has been produced by the late agritural depression in the United Kingdom, the confidence produced by the circula-on a very large scale of the report of the un farmer delevates

enant farmer delegates. The expenditure on immigration is worth notice, and may be placed in tabular form

Expenditure. \$185.546 40,033 176,043 61,052 181,532 85,830 ults have more than doubled, while nditure is still less than in 1878. per capita cost of actual settlers for

five previous years was as follows :--The following extract from Thomas Con-nelly's report will be read with some degree

"During the few months I have been in is office I have had a great number of terrs from the agricultural districts in refer-ce to the lands of Manitoba and the North-Vest. Some few of the writers have gone at and settled there, and there are many ien with moderate if not ample means now men with moderate it not ample means now waiting for the opening of next season to go out and settle on these fertile prairie lands. In view of the great agricultural development of the Western States and the vast Dominion of Canada, with the competition in meat and breadstuffs which arises therefrom, the out-look of farming in this country under the ost favourable conditions is not very cheer-l. Therefore I am convinced that when the ful. Therefore I am convinced that when the land in question is settled and order is re-stored, so that the farmers can realize their true position, they will emigrate in large numbers from this country, and I am certain that all the world over they cannot find greater scope for the profitable employment of their capital and labour than in your vast Canadian Dominion. Already we sell your spades, steel forks, hoes, and many other acricultural implements in every hardware inclusion implements in every hardware op and seed store. The Toronto Mowea d Reaper is famed all over the coun-y. Canadian hans, butter, and cheese li freely in Irish markets, and last summer an army contractor imported more than 50 head of Canadian cattle in one lot. Canadian ver is in great demand with our seedsmen nd I think Canadian apples should sell well nd I think Canadian apples should sen were n Dublin, where retailers pay from 18s. to 22s. a barrel for apples of inferior quality." The prospects for the current year, as tated in a late speech by Mr. Pope, are minently good, and the Minister has every onfidence in the future increase of the immi ration statistics.

THE MERCER CASE.

Arguments for the Appellant in the Supreme Court.

OTTAWA, March 7 .- The Supreme Court OTTAWA, March 7.—Ine Sopreme Coure was engaged to-day, as it was during part of Saturday, in hearing the arguments of counsel in the appeal against the judgment of the Ontario courts in the Mercer will case. The particulars of this case, which are familiar the public, as they have been so frequently ablished, are briefly these. On the deat published, are brieny these. On the death of Andrew Mercer, the Government of On-tario, claiming to act on behalf of the Crown, escheated the late Mr. Mercer's estate, worth about \$150,000, on the ground that he died leaving no heirs. Andrew Mercer, son of the deceased, claimed the estates, but his right was contested in the Court of Chancery, the validity of his father's marriage being called in question. The court decided that there in question. The court decided that there had been no marriage. In September, 1878, the Ontario Government sought to eject Andrew Mercer from the estate and from the occupancy of his late father's residence at the corner of Bay and Wellington streets, Toronto. The claimant opposed the proceedings, and through his counsel, the Hon. William Macdougall, appealed against them to the Court of Chancery, on the ground that provincial governments had not the right to the revenue from escheated estates. The Vice Chancellor ruled other-wise, and in an appeal to the Court of Ercor and Appeal a similar decision was given. From this court an appeal was made to the Superior Court, and now before the full court the case has come up.

Mr. Macdougall appeared for Mr. Marcer; Mrsars. Blake and Bethune for the Ontario Government; Mr. Lash for the Dominion; and ex-Judge Loranger for the Province of

ONTABIO LEGISLATURE JOURTH PARLIAMENT SECOND SESSION.

> MONDAY, Feb. 28. THE SAULT STE. MARIE.

The House went into Committee of the Wholeon the bill to protect the public interest Mr. PARDEE moved that the petition for he incorporation of this company be laid on he table and read. He said the only ob-ection made to the bill was that some said it yould be too much in the interests of the satern section of the province. This matter yould not be ascertained till the bill was dis-In streams and rivers. Mr. MEREDITH said the bill seemed to Mr. MEREDITH said the only econed in to him a most extraordinary interference with private rights, and it was considered to be so by the other side of the House. The Commissioner said be knew all about the working of streams and rivers, but they had us the other band the statement of one by the working of streams and rivers, but they had on the other hand the statement of one practically acquainted with these matters; but he hoped that such an urangement would be arrived at. But it would not be sufficient ground to refuse aid to the railway because the directorate was not asisfactory to everybedy, so long as the jovernment secured equal running powers or other existing lines. If MORRIS agreed that the principal consideration was to secure a neutral line working of streams and rivers, but they had on the other hand the statement of one practically acquainted with these matters; viz., the hon. member for Muskoka, that such difficulties would arise. He thought, in dealing with this matter, that great care should be taken not to deal unjustly with private rights. He understood, so far as Mr. MORRIS agreed that the principal consideration was to secure a neutral line. such difficulties would arise. He thought, in dealing with this matter, that great care should be taken not to deal unjustly with private rights. He understood, so far as Mr. McLaren's works were concerned, that the stream was not used except by the owner, which seemed to indicate that it could not be used without interfering with the owner. A provision should at least be made that these slides should be unbind to the to the care of a the

The m

otion was carried.

RIVERS, STREAMS, AND CREEKS.

al consideration was to secure a neutral line which would act as a feeder to the Ontario ailway system. He trusted that the rival companies would come to some satisfactory rrangement. The motion was carried, and the petition

read. Mr. PARDEE introduced a bill to incor-porate the Ontario and Sault Ste. Marie Rail-

have the priority in using his improvements. Mr. PARDEE said the hon. gentlema way Company. The bill was read the first time.

should not try to conjure up imaginaty diffi-culties in the way of the bill. If the House were to adopt the suggestion of the hon. gen-tleman the bill would be useless. Mr. MORRIS said the Commissioner made Mr. PARDEE moved that the rules of the House be suspended, and that the bill be referred to the Railway Committee tonorrow, Carried.

