M. ROSS replied that the first reot been brought down, but he that the information asked for in urn had been furnished to the House ntry in the papers attached to the anal statement of the late treasures with the exception of the present the amount due railways on the

ARNEGIE said it was that very in on they wanted to know. He asked present value of the securities was S said he did not known whether nment were in a position to say as The present value depended upon e of the market. In reply to the seion he would say the return had en brought down, but if desired it

NICIPAL ACT AMENDMENTS. ERMATINGER moved the second of his bill to amend the Municipal He explained that the bill proposed the qualifications for reeves and ors and voters in incorporated villages bbtaining in townships. He said he the bill might go to the Municipal

ill was read the second time, and re he Municipal Committee. MUNICIPAL CHANGES. EREDITH in moving the second

of bill No. 72 to amend the Consoli-Junicipal Act, said it proposed to o or three changes in the law, the important of them being contained in ction, having reference to the conof Boards of Police Commissioners. er had engaged the attention of the and it was being felt that, owing to the ge expenditure these boards conthey were not sufficiently re-to the people. Several methods proposed by which the boards could ore efficient, the one he favoured, h was incorporated in the bill, proat two members of a city or town uld be added to the boards thus nembers. He believed that this had been recommended by the con ich met recently in Toronto, and whole he thought it would be the best ling with the present difficulty. matter the bill proposed to change pointment of auditors. As the law the auditors of every municipality was closed. This had not been work well in large cities, and Toobtained special legislation where ditors were enabled to examine each accounts immediately on its expira-The bill proposed to extend this pro

ISCELLANEOUS RETURNS. HARDY laid on the table the 16th eport of the Inspector of Prisons, harities, and Asylums for the Insane; inth annual report of the Inspector on Gaols, Prisons, and Reformaturn of all Acts passed by the Legis Government: return of amounts by the several municipalities from 1881-2, and designating the different for which made; return of municiwhich public markets were in

bill was read the second time, and re-

the Municipal Committee.

on the passing of the Act repecting es; return of correspondence be ne Governments of Ontario and the and Quebec respecting outstanding return of emoluments received by ars of Ontario for 1883. use adjourned at 4.30. TORONTO, Feb. 19.

FIRST READINGS. wing bills were introduced and

ble free grant settlers to obtain furnd the Consolidated Municipal Act. nd the Ditches and Watercourses Gibson (Huron). end the Railway Act of Ontario. -

OVERNMENT PRINTING

COSS (Huron) moved that this House in the agreement laid before it by d of his Honour the Lieutenant-Govaring date the first day of December. expressed to be made between ank Wilson of the one part and her the Queen of the other as well known that the Government contract had expired in December, ought the new contract was a satisfor the province, being more ad ous than the one which had expired. REIGHTON said he did not rise for ose of making any objections to the but there had been a great deal of in the public press in connection of the circumstances attending the the contract. He was not going to the matter, but simply to point out thought the discussion which had lace had shown the necessity of being made in the mode of As hon. members, no doubt, a number of tenders were, sent of Mr. Wilson being the lowest, ose & Co. second, and the Grip It had been stated in the ss that the gentleman whose tenthe lowest was not in a position to rk, and although the contract was nto with him, it was well known work was being done by the comput in the third lowest tender. it been stated, whether correctly he know, that there had been collusion the parties, and that if the Grip y had been second instead of third on would have thrown up his ten made these observations simply to n the House the necessity of

ig required to make a deposit as a of their tenders. W. ROSS said he did not think much in the contention that a deald be required. The pian had been at Ottawa, and in one or two cases sits had not only been forfeited, but had even been paid to parties to retenderer from fulfilling the contract.

NSTRUCTION OF BRIDGES. VATERS, in moving the second readbill to amend the Municipal Act, vided a method of deciding disputes



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DOMINION PARLIAMENT. FIFTH PARLIAMENT-SECOND SESSION.

THE SENATE. OTTAWA, Feb. 14. NEW SENATOR. Mr. James G. Ross, of Quebec, was in-troduced by Sir Alexander Campbell and Mr. Chapais, and after making the usual declaration, took his seat.

