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THE GOVERNMENT IN THE SENATE.

THE Ottawa correspondent of a Montreal newspaper not unfriendly to the Administration, appreciating their weakness in the Senate, gives it sage well-sounding advice that changes in the Cabinet with a special view to strengthening their position in the Upper House will be made during the recess. The remark challenges attention mainly because of their unquestioned weakness in that Chamber. Mr. MACKENZIE did not, as opposition, the last session, in a recent debate, he said the exhibitions made by the Government in the Senate were frequently painful, and that it would be utterly impossible for them to conduct the business of that House but for the forbearance extended to them by the Opposition on all occasions, and the actual support given them on many measures. The Senate is a very controllable body. It is essentially Conservative, in the broadest sense of the word: it is never factious. But it is not easy for it to be a tolerant of the indecapacity which now presides over its deliberations. They would need to be extremely good measures, unmoveable in every respect, which the advocacy of Messrs. LETELLIER and SCOTT would not present to an unfavourable light. Neither of them is largely gifted, and they are both plentifully lacking in the practical capacity to grasp the details of subjects the want of which is perhaps more damaging than any other defect of character to a Minister of the Crown upon whom falls, whether to a greater or lesser extent, the duty of leadership. Unless the Government make a change in the aspect, it is quite likely they will meet with many reverses in the Senate; for though forbearance may in general be a virtue, it is quite possible for it to be carried too far for the public good; it be

PARTY PROCESSIONS.

THE *Irish Canadian* of last week in a most sensible article on "Processions" calls upon its Catholic friends and the Orange body in the Province to lay aside forever the display of the Seventeenth of March and the Twelfth of July. It says:

"Their abandonments demanded by many constitutions of good citizenship. They are open to condemnation in their tendency to idleness, dissipation, and breaches of the peace. They serve to maintain in this land, in which we have chosen to live, a spirit of hatred, which we have sworn to leave behind us when we left the Old Country. We are to be a new people, unencumbered with the old feuds and antipathies of the Old Country. We are to be convinced that such impulsions were brought about with a weak cause. The Chief Engineer had been quoted by Mr. Workman as the principal one who had advised the purchase. From the following statement of Mr. Workman in his election address it would appear that the Premier had sent for Mr. Fleming. The circumstances attending the purchase of the rails were as follows:—About September, 1874, Mr. Sandfield Macdonald, Commissioner of the Intercolonial railway, had proceeded to the Minister of Public Works, who was the Premier, that a certain quantity of steel rails were required, and that the price being very low, that was the best time to make the purchase. Mr. Mackenzie sent for Mr. Fleming, an engineer of the highest repute, and he also advised that it was a judicious time to make the purchase. They had consented to the transaction given by the hon. member for Montreal West, who was the person then instructed either by the Premier or by Mr. Brydges himself. The Premier seemed very much surprised to hear the Premier quote as a precedent for this the late Government, or the Commissioners of the Intercolonial railway, had purchased rails for the Hamilton bridge a long time before it was required. The hon. gentleman knew that the delay in connection with that bridge arose from the discovery, as the work progressed, of a defect at one time supposed to be an insuperable difficulty that necessitated to prevent the building of the structure at that place at all. It was scarcely in point to quote this as a precedent. The hon. gentleman had ordered 30,000 tons of rails sufficient for 50 miles of railway, and it would be many years before they would be required, if ever, for the present portion of the Canadian Pacific railway, for which they were purchased; and he did not think that he ever saw far when he said that they would not be required for many years. He would assume that interest only required to be paid for two years, and this allowed, he thought, from a commercial point of view, a loss to the country in connection with the transaction. He did not think that any hon. gentleman, or any other member of the House, would vote for it. Mr. Fleming would be possible with all the exertions which the Government could make to prevent the obligation of interest on the average for two years. He understood that the Canadian Pacific under construction comprised forty-five miles from Emerson to Pembina, twenty-five miles from Red Portage to Red River, sixty-twenties on Lake Superior, from Nipigon to Red River, and eighty from Burnt Lake to Georgian Bay; in all 320 miles. The construction of sixty miles of railway between Pembina and Fort Garry was also intended, and yet an extraordinary course was adopted of providing for the 320 miles of road with steel rails for 500 miles. When the Minister of Public Works had made the contract on the table of the House two years ago, similar to the building of the Georgian Bay branch, he (Dr. Tupper) ventured to tell him that what he proposed was wild to the extreme. This contract provided for the building of sixty-five miles of road, through an unknown country, over which the foot of an engineer had never travelled, and yet the construction within eighteen months was pledged. No person could expect that this was possible to be accomplished, and what was the result? Those sixty-five miles were completed, and not even one mile of it had been located. This was a standing monument of the hon. gentleman's incapacity, to say the least of it. There also was the Nanaimo and Esquimalt railway? He would not have thought it necessary to dwell on these matters had it was doing if the hon. gentleman had frankly told the House what he had intended with the best intentions, that he, as were all men, was liable to err, and that he had made a serious mistake and had thrown himself on the House to be judged by his predecessor. But the hon. gentleman had not pursued this policy.

