared to say that when the Welland Canal was completed on the magnificent plan which was proposed, we should have no need for this expenditure of forty or fifty millions, as the facilities we should then have would be ample. He read from the reports of the engineers to show that this Huron and Ontario Canal was impracticable, being a feeder even to the Suez Canal, which had cost eighty millions of dollars, and had taken fifteen years to complete. The Huron and Ontario Canal would require forty-two locks. The rise above lake Ontario was 470 feet, while the Suez Canal was throughout on a dead level. It would then, he seen, how heavy would be the expense of this work. The character of the climate of the country through which the Canal would pass was probably the severest we had. We should lose at least two weeks in the spring, and two weeks in the fall, and he thought this and the other objections sufficient arguments to show the impracticability of this work. Although this canal might be a saving of distance, he considered that the vessels might run the whole distance otherwise to be towed in less time than they could navigate this canal. If other works became necessary after our present works were completed the Government would, he had no doubt, pledge itself to such schemes as were feasible and would prove of benefit to the Knowville as among the most generous to the poor and unfortunate, and certainly more sociable and cordial people I have never met."

CAPOUL AND THE LADIES.—A most extraordinary scene was presented at the Academy yesterday afternoon at the benefit of M. Capoul, the tenor of M. Strakosch's company. The women fairly fought for seats, and every third victor had a bouquet. The building fairly reeked with odors. The office was backed up with them, so that all passage was obstructed. During the performance the stage was literally strewn and with what the managers call "floral tributes." At least a ton was thrown at Capoul, and certainly not less than two tons were thrown, carried, lifted, and pre- and up members of a Government who are so indifferent to the highest interests of the country as to be careless of playing at soldiers, or watching their bumptious parliament during the capitol. In fact, considered as a moral lesson to a race just entering on a civilized life nothing could seem more deplorable.

"Baxter's quarters were in a hotel, which seemed to be entirely given up to him and his followers. Two sentries, of the type of man with which either actual service in the field or the sight of rebel prisoners during the war made most people at the north familiar, were at the door. One was about six feet two, straight as an arrow, and the diversity of opinion represented, he thought the subject should be considered dubious and a report made upon it by the first engineer, after which he would be in a better position to take action.

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Mr. Biggar said that the Huron and Trent Valley scheme, which was now in the hands of the member for East Peterborough, would give all the communication that was now asked for without any expenditure of money on the part of the Government. He therefore trusted that the hon. member for York would waive his motion for the present.

Mr. Thomson raised a question of order,—inasmuch as this proposition involved an expenditure of money, it should be initiated by the Government.

Mr. Blain said his proposition did not necessarily involve an expenditure of money. It simply affirmed the principle that a Commission was desirable, leaving the Government to take the action it considered proper.

Mr. Dymond contended that this was no sectional scheme, but a national undertaking, and in that view it should be a Government work. He did not apprehend that his hon. friend from West York desired to press his motion, but he felt it his duty to call the attention of the Government, in order that in due time, they could take the action which seemed to them proper. Adverting to the reports which had been made upon this

or business was such as to require the serious attention of the House, and that the assignees would be under the control of the House only so far as was necessary, but the House would one that the rate of attachment would issue direct to the official assignee, who would hold all the estate of the insolvent debtor and attend at the first meeting of creditors. If the creditors did not then appoint assignees, the official assignee would be the assignee of the estate, and there was a transfer determined to the management of the estate would be avoided. He spoke at some further length in explanation of the Bill, after which

Mr. Blake said he had heard with pleasure the propositions of the Minister of Justice, some of which he could commend to the House and country; but there were others which in his view were of a more questionable character. For his own part he had always held to the view that we should not discourage voluntary assignments, but should rather encourage the placing in liquidation of embarrassed estates, for it would prefer the passing of a bankrupt law which would prevent the discharge of insolvents unless their estates paid a sixpenny per centage of dividend. If this were the law he felt convinced that we should no longer have what had discovered on the Bench, the miserable results obtained. The experience of no country showed only during the day he had been informed of a change in the resolutions to the extent of the small sum of twenty-five thousand dollars.