THE RAILWAY POLICY. Mr. PARDEE-That this House will on Tues-

out it was impossible to adopt the regulations suggested. It was, therefore, somewhat singu-lar that in the bill for the incorporation of tay resolve itself into a committee to consider the following resolutions :-*Resolved*, That, ubject to the conditions hereinafter men-ioned, there shall be granted out of the Consolidated Revenue Fund to the undertar that in the off for the incorporation of timber slide companies the following clause was found :--" Every such company may make by-laws, and from time to time alter and amend the same, for the purpose of regu-lating the safe and orderly transmission of timber over or through the works of the com-many and the aministic the works of the comconsolidated Revenue Fund to the under-nentioned railway companies, for the con-struction of the portions of railway here-nafter mentioned, as follows, that is to say:---1)/The Erie and Huron Railway Company irom Rondeau, on Lake Erie, to Dresden, in-juding the Wallaceburg branch from a point on the main line to the village of Wallace-burg, a distance, including the said branch, of about forty miles at the rate of one hunpany, and the navigation therewith con-nected." Why should Mr. McLaren, whose private improvements were to be given over to public use, be placed in a worse position than a joint-stock company? He considered the suggestion of his hon. friend from London a very reasonable one. Mr. MILLER said that taking away conof about forty miles, at the rate of one hun-dred and fifty-three dollars and seventy-five trol absolutely from the owner would lead to a great deal of confusion and trouble. For instance, a man having say ten thousand ents per mile per annum, payable half-yearly for twenty years. (2) The Stratford and Huron Railway Company, from Harriston to Wiarton, a distance of about sixty-two miles, logs in a stream might, on reaching a reserve wiaton, a distance of about sixty-two miles, it the rate of one hundred and fifty-three dollars and seventy-five cents per mile per innum, payable half-yearly for twenty years.
The Georgian Bay and Wellington Rail-way Company, from Mount Forest to Dur-iam, a distance of about sixteen miles, at the rate of one hundred and fifteen dollars and hirty-two cents ner mile ner annum provable dam, where there were a large number of rapids over which it would be difficult to get logs, feel inclined to let the water out, be-cause it would be easier for him to get over. Another lumberman with twenty thousand logs might be behind him, but not up to the reserve, who would be stopped if he acted thus in bad faith. It would be better to vest, the control in the curver of the dide add hirty-two cents per mile per annum, payable alf-yearly for twenty years. The pay-nent of such aid under this resolution shall be the control in the owner of the slide, and make him responsible for the proper use of the water. Unless this was done the man computed in manner following, that is to say:-(a) If the portion of the railway for which who got first to the slide might use up the water, and it would often happen that he would be the owner. He had thought that

tion of the railway, and other wise as the Lieutenant-Governor-in-Council may require, and no agreement in the pre-mises shall be operative until ratified by re-solution of the Legislative Assembly. The committee passed the greater part of he bill and rose and reported. THE SCHOOL LAW.

Mr. CROOKS' bill respecting the school law, which was explained by him on its in-troduction, was passed through Committee of the Whole. The 14th clause was struck out, and the legislation affecting the conditions on which the special grant is made to Collegiate Institutes postponed till next session. The House adjourned at 11.15 p.m.

TUESDAY, March 1. THIRD READINGS.

The following bills were read a third time To amend the Ontario Drainage Act-Mr.

To make provision for the greater safety of ulway employés and the public-Mr. Fraser.

To consolidate the debt of the town of

Windsor-Mr. White. Respecting the Hamilton and Dundas Street Railway Company-Mr. Awrey. Respecting the Midland railway of Canada -Mr. Peck. slides should be subject to the control of the owner. Under the bill a man might make a

-Mr. Peck. Respecting the Whitby, Port Perry, and Lindsay Railway Company-Mr. Paxton. To amend the law respecting the registra-tion of births, marriages, and deaths-Mr. large outlay on stream improvements, and when he desired to use them find himself prevented by others As the hon member for Muskoka pointed out, the owner should

GRAND JUNCTION RAILWAY.

Mr. BOULTER moved that the bill re-specting the Grand Junction railway be re-committed to the Railway Committee with instructions to insert a provision allowing the company to extend their line as far east as the Canada Central.

Canada Central. Mr. PARDEE said the ground was already covered by the Toronto and Ottawa railway charter, and the Railway Committee had come to the conclusion that the promoters of the Grand Junction railway were not in earnest in ambine for this action.

in applying for this extension. Mr. BOULTER said he was authorised to state that the promoters were in earnest, and would go on with the work. The Government's argument, too, in regard to another line, that it would tend to secure a line by having two charters, was equally good in this case. The House divided, and the amendment

The House divided, and the amendment was rejected by 47 nays to 24 ayes. Mr. BOULTER then moved that the com-pany be authorised to extend from Peterboro' to Bobcaygeon and Fenelon Falls to connect with the Victoria railway. The motion was allowed to stand.

SUPPLEMENTARY ESTIMATES. The House went into Committee of Supply on the supplementary estimates, and pas them as follows :---

I. EDUCATION.

Normal School, Ottawa-Educational Depository-Supply of text-books to Model School-pupils after 1st July next..... Misculaneous-Public School registers-amount under-estimated in 1880. II. PUBLIC INSTITUTIONS, MAINTENANCE. Provincial Reformatory, Penetanguishene-To cover clerical error in estimates..... 1,

and pass

panies were new schemes, and could not therefore be aided. As to the future policy of the Government, he would say that the Government intended to give effect to public opinion, which re-quired a halt in the matter of aiding railways. quired a halt in the matter of aiding railways. Finally the Government asked authority to aid a road from Gravenhurst to Sailt Ste. Marie. No particular road was mentioned, but it must be a neutral one. Some years ago the Government got authority to aid to the extent of \$3,000 a road from Gravenhurst to the south-east bay of Lake Nipissing, and as this had not been built the Government were only transferring the grant to a line to were only transferring the grant to a line to the Sault Ste. Marie, and would be getting 300 miles of a colonization road for the same money as was proposed to give for 164 miles to the Georgian Bay.