Mr. WOOD (Cornwall) said the steel rails could be bought to-day for £6. In reply to a remark of Mr. Cameron (Victoria) that he had left a member voted with the Opposition on the Government side, he (Mr. Wood) had voted against Mr. Letellier and Scott, and also for North Hastings or the member for Cornwall, and could prove it. He (Mr. Wood) received the latest quotation for bar iron in Liverpool on the 27 ult. for steel rails, being £5 5s and £11. He also stated that at the time the Government had instructed Mr. Brydges to proceed to the United States to ascertain what the price was there, and he was told they would be delivered at Duluth. He thought the Government had acted wisely in purchasing rails at the time they did. There were only three establishments in the United States capable of steel rails, and two of these were owned by one Company, so that it, if they had not purchased, would have been gained by going there for them.

Mr. THOMSON (Welland) defended the purchase of the rails.

Mr. CAMERON (Victoria) said that in the speech the member for Hastings (Mr. Wood) had made, he had evidently tried to make out that he has voted against his colleague the hon. gentleman had said he had left him. Opposite to think he knew more about steel rails. The hon. gentleman spoke of the price of iron, as if that were a criterion of the price of steel rails, which it was not. He (Mr. Cameron) had accidently come to information among about rails during the past few years, and he was aware that the price of steel rails in England, rails made by different firms in England, varied from £5 to £7 per ton, and 1,000 tons of steel rails, at £5 17s. 6d. accompanied by a statement that they were the best rails, was another thing in which the member for Hamilton had made a mistake. In this country, in stating that the Government had three establishments in the United States only he was misled. He (Mr. Cameron) had understood that there was a very large establishment at Joliet, and he had understood the member that there was another very large one near Philadelphia, besides those two. He had the member for Hamilton was told that the price of steel rails in the United States was £5 a ton, the first to whom he applied must have been a member of the Government, and he was not. Mr. DYMOND defended the member for Hamilton from the attack of Mr. Wright for North Victoria, and argued that the motion of the member for North Hastings was intended to rebuke attempt to fix a stigma on the head of the Government.

Mr. MACDONALD (Toronto) said he considered the statement that a man would wait until he wanted an article before purchasing, was a most unnecessary one. The judicious man chiefly consisted in buying. He thought the Government, with the responsibility they had upon them, would not have been acting wisely if they had not purchased these rails at the time they did.

After remarks from Mr. Domville and Mr. Plumb, who favoured the amendment; Mr. Smith (Selkirk) who opposed it, and Dr. Schultz, who gave account the history of the matter, a division was taken on the amendment, which was lost—ayes, 34; nays, 84.