ADDITIONAL MILITARY SCHOOL. Mr. DICKEY, in presenting his motion salling attention to the expediency of the establishment by the Government of an additional school of military instruction, for the accommodation of Nova Scotia and Prince Edward Island, strongly urged the claims of those provinces, and referred to the benefits which they would derive from a chool nearer and more convenient than the

one at Fredericton.
Sir ALEXANDER CAMPBELL said he was not in a position to answer the questions of the hon, gentleman, not having received notice. He did not think Fredericton such an inconvenient place for a school, but the arguments brought forward should receive

The motion was adopted THE NORTHERN LIGHT.

Mr. HAYTHORNE presented his motion calling for papers with regard to the present condition of the steamship Northern Light, and spoke of the enormous difficulties she had to contend against in crossing from Pictou to Georgetown during the winter, when the ice was sometimes nineteen inches thick. He said it was impossible for a vessel of her build to force her way through such obstacles, although she had done better than had been

xpected.
The motion was adopted. Mr. HAYTHORNE presented his motion with regard to the necessity of replacing the Northern Light, and said that most of his renarks had been anticipated in the previous

The motion being adopted the House adjourned at 5.45 p.m. OTTAWA, Feb. 15.

THE GRAHAM DIVORCE. Some formal business was transacted in onnection with the Graham divorce bill, which passed its second reading and was referred to a select committee The House adjourned at 7.30 p. m.

MONDAY, FEB. 18. FRENCH REPRESENTATION.

Mr. BELLEROSE gave some figures to prove that the French population of Canada was not fairly represented in the Senate, According to the census of 1881, they had a right to twenty-four Senators of French oriwhereas there were only seventeen, and asked the following question:—"Whether, in view of the few members of French origin n this House, as compared with the French people of the Dominion, the Government inds appointing a gentleman of French origin n place of the late Hononrable Mr. Bouringt,

f Cape Breton, N. S. ? Sir ALEX, CAMPBELL said the appointment would be made by his Excellency the Governor-General on the advice of his responsible Ministers, and that it was not the duty of these Ministers to disclose beforehand the advice they intended to give.

THE ABSENT SENATOR. Mr. SPEAKER read a communication from the clerk of the Senate, dated 26th January, to the effect that he had forwarded to the Hon. W. H. Dickson a certified copy of the report of the committee appointed to consider order and customs of the Senate and the privileges of Parliament in regard to the absence of the said W. H. Dickson from his seat n the Senate for two consecutive sessions, and that it would be taken into consideration February 8th; and another communication, dated 4th February, saying that the clerk had notified Hon. W. H. Dickson that the consideration of the said report had been struck out of the orders of the day February

OTTAWA, Feb. 19. A FRENCH-CANADIAN COMPLAINT. Mr. BELLEROSE complained that th French-Canadians were not sufficiently numerous in the Civil Service. He said that out of a total of 3,530 employés, only 627 spoke the French language, and that out of \$2,136. 005, the total salaries, only \$456,803 were paid to French-Canadians-in both cases a mparison of six to one, whereas by the census of 1881 it was shown that the French-Canadians constituted one-third of the population of the whole Dominion. He, therefore, considered they had good cause of com-plaint, and asked whether the Government consideration of the comparatively small umber of employés in the Civil Service of French-Canadian origin, intends to appoint a

librarian speaking the French language to replace the late Mr. Alpheus Todd. Sir ALEXANDER CAMPBELL said he did not think the jealousy so often exhibited by the hon. gentleman generally prevailed in the provinces. If it did; for if, instance, the French-Canadians of Prince Edward Island were to set up such individual claims, why should not the Scotch and Irish do the same? He was unable to give the information asked for by the hon. gentleman. No doubt when the appointment was made by his Excellency the Governor-General, his Ministers would give such advice as was necessary, and for which they would be responsible to Parliament, but which they were

THE ABSENT SENATOR. The order of the day being the consideration of the report of the Committee on Privi

leges of Parliament,
Sir ALEX. CAMPBELL moved, seconded by Hon. Mr. Pelletier, that the members of the Senate beg to convey to their late col-league, the Hon. Walter Hamilton Dickson, the expression of their sincere regret at the severance of the tie which has hitherto coned them, and which has been occasioned by his failing health, and beg to assure him that they will cherish pleasant recollections of their association with him for so many years in the Senate of Canada. Carried. Sir ALEX, CAMPBELL moved, seconded by Hon. Mr. Botsford, that his Honour the Speaker be requested to communicate a copy of the foregoing resolution to Hon. W. H.