The House then went into Committee and adopted the resolutions.

TELEGRAPHIC SUMMARY.

EUROPEAN.

Mr. William Patrick Adam will succeed Sir Robert Peel as the Liberal Whip.

Lieut.-General Sir Archibald Wilson, Commander-in-Chief at the Presidency of Delhi, 1857, is dead.

The cotton spinners and labourers of Durham, Eng., are again on strike, and are very disorderly in their conduct.

Count Pierre Duke Nikolaus, of Russia, brother of the Czar, has been arrested, but what charge is yet unknown.

A banquet was given Sir Garnet Wolseley, at Portsmouth, on Tuesday evening, by the officers of the army of the Ashantee expedition.

The late severe frosts have done considerable damage to the vines throughout France. It is estimated that the grape crop for the present year will not be above half the average.

A despatch from Bilboa says that Concha's troops are blowing up fortifications. Don Carlos and Count Caldera are reported at Datango, 13 miles south-east of Bilboa. Marshal Serrano is sick.

A London *Times'* special from Madrid says Marshal Serrano has declared that he could not solve the political crisis before the expiration of eight days. In the meanwhile he will study the question.

AMERICAN.

Additional remains of a mastodon have been found at White Man's farm, near Danville, N. Y.

The railways between Chicago and New York have advanced freight rates five cents per 100 lbs.

The Washington despatch says that Postmaster Burt, of Boston, and Col. Morley, of Virginia, are mentioned for the Cabinet in the election of President Grant for a third term.

It is stated that papers found on Kimmel, Dingrich, Hurd, and others, implicate Central New York parties, from one of whom it is expected that $60,000 will be recovered.

The Arkansas civil war still continues. Skirmishes occur daily, but the insurgents are always very slight. It is expected that the President will settle the difficulty in a few days.

Stella Jananshak sailed suddenly for Europe on Saturday, to escape the service of suit of Mrs. Conway, of the Brooklyn Theatre, for $10,000 damages for breaking her promise to marry.

In Brooklyn on Sunday Michael Dugraw had a fight with a spade, William Jackson totally laid out with a shovel, and Wm. Schupp and J. Quirk committed simply suicide, by cutting their throats.

In East Tresbrom, Mass., recently, four children at play in Gideon Reynolds' barn, set the building on fire and his daughter aged 3, and a daughter of Wm. Reynolds' aged 3 years, were burned to death.

Fires are raging in the woods in many parts of Michigan. Heavy fires are reported in Ionia County, along the line of the Detroit and Milwaukee Railway between Ionia and Grand Haven. Fires on the Flint and Pere Marquette Railway have cut of all communication north of Saginaw, and on the Michigan Lake Shore Railway north of Arcona, large quantities of valuable lumber have been already consumed.

The Society of the Ninth Army Corps met in Senate Chamber, Harrisburg, Pa., on Monday, and were addressed by Generals Burnside and Wilcox. The latter gentleman said next year Confederate Confederate Corps, the one which the Ninth most frequently encountered, he invited to the Bunker Hill Monument, to dig up and bury the hatchet together and forever. Resolutions were adopted favoring pensions to soldiers. The old officers were re-elected for the ensuing year.

The escape, by four convicts confined in the State Prison at Jeffersonville, Ind., on Saturday last, was effected by their overpowering the guards, who had secreted and played knives and revolvers, and escaped. The party were pursued by the warden and his deputy, who fired upon the fugitives. The convicts were overtaken, when Thomas Hall, George Clarke, and Charles Berlate, a guard, was shot through the head by one of the convicts, and killed on the spot. One of the convicts was also killed, and Brown, the convict, assisting the guard, was seriously, though not mortally, wounded. Warden Shelbe fired two shots through his clothing. The party were all armed with revolvers.