THE WEEKLY MAIL, TORONTO, THURSDAY, MARCH 10, 1881.

money as was proposed to give for 164 miles to the Georgian Bay. Mr. MEREDITH protested against the course parsued by the Government in bring-ing down this measure at the close of the session. The Government had always pur-sued this course, which prevented the House giving due consideration to the scheme. He denied that there had been any change in public opinion since last session. On that occasion the Government proposed to aid these railways, but were forced by a caucus of their supporters to refuse this measure of justice.

of their supporters to refuse this measure of justice. Mr. DEROCHE condemned the Govern-ment for not aiding the Napanee and Tam-worth and Kingston and Pendroke railways. He thought the equities of the other cases attached to these lines. The western roads ran within a few miles of each other, and through a country which was a perfect net-work of railways, and these roads the Gov-ernment proposed to aid, while the eastern section, which wanted railways, was to be re-fused. This was not justice, and the felt it to be his duty to refuse to support the resolu-tions. tions. Mr. LONG thought that the Stratford and Huron and the Georgian Bay and Wellington railways should not be both aided, as they ran

railways should not be both aided, as they ran within a few miles of each other. He was opposed to the change of Government policy in regard to the Sault Ste. Marie railway on account of the constitution of the director-ate, which would be in the interests of the Grand Trunk, who would make the line a feeder to their eastern traffic Alter some remarks from Mr. Laidlaw in support of the resolutions

After some remarks from Mr. Laidlaw in support of the resolutions, Mr. LAUDER said the Opposition last year took the ground that the Government were acting unjustly in refusing aid to the Georgian Bay and Wellington and Stratford and Huron railways, and moved a resolution to that effect. No doubt the discussion which then ensued had a good deal to do in htinging down the meson railway policy. bringing down the present railway policy. The Opposition were not actuated in this by party motives, because their course was not endorsed by the chief Conservative organ. The speech of the Commissioners on Crown Lands was a complete vindication of the course of the Opposition, and a condem-nation of his own course in voting against the nation of his own course in voting against the policy of the Opposition. Mr. FRASER said the speech of the mem-ber for East Grey had betrayed the little game of the Opposition. While they would not vote against the railway policy, they wanted some one on the Government side to bring forward a vote of want of confidence and then they would all support it. Mr. ROSS regretted that any railway policy had been brought down, and thought the country in general would have been just

ttee of the Whole, was read a third THE BOUNDARY AWARD.

Mr. GIBSON (Hamilton) moved an amend-ment to the amendment, "that this House, while concurring in said resolution, expresses the opinion that the charities and institutions Mr. MOWAT moved, 1. That this House deeply regrets that—notwithstanding the unanimous award made on the 3rd of August, 1878, by the arbitrators appointed by the joint and concurrent action of the Govern-ment of Canada and the Government of On-tario to determine the northerly and westerly boundaries of this conterior in the dovernto which the moneys mentioned in the resolu-tion are devoted are praiseworthy and laudable." Mr. MEREDITH saw the skilful hand of Mr. MEREDITH saw the skilful hand of the Commissioner of Public Works in this last amendment, which evaded the real question ta issue. No doubt a great many of the country poor gravitated towards the cities, but still there was some unfairness in the distribution. Middlesex and Lennox had extensive poorhouses, and it seemed unfair that they should receive nothing.
 Mr. HAY concurred to a certain extent in Mr. Merrick's views.
 Mr. MORELIS said that an important fact to be borne in mind was that the hospitals did not depend entirely or even mainly upon the Government for suppert, and moreover that they were not benefits only to the cities, but to the poor of the country at large. He hoped the question would be thoroughly dealt with at the next session of the House.
 Mr. ROSS (Huron) said that the constantly interview. tario to determine the northerly and westerly boundaries of this province—no legislation has been submitted by the Government of Canada to the Dominion Parliament for the purpose of confirming that award, nor has the validity of the award yet been recognized by the Government of Canada. 2. That the cmission of the Government and Parliament of Canada to confirm the award is attended with grave inconvenience, has the effect of recmission of the Government and Parliament of Canada to confirm the award is attended with grave inconvenience, has the effect of re-tarding settlement and municipal organiza-tion, embarrasses the administration of the laws, and interferes with the preservation of the peace, the maintenance of order, and the establishment of good government in the northerly and north-westerly parts of the Province of Ontario. 3. That it is the duty of the Government of Ontario to assert and maintain the just claims and rights of the Province of Ontario as determined by the award of the arbitrators ; and this House hereby re-affirms its determination to give its cordial support to the Government of Ontario in any steps it may be necessary to take to sustain the award, and to assert and main-tain the just claims and rights of the pro-vince as thereby declared and determined. Mr. MEREDITH said the question was one which was likely to raise the prejudices of the other provinces against Ontario, because they thought the acquisition of so much territory would materially alter the relative position of the provinces as settled at Confederation. The Dominion Government, therefore, were entitled to the utmost consideration in dealned with this delicate subject. If with at the next session of the House. Mr. ROSS (Huron) said that the constantly increasing expenditure due to the grants given to the public institutions required serious at-tention. He approved of the principle of payment according to the work done. At present the city institutions got nearly the whole of the grants. Some of these, the hospitals, were necessarily established in large communities, and were of general goed. But around these really public institutions were grouped smaller ones purely local in character, and not deserving of provincial support. Mr. LAUDER was very glad that the an-nual discussions upon the subject bade fair to Mr. LAUDER was very glad that the an-nual discussions upon the subject bade fair to result in something definite. Previous to that evening he had never heard any sup-porter of the Government protest against the existing anomalies, and he complimented the members for Hamilton, Renfrew, and Huron upon the stand they had taken. As for the question generally, the hospitals stood in a totally different position to the other institu-tions. entitled to the utmost consideration in dealing with this delicate subject. If the Hon, Mr. Mackenzie retused to the Hon. Mr. Mackenzie refused to ratify the award, the present Adminis-tration was entitled to take time to consider it. What were the supporters of the Liberal party doing in the House of Com-mons, which was the place to discuss this matter? - They were keeping perfectly quiet and not making any agitation about it. The Government wished to force the Opposition to vote against these resolutions, but the Op-position, in their desire not to give the impression that the Legislature were not unanimous on the subject, would support impression that the Legislature were not unanimous on the subject, would support them. (Hear, hear.) Mr. FRASER said the hon. gentleman kicked very much at being compelled to do right. The House was asked to repeal their declaration of last session, and if it were true that the opposition of the other pro-vinces had been excited, it was all the more necessary that the Legislature should not re-main silent. main silent. Mr. MORRIS said that the return brought