HOUSE OF COMMONS.

OTTAWA, Feb. 13. PRIVATE BILLS. The following private bills were introduced and read a first time :-To incorporate the Roman Catholic Episcopal corporation of Pontiac.

Respecting the Erie and Huron railway. THE INDIAN ACT. Sir JOHN MACDONALD introduced the bill further to amend the Indian Act of 1880.

The bill was read a first time. THE PATENT ACT. Mr. WHITE (Renfrew) introduced a bill further to amend the Patent Act of 1872 The bill was read a first time.

RAILWAY MATTERS. Sir CHARLES TUPPER, in reply to Mr. Landry, said the St. Charles branch line of railway would be opened for traffic on July 1st next.

THE LAKE ST. JOHN RAILWAY. Mr. DUPONT, in moving for papers con ected with the grants to railways, advocated the claims of the Lake St. John railway to a

Mr. CAMERON (Inverness) urged that a liberal subvention should be made to a railway from the Straits of Canso to Sydney or Louisbourg, C. B. Sir CHARLES TUPPER said it was a fact,

as pointed out by the first speaker, that many of the benefits derived from building local railways inured to the Federal Government

rather than to the Local Governments, and from that point of view the Federal Govern-ment probably should aid these local roads. Last session and the session before such roads were sided. In some cases the lines had been proceeded with and the money drawn. In other cases arrangements had been made to carry on the work. In some further cases the amount granted was not sufficient to ac complish the object in view. In such cases it would be the duty of the Government not only to examine the action of the last session, but to ask the House to review the grants, in order that where actually required the appropriations might be increased somewhat. The motion was carried.

PRIVATE BILLS. The following bills were read a second time:—
To authorize the transfer of the Welland

railway to the Grand Trunk Railway Com-To empower the bondholders of the St awrence and Ottawa Railway Company to vote at meetings of the company.

To amend the Acts relating to the Mani toba and North-Western Railway Company. To amend the Act to incorporate the Ontario Pacific Railway Compani To incorporate the Quebec Railway Bridge

ompany. EVIDENCE IN CRIMINAL CASES. Mr. CAMERON (Huron) moved the House to committee on his bill to amend the law of evidence in criminal cases, so as to allow prisoners to testify on their own behalf. The motion to go into committee, was carried on division :- Yeas, 86; nays, 81. The committee reported progress, and asked leave to sit again.

RETRACTION. Mr. CAMERON (Huron) said that in refer relating to the sale of the Government supply farm at Fish creek, coupling the name of another Lieutenant-Governor (Mr. Dewdney) with that of Lieutenant-Governor Robitaille in the charges he then made, he had to-day received a communication from that gentle-man stating that he had no interest at the time referred to, and had no interest now, in the purchase of the farm. Of course he (Mr. Cameron) was bound to accept the statemen

OTTAWA, Feb. 14.

Mr. CURRAN presented a potition from the Society for the Protection of Women and Children, praying that an Act be passed pro-hibiting the employment of children under

ead a first time :-Respecting the Real Estate Loan Company f Canada; to amend the Act incorporating the Great American and Short Line Railway Company and to change the name thereof to Montreal and European Short Line Railway Company: respecting the Great Northern Railway Company; to incorporate the Niaga ra Frontier Railway Co.

Sir CHARLES TUPPER, in answer to Mr. Curran, said it was the intention of th overnment to place a sum in the estimates sufficient to reimburse to certain persons in the employ of the Department of Railways and Canals on the Lachine canal, such per sons not being members of the Civil Service. any sums of money that were charged against them for the superannuation fund, under the nisapprenension that such persons belonged to the Civil Service.

BRITISH COLUMBIA DEFENCE. Sir HECTOR LANGEVIN, in answer to Mr. Baker (Victoria), said there had been some correspondence with the Imperial Gov rament in reference to the desirability of the continued maintenance of the naval str tion at Esquimalt and of securing the contin

quiry from the same member, said the 8th and inserted on those of February 19th.