A special despatch from Lancaster to the Cincinnati *Enquirer* states that a fire occurred in Zelienopile, Allegheny County, experienced a reign of terror on account of the outrages of the incendiaries. The union miners drove the citizens off the streets and severely beat a large number of them with clubs. The greater part of the Miller Dry Works was set on fire twice, and Mr. Delary's residence was set on fire once, but in both cases the fire was quickly extinguished. The tumult, alarm, and confusion continued for several days, and ripened into a riot, in which James Elder, R. T. Byers, and John Woodward were shot and wounded. Elder died from his wounds since died. The shooting began between Myers and Woodward, the former firing the shot, and Myers' brother shot Woodward.

About 5.30 p.m., on Monday without warning, a portion of the Exchange Hotel, on the corner of Main and Bloom street, above Eagle, in Buffalo, fell with a terrible crash, crushing in its adjoining three story block. Three stores on the ground floor were occupied by McArthur, Sweet and Co., Tasks, Fairchild and Co., fur & Co. variety store. A daughter of a cooper, Frank Nagel, five years old, was fatally killed, also a son of Prof. Bonham, principal of the State Normal School, and a boy named Ryan, both of whom had been broken and was severely injured. Emma Galley, nurse, 14 years, had her left arm broken and her face cut. Nearly thirty persons were in the two buildings. The cause is attributed to carelessness in taking down the brick work of the building, the back wall of McArthur's block to connect with the building in rear. The loss is estimated at $50,000. Insurance risks do not apply.

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By the burning of Robert Innis' barn, at Ballycroy, on Tuesday, his little brother lost his life.

The wife of Sir Francis Hincks died on Friday, and was interred on Monday afternoon. The deceased was aged 70.

John McClellan, of Picton, was drowned on Tuesday, about ten miles from that place, by the upsetting of a small boat.

Some excitement was caused Sunday broke open the wine cupboard of the Congregational Church, London, and imbibed in the blood of the Communion.

Last week Albert Watson fell sighted two horses, one of Mr. Soper's, in Toronto Tow-ship, and broke his leg in two places. He is doing well so far.

The Conservatives of Bruce have decided to give members of the last House back pay and full allowance for the October session, and to refund to Mr. Amerion back pay system with a vengeance.

The remains of Maurice Churchill left for Nova Scotia Saturday in charge of his son. A large number of carriages filled with Cabinet Ministers, Senators and Commons followed the remains to the station.

Resolutions of Mr. St. John, N. B., has resigned his seat, as he is leaving Canada to take up his residence in England. This will not be a great misfortune for New Brunswick in the Senate to its normal number.

The large two storey brick dwelling house of Dr. A. E. Fine, of Brighton, was destroyed by fire on Monday, at noon. The cause is supposed to have been a defective chimney. The loss is heavy, and there is no insurance.

One of the main objects of the Forest City Farmers' Grange, organized recently in London, is to institute an agricultural library and reading room, in the benefits of which all Grangers will be allowed to participate.

A painful accident occurred in Blyth, on Monday, Mr. Walter McGowen and three of his children were going to Blyth, when, about a quarter of a mile from the village, the tongue of the waggon dropped, and Mr. McGowan was thrown out, and had his collar bone and one rib broken. The children escaped without injury.

The inhabitants of Woodbridge were delighted last week by being greeted again with the whistle at the Agricultural Works, which had been refitted with improved machinery and are running day and night, two steam engines being employed, to overtake the demand.

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DOMINION PARLIAMENT.

(Continued from Fourth Page.)

the County of Huron, as amended by Committee of the Whole.

The Bill was then read a third time and passed, Mr. Rowell dissenting.

The House, after some further business, adjourned at 11.30.

MONDAY, May 11.

THE SENATE.

After the usual routine of business

Mr. Miller introduced a bill to continue for a limited time the present Insolvency Act of 1869, and the Acts amending the same.