tions. Mr. FRASER said that there was evident in the remarks of Mr. Lauder an ill-concealed vein of feeling. He was discussing this subject with a special eye to the prejudice of the Roman Catholic institutions. Mr. LAUDER-Order. I call the hon. gentleman to order. I never introduced that subject.

Mr. FRASER-I say that the hon. gentle man has gone through the figures and statis-tics of the institutions in the various cities with a view to injuring the Roman Catholic ones, and he thinks that if all the institutions But the hospitals were done away with, the Roman Catholics would be prejudiced. Mr. LAUDER-Order ! Mr. FRASER-I am in order.

down to the House showed that since last session no direct official communication on The SPEAKER ruled Mr. Fraser session no dream official communication on the subject had been sent from this Govern-ment to Ottawa. The Government could not have been much in earnest about the matter or they would have sent a deputation to Ot-Mr. FRASER hoped that the hon. gentle man would not interrupt him again. He had evidently touched a weak point in the hon gentleman's armour. The hon. gentleman

gentleman's armour. The hon. gentleman was consistent in his remarks, and his whole aim had been for some time past to injure the Roman Catholics. Mr. Merrick had himself made remarks to the same effect. When at Orillia last fall he had in a public speech an-nounced that he (Mr. Merrick) was going to bring this armot of the writer before Parliabring this aspect of the matter bef Mr. MERRICK-That is not true Mr. MERRICK—That is not true. Mr. FRASER—I will prove it from THE MAIL of September 12, 1880. Mr. MERRICK—You cannot. Mr. FRASER sent for a file of THE MAIL, but was unable to find the remarks which he had attributed to Mr. Merrick. Mr. MERRICK said that the hon. gentle-ment sheld now apploaries for histstatement man should now apologise for his statement. Mr. FRASER-Get me a Globe. (Laugh-

The Globe could not be found. Mr. FRASER said that is the hon. gentle-man (Mr. Merrick) said that he had not made

the remarks, it would be sufficient. Mr. MERRICK said that Mr. Fraser had

made a deliberate statement to the effect that he could prove from the columns of THE MAIL that he (Mr. Merrick) had made a cer-tain statement. This Mr. Fraser had failed to prove, and should apologise. (Hear, hear.) The SPEAKER said that Mr. Fraser had

MARKET FEES.

FRIDAY, March 4.

ALTERNATE SESSIONS

localities. It was a system not adopted in had given on this subject, said that, judg from the comments of the press of both side it appeared that public opinion was in favor of biennial sessions. On the House meetin however, it became evident that there we

however, it became evident that there were few advocates of the system among the people's representatives, and strong objections were, with a great deal of force, urged against it. The question then arose whether the ad-vantages of the biennial system could not be secured without its evils. The resolution he had introduced proposed that the House should not transact ordinary business in every alternate session unless a measure was pronounced to be of special ur-gency. Such a scheme would have given the advantage: of both the present system and that of biennial sessions, and would secure a great saving in money. He did not, however, move the resolutions now, as he desired the people to become familiar with the proposal. There had been important legislation introduced during the present ses-sion, and the inference from it was that there would continue to be sufficient legislation to

would continue to be sufficient legislation to occupy the attention of the House every annual session.

PROROGATION.

At 3 o'clock his Honour the Lieutenant. Governor proceeded in State to the chamber of the Legislative Assembly, escorted by the Governor-General's Body-guard. Owing to the inclement state of the weather there were but few visitors and the guard of

The Clerk-Assistant read the titles of the bills that had passed, severally as fol-

Act to authorize the trustees of St. An-

drew's church, Williamstown, to sell certain

Act to amend the Acts respecting the York. Act to authorize the trustees of the Union church, at Fort Colborne, to sell certain lands.

Act to incorporate the city of St. Thomas. Act to amend the Act to incorporate Knox College. Act to organize the municipality of Neeb-

Act respecting the Canada Mortgage Agency (limited). Act to consolidate the debt of the town

Windsor. Act to provide for the sale of the re-

Act to provide for the sale of the rectory house and lands belonging to St. John's church, in the township of London. Act to incorporate the St. Catharines and Niagara Central Railway Company. Act respecting the Hawkeye Gold and Silver

Mining Company. Act respecting St. Paul's church, in the town of Woodstock.

town of Woodstock. Act to transfer the securities of the Anglo-Canadian Mortgage Company to the Omnium Securities Company (limited). Act respecting the Hamilton and Dundas Street Railway Company. Act to amend the Act incorporating the Lake Scugog Marsh Lands Drainage Company. Act to amend the several Acts relating to the Toronto, Grey, and Bruce Railway Com pany.

Act respecting the debenture debt of the county of Simcoe. Act to amend the Acts relating to the Credit

Act to amend the Acts relating to the Credit Valley Railway Company. Act to amend the Act to incorporate the Roman Catholic Bishops of Toronto and King-ston, in Canada, in each diocese. Act amalgamating the Port Dover and Lake Huron, the Stratford and Huron, and the Georgian Bay and Wellington Railway Com-panies as the Grand Trunk, Georgian Bay, and Lake Erie Railway Company. Act respecting water and gas works at Parkdale.