The House adjourned at 3,50 o'clock.

necessity of increasing the fortifications in the vicinity of Victoria and Esquimalt, the establishment of a School of Gunnery at Victoria, and generally the improvement of the strength and status of the militia in British olumbia. It was not the intention of the orpedo corps in British Columbia.

SEDUCTION. The House resolved itself into a committee shment of seduction.

nent of seduction, Mr. FOSTER moved that the provision setting forth the making of subsequent mariage a bar to prosecution be struck out.

emales into houses of ill-fame, was passed. The bill was then reported as amended.

AFTER RECESS. FRAUD IN CONTRACTS.

the expenditure of public moneys. referred to a special committee.

tural fertilizers, was read a second time and eferred to a special committee. AMHERSTBURG CUSTOM HOUSE, Mr. PATTERSON (Essex) moved for copies f reports of architects, and all other papers

The motion was carried. SEIZED COAL OIL BARRELS. Mr. PATTERSON (Essex) moved for copies of correspondence respecting the seizure of coal oil barrels at Sandwich, Windsor, and

Mr. McMULLEN moved for a return of Sir HECTOR LANGEVIN said he had no objection to furnishing the information but he would suggest to the hon. gentleman to add in his motion the words, "And all other newspapers," after the word Montreal, and to alter the resolution so as to make i call for the same return for the years 1874, 1875, 1876, and 1877. (Laughter.) The motion was amended in the manne

sted and carried. The House adjourned at 10.30.

OTTAWA, Feb. 15.

list union be not passed.

PRIVATE BILLS. following bills were introduced and

GOVERNOR-GENERAL'S REPLY. Sir JOHN MACDONALD presented the essage from his Excellency the Governor-General, thanking the House for its reply to

ORANGE INCORPORATION.

bill to incorporate the Loyal Orange Associa-tion of British America. (Hear, hear.) The bill was read the first time on a divi-C. P. R. LOAN.

Mr. CURRAN resumed the debate on the Pacific Railway Company. After the exhaustive addresses delivered on this question by the Minister of Railways and the leader of the Opposition and others, he could hardly hope to add anything new, but he would discuss it from the position of a patriotic citizen, who, as an outside observer, was watching the battle between the contending watering the House. If there was one thing more pleasing than another to one who had watched the debate, it was the nthusiasm with which every assertion of patriotism on the one side of the House ha been received and the enthusiasm with which shose on the opposite side had repelled every at ack made upon their want of patriotism. On going back into the political history of Canda, it would be found that when the great nestion of a national line of railway was first party in the old Province of Canada, they had to fight against the bitterest opposition from the predecessors of the hon. gentlemen opposite, who tried to crush in its infancy the Grand Trunk Company, just as they were now seeking to crush the Canada Pacific Railway Company. way Company. Again, when the leaders of the Conservative party were desirous of establishing a steamship line across the Atlantic, which would give the people in-creased postal and other facilities, they were preased postal and other lacingles, whose opposed by the so-called Liberal party, whose successors now claimed to have a monopoly successors now claimed to have a monopoly when of the patriotism of the country. When the great question came up of laying the corner-stone of Confederation, in which the opiner-stone of Confederation, in which the present leaders of the Government took a most prominent part, the advocates of that scheme were opposed at every step by hon, gentlemen opposite, who fought not to tear down the flag of the Dominion, but that it never should be raised. (Opposition cries of "Ob, oh.") If the Confederation debates f "Oh. oh.") If the Confederation debate vere referred to it would be found that there were only one or two in the ranks of the and they soon repented and backed down apon the slight amount of patriotism which

seen in the Intercolonial railway, the Nation Policy, and now in the last scheme, which was to unite the Atlantic with the Pacific rovinces of the Dominion, they were as contant as ever in their opposition. Mr. FISHER said the promoters of the Pacific Railway Company had already made

had inspired them. The same course was

a great deal of money. These gentlemen got their stock at forty cents in the dollar. It was now worth fifty-five cents. In that transaction alone the gentlemen had made a fortune. Besides that they ad drawn in interest at 121 per cent. during construction. In view of this the eople would be somewhat astounded at their ppeal for additional help.