Resuming on the motion of the hon. Mr. Dickey, the adjourned debate on the hon. Mr. Howlan's motion to "resolve that in the opinion of this hon. House, it is not in the interest of the good government of this Dominion that any officer of the Civil Service should be appointed from other values for either mismanagement or incapacity,"

Mr. Dickey led off, followed by Messrs. Read, Campbell, and Howlan.

Messrs. Montgomery, Haythorne, and Trudel also spoke, and at six o'clock the motion was withdrawn.

The Speaker reported a message of bills from the House of Commons, which were read a first time, and the House adjourned at 9.15 p. m.

HOUSE OF COMMONS.

After routine,

Mr. Blain moved "That, inasmuch as existing means of communication on the Ottawa board for the enormous surplus product of the vast regions having drainage into the great lakes, and outlying to those regions of the required manufactures of the east, are entirely inadequate to the demands of trade, and therefore increased facilities for these purposes are indispensable; and, in appreciating that the Government of the United States, to meet these requirements, have appointed a committee to consider the whole question of cheap and speedy transportation, and the committee are now pursuing their labours; and, inasmuch as the terms on which the British North American Provinces were confederated, the Dominion Government is pledged and, in duty bound, to improve the navigation of the St. Lawrence River and canals, the canals thereon, so as to admit vessels of greater capacity to pass between Lake Ontario and tide water; and, in supposing that the construction of the projected Huron and Ontario Ship Canal, between Lake Ontario and Georgian Bay, would greatly shorten the distance by water from west to east, and otherwise afford a better and better channel of communication, a committee of several members of the House with power to call for persons and papers be appointed to consider the matters above referred to, and to report on the feasibility of the scheme for the construction of the projected Huron and Ontario Ship Canal, and also on some uniform system whereby vessels of greater dimensions than those in present use, and of sufficient carrying capacity for the present and probably increased trade might pass from tide water to the head of the great lakes; and that it be resolved, That it is expedient, and would tend to the advancement of the interests of the Dominion, that Commissioners be appointed to confer with the United States Transportation Committee and discuss with it the feasibility of the scheme for the construction of the projected Huron and Ontario Ship Canal and proposed improved uniform water communication between the upper lakes and tide water required to meet present and prospective needs, and to report the result of such conference and any proposed aid that might be offered by the United States or any State thereof in furtherance of the general welfare of any of them." In speaking to his motion Mr. Blain referred to the great importance of which Europe depended on the American continent for her grain supplies, and hence the necessity of having the nearest route of transport to the Liverpool market. He discussed the various routes to Europe from the Upper Lakes and the West, having by water, he argued, was not more than one-fifth of the cents. The yard swarmed with lounging the Grand Trunk, had endeavoured to compete with our water ways, and hence their general hatred. We might log the whole continent to the foot of the Rocky Mountains on the Ground, guarded and signalling to friends outside the railing. They were all unarmed, and were simply enjoying the fresh air of the Sunday afternoon holiday. Moving amongst them were one or two colored officers, wearing sashes and dandy swords, cracking jokes and shouting like the rest. The ground was covered with the dirt of which one would naturally look for—broken crockery, sardine and vegetable cans, old rinds and cigar-ends, the ashes of old fires, old shoes, rags, hats, bones, and in fact every accompaniment of an abandoned camping-ground, except dead animals. The crowd we saw before us evidently passed their days and nights there except when it rained. Over this way, in an empty store, was their commissariat, which was simply a big empty, gaunting, mangy, I was tolled, of crackers and cheese.

"Asking for an interview with Mr. Brooks, we were readily passed into the interior of the building. At the door and at the foot of the stairs ast negro sentinels, very ragged and wrapped in old blankets and shouldering rusty fowling-pieces. We found the Governor No. 2 in an inner room, middle-aged man, with a large grop of frowzy hair, a very ragged face, with a coaxing mouth, which looked great when he chuckled, and a pair of eyes whenever he said anything sarcastic and bitter. He was plain and familiar in voice, as one might expect a non-military man to be who was standing a siege, but there is no doubt about the firmness of his rages and determination. He had gone down to the barricade with his carbine like the rest when there was talk of an attack. The carbine in question—a sort of pistol with a very long barrel—stood behind his chair, apparently ready for use; and, indeed, pistols and muskets were plentifully distributed in all the rooms.