Act respecting water and gas works at Parkdale. Act respecting the Phœnix Mutual Fire In-surance Company of Ontario. Act to incorporate the Port Royal and De-troit River Railway Company. Act respecting the Port Rowan and Lake. Shore Railway Company. Act to extend the time for the completion of the Erie and Huron railway. Act to vest in the newly appointed trustees of the marriage actilement of B. H. Dixon the property therein comprised, and to authorize the sale and leasing thereof. Act respecting the Midland Railway of Can-ada.

And a many of the statistic of the statistic

Mr. LASH held that it was the right of the Dominion Government under section 102 of the British North America Act to collect revenues arising from escheats. Mr. Macpougall, in his argument on be

half of the appellant, nrged that neither the Provincial Government nor Provincial Legis-lature had the right to deal with the escheated ature had the right to use with the section of property or to control the revenues derivable from such property, because all the revenuer of Canada, other than those expressly reserved the British North America Act for the Local Legislatures, were by the same Act to form part of the consolidated fund of the Dominion. He further held that the right to escheat was a prerogative of the Crown, in view of which it belonged, not to a Local Government, but to the Dominion Gov

ernment.

Mr. BLAKE said that if the handing over of the prerogative in question to the local au-thorities was to break the tie between this country and England, then the tie was already broken. In regard to the Confederation Act, broken. In regard to the Confederation Act, there was no intention to abandon or sur-render one iota of the powers of self-govern-ment. Exclusive legislature powers were given to the Local Legislature and the manage-ment and sale of public lands belonging to the This was a legislative power, and was not a question of property at all ; and what more extensive powers with reference to public ands could be desired ? The whole intention of the Act with the four provinces was that there should belong to ear ch province, with the exception of particular pieces of land de-scribed and otherwise distinguished, all the lands situated in that province. Before 1867 the old provinces of Canada were empowered to deal with the matters in question, and this power was continuous, falling to each pro-vince after Confederation. It were most absurd if it were otherwise. If the provinces were fit to decide as to how our vasi domain should be governed they were fit to he entrusted with other powers. Chief Justice RITCHIE remarked that in huprovince lands had been escheated by the

ovince on more than one occasion. Mr. Justice HENRY added that this had been done, but the question of right to do se never having arisen had never been decided. Mr: BLAKE having closed his argument was followed by Mr. Bethune on the same side. Judgment was reserved.

A Good Thing.

German Syrup is the special prescription of Dr. A. Boschee, a celebrated German physician, and is acknowledged to be one of the most fortunate discoveries in Medicine. It quickly cures Coughs, Colds, and all Lung troubles of the severest nature, removing, as it does, the cause of the affection and leaving the parts in cause of the affection and leaving the parts in a strong and healthy condition. It is not an experimental medicine, but has stood the test of years, giving satisfaction in every cash, which its rapidly increasing sale every seasor confirms. Two million bottles sold annually, Beware of medicines of similar names, lately introduced. Boschee's German Syrup was in-troduced in the United States in 1868, and is now sold in every town and village in the civilized world. Three doses will relieve any ordinary cough. Price 75 cents. Sample bottle, 19 cents. Every druggist in this country will tell you of its wonderful effect. Over 960, 000 bottles sold last year without a single failure known, eow failure known. e010

THE COMING DEINE-KAONA. Destined to entirely supersede tes and coffee. In ad-dition to being an excellent table bevarage, it is at the same time an infallable cure for dyspepsia, indigestion, nervousness, consti-pation, sick headache, sleeplesmess, and all complaints arising from derangement of the stomach and digestive organs. Sold in half pound tinfoil packages at ten cents by all first-class grocers and druggists.

tied upon by the Lieutenant-Governor-in-Council. (2) No payment shall be made to any of the said companies in respect of the said grants in aid for any portion of their rail-way until the Commissioner of Public Works shall have reported to the Lieutenant-Gov-ernor-in-Council that such company has com-pleted the portion of its road in respect of which payment is to be made (including such sidings and station houses as the Commis-sioner may think necessary for the accommo-dation of the public), within the period for completing the railway or portion thereof named in the Acts relating to the company, or such other period as may by any other Act be fixed for such purpose. (3) Payments may be made as portions of the railway, not leas than ten continuous miles, are completed as than ten continuous miles, are completed as aforesaid ; and in cases where the whole disaforesaid ; and in cases where the whole dis-tance aided is less than ten miles, then for such distance. (4) After a company has com-plied with the conditions necessary, and the Commissioner has reported as aforesaid, scrip pr certificates may be issued for and in re-spect of the said grant; and when signed by the treasurer of this province and the ac-countant in his department, and counter-signed by the auditor, every such certificate hall be valid and binding on the province, according to its tenor and effect; and it shall not be necessary for any transferce, in good faith, of such certificate to inquire into or ob-tain proof of any facts stated therein, all of which shall be deemed conclusive as against the province, in favour of such transferce. (5) Each of the said companies shall furnish such information of the progress of the works on the railway of the company as may from time to time be required by the may from time to time be required by the Commissioner of Public Works; and also such statistical or other details, accounts, and in-formation as from time to time may be re-