Mr. GIROUARD (Jacques Cartier) said the last speaker had quoted the French Con-servative papers La Minerve and Le Monde against the resolutions. Regarding the statements of those papers he had only to say that he did not regard the utterances of party organs while the House was in session as th Mr. FLEMING said it was unfair to repre-

sent that this contract would fall to the ground if the proposed loan was not advanced. The company had not made any such statement, and they did not come to Parliament on bended knees. The company asked for a loan, and stated that they were n arrears several millions of dollars. But most of this indebtedness was incurred in equiring control of, or an interest in, other nes not included in the contract, so that a portion of the proposed loan, if granted, would go into those outside enterprises.

Mr. FERGUSON (Welland) said that after the thorough discussion which this subject had received from all points of view, he

would not trouble the House with a repetition of wearisome details. He had been struck, however, with the lack of patriotism displayed by the Opposition members during the whole course of the debate. Not one of them had uttered a patriotic sentiment or the first word of praise for our great North-West country.
It would be well for them if they had the pariotism of their illustrious predecessor, Hon. eo. Brown, who, when the building of the Intercolonial railway was made one of the conditions of the union of the provinces into one Dominion, said he would rather build six ntercolonial railways than jeopardize Conederation. Mr. McMULLEN opposed the loan. He

neld that the Government had made a mistake n agreeing to build the Canada Pacific railway in ten years. It made a second mistake n handing the road over to the syndicate on erms which were far too liberal. It was now making a further mistake, for he was of opin-on that the loan would never be repaid. At this point Sir Leonard Tilley and Hon. Mr. Costigan introduced Mr. Temple, member or York county, New Brunswick.

Mr. STAIRS said that the last speaker, in stating that the Opposition did not question the security for the loan, gave the whole case f his party away. The whole question was what is the security. If the security was not good, the loan was a bad one. If it was good, the loan was a good one. As the Opposition did not challenge the security, it would seem that it was good and, in view of that, they ould not consistently oppose the loan.

Mr. LANDERKIN complained complained that

Yankee workmen and Yankee contractors and been engaged on the road, and that some Yankee material was used in it. (Opposition applause.) This was too bad. Besides this, he understood Chinamen had been employed in British Columbia. He was opposed to em-ployment of these foreigners. (Laughter.) Mr. BRECKEN said the contention made by the member for Queen's, Prince Edward Island (Mr. Davies), that the money to be advanced was not a loan but purely a gift sh in their estimate of the value of the lands which were being given to the company, yet all those lands were to be held by the Government as security for this loan. It would be a great injury to the country if the tide of mmigration to the North-West was checked ts great natural capabilities were allowed to remain undeveloped, and the brilliant future foretold for it by Nord Lorne and other friends of Canada in the Old Country were not realized. In no better way could the revenues of the country be better expended than in improving the country and developing

The House adjourned at 1.10 a.m.

OTTAWA, Feb. 18. SABBATH OBSERVANCE. Mr. PATERSON (Brant) presented the pe-tition of the town of Paris, for legislation to secure the undisturbed and peaceful observ nce of the Lord's day, and its inestimable privileges. FACTORY LEGISLATION.

Mr. SMALL presented the petition of several citizens of Toronto, praying for the passage of the Factory Act. CANADA PACIFICRAILWAY RETURNS. Sir CHARLES TUPPER laid on the table a statement showing the net price received by the Canada Pacific railway for each lot of ten millions, comprising the thirty millions stock issued by the Canada Pacific railway; also the consideration paid by the Canada Pacific railway for the St. Lin branch of the

Laurentian railway. THE EXCHANGE BANK. Mr. HOLTON asked (1) has the Minister of Finance, since the suspension of the Ex-change Bank of Canada, demanded or obtain-ed any security for the repayment of the \$100,000 advanced to that the strength of the Hon. A. W. Ogilvie's letter of guarantee, and if so, what security? (2) If the Minister of Finance has obtained no such security, has he caused any legal pro-ceedings to be taken for the recovery of the said sum of \$100,000, and if so, what are they? (3) If no such security has been obtained and if no legal proceedings have been taken for

ecurity has been taken for the advance. security has been taken for the advance. I am advised by the Minister of Justice that the debt to the Crown is by law entitled to procede other debts. Instructions have already been given to seek to enforce this right as against the assets of the bank. If the Government cannot realize the full amount of the claim in this way, Mr. Ogilvie will be abled a proper to make good the second to the control of the claim in this way. will be called upon to make good the de-

an enquiry of Mr. Baker (Victoria) said it was an enquiry of Mr. Baker (Victoria) and it was the intention of the Government to erect em-grant sheds in Victoria for the temporary accommodation of the increased number of immigrants who will arrive there this spring, consequent upon railway construction, the prosecution of the public works and the throwing open of railway lands to settlement.