"We stopped at two or three stores in our way to the Baxter headquarters, and found the proprietors in a kind of good-humoured despair. There was something so farcical in the scarcity in which they lived that they could not talk of it altogether seriously; they smiled sadly when we spoke of what we had seen at the State-house, but said that to get the full benefits of the comedy we ought to stay a few days. One man said that the Baxterites had taken $500 worth of stoves and tinware from him on 'requisition,' and had given him nothing for it but 'receipts.' The grocery had suffered worse than others, because the goods were what fighting men most need. All kinds of liquor in Montreal had many advantages over New York. Then, were we going to let all this rum, whisky and gin go over Dickinson street, and through the Baxterites? Not, by no, we were going to let all this go. Thus we warned us in sepulchral tones not to approach the railing, but was satisfied with our assurance that nothing would induce us to do so. Passing on, we entered the jurisdiction of his comrade, who warned us off with equal solemnity, but of a different pattern, and the diversity of opinion represented, he thought the subject should be considered dubious and a report made upon it by the first engineer, after which he would be in a better position to take action.

Mr. Blain proposed that the construction of a canal across North Osterio from Lake Simcoe to Whitby.

Mr. Mackenzie premised that his hon. friend was satisfied now that he had had this discussion, and suggested that the resolution be withdrawn. It was one to which the House could not commit itself. The Government had no land in the vicinity of the proposed canal, and could not give it the aid desired. The Government could not, on the ground of utility or necessity, aid the project, and the House could not seriously embrace the scheme at present. It would be useless to appoint a Committee or Commission, as they had all the information they required, and they could not authorise a Commission to the United States as suggested by the hon. member for West York.

Dr. Tupper complimented the mover of this resolution on the able manner in which he had discussed this subject. The proposition would shorten the route to the ocean some four hundred miles, and for his part he believed that if the connexion of the millions of acres now comprising the West had by it one half the advantages held out by the hon. member for West York, it would not be paying too much for it. He believed, too, and that an eminent engineer, Mr. Hawkshaw, had pronounced it to be one of the advantages of this work, a work which, taken up by private enterprise and aided by the Government, it was thought it would be brought to a successful completion. For his own part he favored aid, and he believed that our lands in the North-west would be put to any better advantage than this.

At six, the House rose for recess.

AFTER RECESS.

Mr. Blain said, in answer to the objection urged against his scheme, that some of the objections of the member for Lennox would bear any considerable scrutiny. He proposed to answer the objections, and recapitulated many points made in his observations upon moving the motion. He again urged the advantages that would be obtained by the route he proposed. He held, with regard to the objection of the hon. member for Lambton, that the measure came within the jurisdiction of the Government, and dealt with a matter of the first importance of the subject. They were now in a position to deal with matters in the manner in which they did not before possess. He thought he had a right to ask the Government for the adoption of a measure which would equal requite, besides that, from the adjoining rivers there could be obtained an amount of water so that which Lake Simcoe could supply. Our ancestral advisers were admitted by our neighbours to be far in excess of any which they possessed; then why not make use of them? Our lumber trade extended far more than the Ottawa, and this opened up means of communication, and this canal would be of equal service to that branch as to the shipping of grain.

Mr. Biggar asked how the hon. member for York proposed to build this canal.