where the owner got ahead of others in a slide, there was nothing in the bill to prevent him letting out the water and preventing other logs following. However, it was sel-dom a difficulty arcse in the lumber trade. He apprehended most trouble from the small staff. stuff. Mr. COOK said it would be an unfortunate thing for the Government if they attempted to take these river works into their own hands, as had been suggested. Mr. FRASER said the statement of the hon. member for Muskoka almost settled the question. In nine cases out of ten he said all the humber came down treather and in question. In nine cases out of ten he said all the lumber came down together, and in cases where logs were behind they generally be-longed to the man who was not the owner of the drives, so that the chance of any difficulty was exceedingly problematical. Under every law injustice might be done, and occasionally to some individual. There was no chance at all of the bill working badly. Mr. NEELON thought that the owner Mr. NEELON thought that the owner should have the control of the traffic, and that the tolls should be a lien upon th lumber. After some further discussion, Messrs. Bishop and Lees both anticipated the bill would cause injustice to be done to the owners of stream rights. The second clause as amended then passed. Mr. PARDEE, after making some verbal mendments to the third and fourth clauses, amendments to the third and fourth clauses, added a new clause, providing that the tolls imposed should be a lien on the lumber, re-coverable before a magistrate, who, in de-fault of payment, could order the same of the lumber to secure the tolls. The period during which the lumber is liable to secure was limited to one month limited to one month. Mr. MEREDITH moved an amendment, statistical or other details, accounts, and information as from time to time may be re-quired from them by the Commissioner after completion of the railway. (6) The location, grades, the widths and slopes of cuttings and embankments, the plans of bridges, culverts, buildings, and other structures, the weight and section of iron rails, and other details of proposed construction of the colonization rail-ways hereinafter mentioned, shall be subject to inspection and approval by the Government Engineer before the commencement of the works, as well as after completion. (7) In order to secure the continuous running of the aid from time to time by any of the said rail-ways are not to be removed by the company, we consent of the Lieutenant-Governor-in-Council, obtained on the recommendation of the Commissioner of Public Works. *Resolved*—That the Lieutenant-Governor-mony, now or hereafter to be incor-porated, not in excess of a present pay-nent of two thousand eight hundred and fifty jollars per mile, in such mode and according or such terms and conditions as will secure the construction of a line of railways with Sault is the Marie. The total mileage not to exceed ing from a point in the District of Muskoka as ar north as Gravenhurst, sc as to connect the resent Ontario system of railways with Sault is the Marie. The total mileage not to exceed ince hundred miles. The grant of much bonus, subsidy, or annual pay-ment to any company shall be provisional, until sanctioned by resolution of the Legislative Assembly; and shall only be pon and subject to proper conditions for genering full running powers and other rights Mr. PARDEE said he would require time committee rose. or tavern and shop licenses were carried, The suggestion was negatived. The House again went into committee on the bill to amend the liquor law. Mr. MORRIS moved an amendment giving to the Industrial Exhibition of Toronto power to have one licensed place at the exhibition where lager and beer could be ead sold. the Legislative Assembly; and shall only be apon and subject to proper conditions for recuring full running powers and other rights of user for other railways; and also for securing equal facilities for the receipt, trans-ier, and transportations to, from, or over the said railway of the traffic of other connecting inst of railway and the imposing such con-litions as will secure the establishing, levy-ing, and collecting equal tolls, rates, and charges in respect of the traffic received from, are to be delivered to, other railways, and upon ard subject to extend the additions charges in respect of the traffic received from, or to be delivered to, other railways, and upon and subject to such other conditions

ncrease in salary of messenger, Govern-

\$16.325 VIII. MERCER ESTATE.

The House adjourned at 8.45 p.m.

WEDNESDAY, March 2. RAILWAY AID.

Mr. PARDEE, in moving the House into Committee of the Whole on his railway reso utions, said the Government had not brought

lutions, said the Government had not brought down a railway policy, without anxious thought and consideration. In the last two years the Government had brought down a railway policy, and had then halted in defer-ence to public opinion. There were, how-ever, cases of special hardship and injury, and the companies interested annually brought their united influence to bear on the Legisla-ture. The Government could not give effect to public opinion until the causes for this sentimental agitation were removed by giving the aggrieved companies a small grant in or-der to enable them to finish their roads. In accordance with this view, he had given no-tice of the resolutions already made public.

providing that persons entitled to toll might from time to time make by-laws in regard to the control of the traffic, which should be valid on the sanction of the Governor-inaccordance with this view, he had given no-tice of the resolutions already made public. There were three roads named in the resolu-tions, on which \$600,000 had been spent by the municipalities, which would be thrown away if the Government did not come to the rescue. He thought the public would not be satisfied if the Government allowed this money to be lost. He believed the leader of the Opnosition was right last more in control

to consider the effect of the amendment, and therefore moved that the committee rise and report, and ask leave to sit again. TAVERN AND SHOP LICENSES. Mr. HARDY'S resolutions fixing the rate

THE LIQUOR LAW. The House again went into Committee of the Whole on the bill relating to the liquor Mr. ROSS suggested that shop licenses should be granted to places where nothing but liquor was sold.

satisfied if the Government allowed this money to be lost. He believed the leader of the Opposition was right last year in contend-ing that these roads should be aided, and he moved a resolution to condemn the Govern-ment for doing so. He was curious to know what course the leader of the Opposition would take this year-(laughter)-for he thought the fair and honest course was to support the Government in this policy. The financial basis of the Erie and Huron railway was \$444,650, and \$100,000 had been expended on it by the municipalities. This road the Government proposed to aid to the extent already publish-ed, which would represent \$2,000 a mile. The next road was the Stratford and Huron, on which \$346,000 of municipal money had been expended, which the Government proposed to aid from Harriston to Wiarton to the same amount. The third road was the Georgian Bay and Wellington, which the Government proposed to aid from Mount Forest to Dur-ham at the rate of \$1,500 a mile. One hun-dred and forty-four thousand dollars of muni-cipal money had been expended on this road. The Government dud not propose to give more than \$1.500 to this road, because that grant would be sufficient to enable it to be completed. The amount to be riven annually

sold. The motion being opposed by Messrs. Gibson (Hamilton), Young, and Miller, on the ground that it made a special exception in favour of Toronto, was withdrawn.

and miniser admitted that last session the conduct of the Opposition was right and the Government wrong. He intended to vote for the first series of resolutions. While he had cordially admitted the importance of the Sault Ste. Marie scheme, he predicted that the day would come when a line to the south east bay of Lake Ninissing would be a vited account.