Hon. Mr. POPE, in answet to an enquiry from the appearance. from the same member, said the immigration agent at Vancouver Island was appointed by order-in-Council on the 4th December last, at a salary of \$1,000 per annum. The quarautine officer was appointed on the 18th August last, at a salary of \$1,800 per annum, with

LIFEBOAT SERVICE. Hon, Mr. McLELAN, in answer to Mr.

Mr. Irvine, said it was the intention of the Government to make a pecuniary allowance to inspectors appointed, or to be appointe under the Liquor License Act of 1883 counties which have adopted the Canad Temperance Act or the Dunkin Act. MEASUREMENT OF LOGS.

Hall, said it was not the intention of the Government to take any step to establish a uniform standard rule for the measurement o BENEFIT INSURANCE SOCIETIES. Sir LEONARD TILLEY, in answer t

Mr. Lister, said it was the intention of the Government during the present session to introduce legislation on the subject of benefit mutual insurance sccieties now doing busi ness in Canada. C. P. R. GUARANTEE. Mr. PATERSON (Brant) enquired if the

new loan, and if so when was it contracte and where and at what date was it repay able? Sir LEONARD TILLEY This is the ir Sir LEONARD TILLEY—This is the interest on the guarantee. On the 17th of August, 1884, there will be payable \$305,-729, and on the 17th February, 1885, the next payment, amounting to \$292,344, will be due, making for all \$598,074 to be paid on account of this item during the next year.

LOAN, 13 The debate on the adoption of the resolu-tions providing for advances to the above railroad was resumed by Mr. Lister, who spoke against any further spins of money being given to the company. He was replied to by Mr. Orton, who advanced strong rea-sons why the Canada Pacific raflway should receive the needed assistance. Messrs, Cameron (Huron), Rykert, and Armstrong also addressed the House at some length, after which an adjournment took place at 1.20 a.m.

OTTAWA, Feb. 19. [The proceedings in the Commons will be found elsewhere, under the heading "The Railway Loan." The details there given of Mr. Blake's attempt to sow dissension in the ranks of French Canadian members are set forth at sufficient length to forever stamp him as a traitor to Ontario and an enemy of the Dominion.]

tion, who presented the memorial fro 3. In favour of representation in Parliament.
The Minister promised to lay the memorial and representations of the delegates before the Government and inform the delegation of the decision arrived at.

A story is told of a young sophomore, the newly appointed editor of a college paper in New England, who, on his way home in vacation some years ago, made the acquaint ophomore, who was an Anglo-maniac "There is one thing, however, on which flatter myself we compare very favourably have no idea—nobody not in the profession can have any idea—of the labour and menta strain involved in that small sheet. Keep it There may be a paragraph or two in it that i worth considering, even if does come from this side of the water." His companion changed his place soon afterward, and the amused conductor, who had overheard the conversation, said to the young man: "Do you know who that was!" "No." "It was Mr. Walter, of the London Times."

EPPS'S COCOA. -GRATEFUL AND COMPORT ING .- "By a thorough knowledge of the natural laws which govern the operation digestion and nutrition and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately flavoured beverag which may save us many heavy doctor's bill (3) If no such security has been obtained and if no legal proceedings have been taken for the recovery of the amount of said advance, is it the intention of the Government to institute such proceedings, and if so, against milk. Sold only in Packets and Tins († 1b., whom, and when?