YEAS—Messrs. Baby, Benoit, Blanchet, Brooks, Cameron (Victoria), Carter, Cheval, Colby, Costigan, Coupal, Currier, Cuthbert, Domville, Dymond, Farrow, Fleming, Ingram, Ferguson, Fisher, Fraser, Gandet, Gill, Magnant, Harwood, Hurtaza, Jones (Leeds), Lanthier, Little, Macdonald (Kingston), McDonald (Glengarry), McDougall (Renfrew), McMillan, McQuade, Masson, Montcalm, Montplaisir, Orton, Pinsonneault, Plumb, Pozer, Pyke, Pope, Robinson, Robitaille, Rochester, Rochon, Thompson (Carleton), Tupper, Wallace (North), Wright (Ottawa County), White (Renfrew), Wright (Pontiac)—34.

NAYS—Messrs. Appleby, Archibald, Aylmer, Bain, Bourassa, Burpee (St. John), Burpee (St. Antoine), Bunster, Blackburn, Blake, Blake, Bolton, Bowell, Brown, Boyer, Bryson, Brown, Bell, Bunster, Bark, Burpee (St. John), Carter, Cameron (Inverness), Cameron (Huron), Casey, Cameron, Cauchon, Charlton, Cheval, Church, Cockburn, Coffin, Cornwall, Crew, Creighton, Davis, De Cosmos, Delorme, De St. George, Dymond, Dyde, Farrow, Fleming, Flynn, Forbes, Galbraith, Gillmor, Gaudet, Gunn, Hagar, Hale, Hay, Hesson, Hill, Higinbotham, Holton, Horton, Huntington, Irving, Kerr, Kirkpatrick, Kirk, Lewis, Lapointe, Lajoie, Langlois, Macdonald (Cornwall), Macdonald (Toronto), Macdonald (Sandfield), McDougall (Algoma), McDougall (Renfrew), Mackay (Cumberland), McDonald, McDougall, Mackay (Shelburne), McIntosh, McNab, Metcalfe, Mills, Morris, Odell, Patterson, Palmer, Perrault, Platt, Pelletier, Power, Pozer, Ray, Richard, Rouleau, Rose, Ross, Ryan, Ryan, Ryan, Ryan, Sandfield, Schultz, Scriver, Shibley, Sinclair, Sibbald, Smith, Smith (Selkirk), Smith (Peterboro), St. Jean, Taschereau, Thibaudeau, Thomson, Wallace (Simcoe), Wright, Wall, Walker (Northumberland), Wood, Yeomans, Yeo, Young, Total—124.

The Bill now goes into Committee.

Mr. MACKENZIE said he had intended explanation as to the Pacific railway. He referred to the weighty obligation which the Premier had assumed in the same job power. He had never always favoured a Pacific railway, but he intended the policy of should devote the best of his energies, one of political insanity, and he was astonished at the way in which the Premier took jobbing company. Up to the 31st December last there had been expended, and accepted by the Government, of the Canadian Pacific railway, the sum of $1,276,923, and in Canada Colonists $1,000,000. There he assumed the duties of his office, it was believed the road would pass from Jasper Pass by Yoe pass, Bow and thence to Bute Inlet. The survey in 1874 developed the fact that the route lying through mountains about 9,000 feet high, with snow-capped summits, which rendered it necessary to seek for a route elsewhere. Attention was then directed to Fraser river from Yale to Quesnelle to Fort George, which proved singularly favorable, and from Fort George was surveyed routes have been found to be possible. These, the speaker detailed, but the speaker could not without a map very quite intelligible to the House, and would have been much better given in a printed statement than in a speech on the floor of the House. He explained the character of the route between Fort Alexander and Fort William, but it will be remembered that the Government do not propose to build the line between these points at present, so that the information objects at present. He (Mr. Mackenzie) referred to the Georgian Bay branch, and the contract for that had been cancelled. He was sorry that it had been cancelled. He was sorry that it was not built, probably never to be built now, as he would insert the principal of the contract for that