sisted.

would come when a line to the south-east bay of Lake Nipissing would be a vital necessity to this country in order to get connection with the Canada Pacific railway, and he thought the Government should stipulate the company aided should connect with the south-east bay of Lake Nipissing as soon as the Canada Pacific was built to that point. After some remarks by Mr. Hunter, Mr. CREIGHTON denied that there had been any game in the Opposition tactics to embarrass the Government. He dissented from the resolutions only in the sense that

from the resolutions only in the sense that they did not go far enough. Mr. GIBSON (Huron) did not favour the resolutions, because they did not go far enough in aiding the railways. Mr. McMAHON said that if these resolutions were right now they were right last session, and it would have been more just had the Government proceeded with these resolutions last year. He regretted that the Toronto, Grey, and Bruce railway and the Napanee and Tamworth railway were not as-sized (Hear bear) isted. (Hear, hear.) Mr. HAWLEY regretted that the Napanee

and Tamworth railway was not to be aided. He noticed that two of the schemes to be aided ran within twelve miles of a railway, and therefore did not fall within the inten-tion of the Railway Aid Act. Mr. LYON referred to the importance of the Sault Ste. Marie railway. Mr. BOULTER spoke in favour of the Narone and Tespoke in favour of the

Napanee and Tamworth railway, and ad-vocated its claims to aid. He also urged the vocated its claims to aid. He also urged the importance of stipulating for connection with the Canada Pacific railway when granting aid to the Sault Ste. Marie line. Mr. BELL protested against the injustice done to the Toronto, Grey, and Bruce rail-way and the Napanee and Tamworth rail-way. He could not vote for the transfer of the grant from the Ontario Junction railway to the Sault Ste. Marie railway

to the Sault Ste. Marie railway. Mr. CALVIN failed to see the justice of

and confining all the Government aid to the west. The Sault Ste, Marie railway he con-sidered was promoted in the interests of per-sons antagonistic to the Canada Pacific rail-

way. The House then went into committee on the lutions. The resolutions were passed without amend

The committee rose and reported. Mr. PARDEE introduced a bill founded

on the resolutions, which was read the The House adjourned at midnight.

THUESDAY, March 3.

GUARDIANS FOR INFANTS.

mactically apologised already. Mr. NEELON, with reference to certai

statements which had been made during the debate, said that St. Catharines had not received a single fraction of the Government grant for its own people. The little it had got had gone entirely to outsiders. RAILWAY AID.

Mr. PARDEE moved concurrence in th railway aid resolutions. The resolutions were concurred in,

SCALE OF FEES.

It had got had gone entirely to outsiders. He gave figures to prove this. Moreover, from St. Catharines' peculiar position as to the Welland canal, it should receive a greater percentage of grant than it did, even if the grants to Toronto, Kingston, and other cities had to be reduced. Mr. BELL said that there were many de-The House resolved itself into committee The House resolved itself into committee to consider the following resolutions of Mr. Mowat:—That the fee payable to the deputy clerk of the Crown or deputy registrar for his own use for entering an action for trial at the assizes or sittings shall be three dollars, which sum shall be in lieu of the fee now paid tails in regard to the annual grants which should be looked into. For instance, the class of people for the reception of whom the Mercer Reformatory was intended had no less than three institutions open to them in the city, all of which were subsidised. The the assizes or sittings shall be three dollars, which sum shall be in lieu of the fee now paid in stamps on passing and entering a record with the deputy clerk of the Crown, or of the fee now payable to the deputy registrar on setting down a cause for hearing. That the clerks of the county courts shall be entitled for service under the Act respecting Mort-gages and Sales of Personal Property, and the Acts amending the same, to the following fees in lieu of the fees mentioned for the same services in the 22nd section of said Revised Act, which section is hereby repealed :-1. For filing each instrument and affidavit, and for entering the same in a book as in the said Revised Act mentioned, 50 cents. 2. For filing assignment of each instrument, and for therewith, 50 cents. That there may be paid to gaol surgeons for the examination of each prisoner whom it is proposed to sentence or re-move to the said Feugale Reformatory, includ-ing certificate, the fee of two dollars ; and the tariff of fees established by the Revised Statute of Ontario, chapter eighty-four, for the services of sheatlifs in connection with offenders sentenced or liable to be removed or sentenced to the Central Prison, shall apply other two were the Good Shepherd and the Magdalen Asylum. This was absurd, and doubtless an examination would reveal similar anomalies in other cities. As to the hon. Mr. Fraser's attempt to make the question religious one, it was greatly to be deprecated Year after year the hon. gentleman intro duced religion into this matter, with the view solely of leading the Catholics of the pro-vince to believe that he was their champion against dangerous and active enemies. (Hear, hear.) No other gentleman in the Chamber ever alluded to such matters, or attempted to introduce them into the Heave and the here ever allocat to such matters, or attempted to introduce them into the House, and the hon. gentleman's regrettable proceedings were doing great and lasting harm. His constant attempt in such debates had been to detract the House's attention from the questions before it, and turn the discussion into a party eventiable. He discussion into a party It, and turn the discussion into a party squabble. He did not even care to be accu-rate in his remarks, as had been just exempli-fied in the attempt, in which he had come to grief, to fasten upon Mr. Merrick a statement which he had never made. He had been com-pelled, as it turned out, to sit down after acting his own words sentenced to the Central Prison, shall apply sentenced to the Central Frison, shall apply also to offenders sentenced or liable to be re-moved or sentenced to said Female Reforma-tory. The resolutions were reported with some amendments, and a bill founded thercon introduced and read a first and second time, eating his own words. Mr. McMAHON made a few remarks Mr. McMAHON made a few remarks, pointing out that as to the hospitals being of general benefit, and exercising a general charity, in his own county any patients sent in to the Hamilton hospital were charged for the assistance given them, and that the town-ships continually had to foot hospital bills. Mr. MERRICK vigorously impugned the Hon. Mr. Fraser's attempt to introduce re-ligious bitterness into the debate, and held that his persistence in such groundless and ill-advised attempts would eventually result in bringing into such discussions the very THE SAULT STE, MARIE RAILWAY. The bill to incorporate this railway com-pany was read the third time and passed. RAILWAY AID.