Mr. Norris was gratified to find there seemed to be so great a feeling in favour of the improvement of our canals, but he could not see how the wonderful scheme of the member for York was going to be accomplished, in view of the fact that the Government was pledged to the improvement of our present water ways. He thought we should carry out the schemes we had in hand. He was prepared to say that when the Welland Canal was completed on the magnificent plan which was proposed, we should have no need for this expenditure of forty or fifty millions, as the facilities we should then have would be ample. He read from the reports of the engineers to show that this Huron and Ontario Canal was impracticable, being a feeder even to the Suez Canal, which had cost eighty millions of dollars, and had taken fifteen years to complete. The Huron and Ontario Canal would require forty-two locks. The rise above lake Ontario was 470 feet, while the Suez Canal was throughout on a dead level. It would then, he seen, how heavy would be the expense of this work. The character of the climate of the country through which the Canal would pass was probably the severest we had. We should lose at least two weeks in the spring, and two weeks in the fall, and he thought this and the other objections sufficient arguments to show the impracticability of this work. Although this canal might be a saving of distance, he considered that the vessels might run the whole distance otherwise to be towed in less time than they could navigate this canal. If other works became necessary after our present works were completed the Government would, he had no doubt, pledge itself to such schemes as were feasible and would prove of benefit to the

Mr. Biggar said that the Huron and Trent Valley scheme, which was now in the hands of the member for East Peterborough, would give all the communication that was now asked for without any expenditure of money on the part of the Government. He therefore trusted that the hon. member for York would waive his motion for the present.

Mr. Thomson raised a question of order,—inasmuch as this proposition involved an expenditure of money, it should be initiated by the Government.

Mr. Blain said his proposition did not necessarily involve an expenditure of money. It simply affirmed the principle that a Commission was desirable, leaving the Government to take the action it considered proper.

Mr. Dymond contended that this was no sectional scheme, but a national undertaking, and in that view it should be a Government work. He did not apprehend that his hon. friend from West York desired to press his motion, but he felt it his duty to call the attention of the Government, in order that in due time, they could take the action which seemed to them proper. Adverting to the reports which had been made upon this

THE FIGHTING PARSON.—The editor of the *New England Farmer*, who is true alike to his profession which the present is, writes from Knoxville, Tenn., and writes his impressions thus: "His nervous system appears to be utterly unstrung; his hands shake constantly, and one of his feet is subject to almost continuous cramp—the result of his imprisonment in a damp Confederate gaol, and of the anxiety and excitement of those stormy times. For a man sixty-five years of age his features are fresh and full, and his eyes bright and intelligent, but his voice is weak, and he speaks scarcely above a whisper. I had imagined the impetuosity and violence of his editorials and speeches and the other objections sufficient arguments to show the impracticability of this work. Although this canal might be a saving of distance, he considered that the vessels might run the whole distance otherwise to be towed in less time than they could navigate this canal. If other works became necessary after our present works were completed the Government would, he had no doubt, pledge itself to such schemes as were feasible and would prove of benefit to the

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TUESDAY, May 12.

THE SENATE.

In the Senate the proceedings were of a routine character.

HOUSE OF COMMONS.

After routine,

Mr. Dorion introduced a bill to amend the Insolvency Law. He explained that one of the principal changes was that voluntary assignments would be allowed. The law was that no debtor would be able to make an assignment without the consent of at least two-thirds of his creditors having claims to at least $500. The object of this change was to prevent the practice which was too often resorted to by debtors of going to their creditors and making them an offer some time after the day of the time some going them by the threat of going into bankruptcy if they did not accept the offer. The special change was that the official assignees would be officers of the court, and that, instead of, as at present, being appointed, as heretofore, directed to the sheriffs, they would be directed to the Lieutenant-Governors. This change would be thereby avoided what they found inconvenient. Under the present law, if a debtor made an assignment directed to the sheriff, and then handed over to the interim assignee, and afterwards, if the creditors had a meeting and appointed there was a second transfer from the interim assignee to the official assignee. This double transfer was very expensive, involved considerable expense. The third change was proposed what a view of making the official assignees officers of the court. He had this proposed to take power to appoint one assignee in every district where there was a Judge's Court or a District Superior Court, or to appoint several joint assignees, where the population

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