The Railway Aid bill was passed through Committee of the Whole. HOSPITALS AND CHARITIES.

On the question for concurrence in the iten ander this head, Mr. MERRICK said that when this matte

Ill-advised attempts would eventually result in bringing into such discussions the very element which he pretended to deplecate. He concluded by pointing out the practical superiority of his amendment to that of Mr. Mr. MERRICK said that when this matter was up for discussion in the early part of the session, he took occasion to refer to the large and increasing expenditures upon hospitals and charities, and gentlemen on both sides of the House agreed with him that steps ought to be taken to reduce the expenditure. It was also stated that unfairness had been shown in the distribution of the relief, which was principally confined to the large towns and cities, thereby doing injustice to the rural sections, which supported their own poor. Toronto received a large portion of this fund. Prior to 1874, when the Charity Aid Act passed, less was given by the pro-Mr. Gibson's amendment, the last, was the put, and carried. The House went into Committee of the Whole on Mr. Woods bill regarding market fees. Considerable discussion took place on the clauses, and Mr. Wood eventually adopted several verbal amendments suggested. Several of the members, however, objected to the bill passing, holding that it required more careful consideration. regron a point in the District of Mankoka as a morth as graven drag as to connect the control that it made a special excerption in the control of control the control that it made a special excerption in the control of control the control that it made a special excerption in the control of control the control that it made a special excerption in the control of control the control that it made a special excerption in the control to control to control to control to control the control to control to control to control the control to contro the bill passing, holding that it required more careful consideration. Mr. WOOD said it was very evident that there was a diversity of views on the bill, and it was perhaps scarcely fair to ask the House to consider it at this late period of the session. He would, therefore, withdraw the bill, which could not in any case come into effect till next year, as in most cities the market fees had been leased for a year. An order could be passed forbidding the leas-ing of market fees for a longer period next year than three months, so that when next session the Government introduced a well-considered measure, it gould go into effect at once. He moved that the committee rise. The notion was carried. The motion was carried. The House adjourned at 2 a.m. Mr. MOWAT, in referring to the notice he

ana. Act respecting the Whitby, Port Perry, and Lindsay Railway Company. Act to change the name of the town of Clifton to that of Niagara Falls.

Act to incorporate the Toronto Bap College. Act to enable the trustees of Bethel Con

gregation of the town of Orangeville to sell certain lands. Act to incorporate the Federal Fire Insur-

ance Company of Ontario. Act to authorize the Law Society of Ontario to admit Francis Hew Eccles as a ba

rister-at-law. Act to incorporate the Weston and Duffin's

Act to incorporate the Weston and Duffin's Creek Railway. Act to anthorize the village of London East to construct and maintain water works, and to incorporate said village as a town. Act respecting the Prince Edward County Railway Company. Act to incorporate the Chatham and Char-ing Cross Railway Company. Act to authorize the corporation of the city of London to sell certain lands. Act to amend the Acts respecting the Trent Valley Railway Company.

Act to amend the Acts respecting the Irent Valley Railway Company. Act respecting the debt of the county of Lennox and Addington, and to enable the said county to consolidate the same. Act to vest certain lands in the town of Woodstock in trustees, and to authorize a

Woodstock in trustees, and to authorize a sale of the same. Act to legalize a certain by-law of the county of Frontenac, and the sale of the de-bentures issued thereunder. Act to change the name of the Sarnia Gas Company, to confirm a by-law of the town of Sarnia, and to extend the powers of the said commany.

the said company. Act to change the name of the village of Petersville to London West-

Act relating to the incorporation of the vil-lage of Brockton.

lage of Brockton. Act respecting the Georgian Bay and Wel-lington Railway Company. Act respecting the vilage of Millpoint. Act respecting the Waterloo County Mu-tual Fire Insurance Company of Ontario. Act respecting the Credit Foncier Franco-Canadian.

Act to amend the charter of incorpor of the Victoria Rolling Stock Company of

Act to amend the Acts incorporating the Toronto Gravel Road and Concrete Com-

Act respecting the Grand Junction Railway

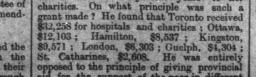
Company. Act further to amend the Acts relating t the Hamilton and North-Western Railwa

Company. Act to close part of a certain road allowance between the townships of Kingston and the village of Portsmouth.

village of Portsmouth. Act to confirm certain assessments of the city of Kingston. Act respecting the Toronto and Ottawa Railway Company. Act respecting the Toronto and Nipissing Eastern Extension Railway Company. Act to consolidate the Superior Courts ; establish a uniform system of pleading and practice ; and make further provision for the due Administration of Justice. Act to anned the Jurors' Act of 1879. Act respecting Interpleader.

due Administration of Justice. Act to amend the Jurors' Act of 1879. Act respecting Interpleader. Act to amend the Act respecting the Regis-tration of Co-partnerships and Business Firms. Act to amend the Registry Act. Act to give increased efficiency to the laws against illicit liquor selling. Act respecting snow fences. Act to make provision for the Administra-tion of Justice in the county of Dufferin. Act to make provision for the safety of rail-way employés and the public. Act for protecting the public interest in rivers, streams, and creeks. Act to a mend the Ontario Drainage Act. Act respecting the University and Colleges at Toronto. Act to amend the Act respecting the in-spection of asylums, hospitals, common gaols, and reformatories in this province.

(Continued on Fifth Page.



Mr. MOWAT moved the second reading of the bill respecting the appointment of guardians for infants. He explained that the object was to enable the Surrogate Court to confer in certain cases on the father the powers of a guardian.