Sir LEONARD TILLET—No additional states a weak point. The best substitute is the Grand Trunk managers dispute his states advice of a physician. The best substitute advice of a physician the use of or such permitted advice of a physician. The best substitute advice of a physician and party have been returned to power to carry out! Do the Grand Trunk managers dispute his stores and prosuch properly nourished frame."—Civil Service Gazette.—Made simply with boiling water or milk. Sold only in Packets and Tins († 1b. and properly nourished frame."—Civil Service Gazette.—Made simply with boiling water or milk. Sold only in Packets and Tins († 1b. and properly nourished frame."—Civil Service Gazette.—Made simply with boiling water or milk. Sold only in Packets and Tins († 1b. and properly nourished frame."—Civil Service Gazette.—Made simply with boiling water or milk. Sold only in Packets and Tins († 1b. and properly nourished frame."—Civil Service Gazette.—Made simply with boiling water or milk. Sold only in Packets and Tins († 1b. and properly nourished frame."—Civil Service Gazette.—Made simply with boili

Annual Report of the Postmaster-Genera OTTAWA, Feb. 15.-The report of the Postmaster-General was laid upon the table this afternoon. From it we learn that the general increase in postal business of all kinds, noted in last year's report, has continued during the year now under review, and much has ing the year now under review, and much has been done by this department to supply a corresponding extension of postal accommodation to the public throughout the Dominion. The postal service in Manitoba and the North-West has continued to expand during the past year, and the completion of the Canada Pacific railway to Calgary, 846 miles west of Winnings, has negle it possible to provide of Winnings. of Winnipeg, has made it possible to provide mail service to that point by train. A mail service is now being arranged be-tween Calgary and Fort McLeod, about 100 miles.

Two hundred and twenty-four additions post-offices have been established in Canada since last year's report, making the total number 6,395 in operation on 1st November

The salary commissions allowed to post masters, in compensation for their services have been recently revised, and wherever as increase in the postal business was found to warrant it, the compensation allowed to the postmaster has been augmented in the lik proportion.

Postmasters have furtuer been notified that

a similar revision will take place annually in the month of October, and the amount of commission allowed for salary will, under such revision, be increased or be liable to reduc tion, as the correspondence of each office may be found to have increased or diminished since the previous annual revision took place The number of post-offices authorized to The number of post-offices authorized to transact money order and Savings Bank business was increased by 22 during the year ending 30th June, 1883.

Arrangements have been perfected under which money orders are now exchanged between Canada and Germany, Italy, Belgium, Switzerland, Austria, Barbadoes, and Jamaica, in addition to the United Kingdom and the United States as higher and Food

and the United States, as before; and France will, it is expected, be soon added to the list. From one table we find that on 1st Novem per, 1883, there were 6,395 post-offices in the Dominion, of which Ontario had 2,617; Quebec, 1,210; Nova Scotia, 1,130; New Brunswick, 883; P. E. Island, 252; British Columbia, 66; Manitoba, 201; Keewatin, 6 and the North-West Territories, 29. Th number of letters, &c., sent by post through out the Dominion was as follows :- Letters 62,800,000; post cards, 12,940,000; registered letters, 2,650,000; free letters, 2,600,000 newspapers and periodicals posted otherwise than from the office of publication, 7,402,000 books, circulars, pamphlets, samples, and patterns, 8,724,000; parcels sent by parcel post, 463,200.

Of the letters Ontario is credited with 34. 500,000, post cards 8,500,000, registered let-ters 1,650,000. Manitoba and the North-West are credited with 3,400,000 letters; while New Brunswick's quota is 4,200,000. In the matter of registered letters Manitoba and the North-West come third, being beaten only by Ontario and Quebec. No one fact shows more clearly the wante growth. clearly the rapid growth of the North-West The number of Post-Office Savings Bank in the Dominion, on 30th June, was 330. Th amount of money orders issued in year ended 30th June was \$9,490,890, and the total amount deposited in the Post-Office Saving Banks during the year was \$6,826,266.

GRAND TRUNK HISTORY. Mr. Geo, Laidlaw's Views of that Railway'

To the Editor of The Mail. SIR,—Until recently, ever since I came to Canada, the Globe has been denouncing the Grand Trunk Company for its political intermeddling, corruption, mismanagement "smash-ups, and crash-ups," its monopoly and chronic hostilities to new railways. Wh started the narrow-gauges there was not s live charter on the statute books of Upper or Lower Canada—so effectually had the man-agement of our railways killed our railway credit—and that for the Toronto, Grey, and Bruce Railway was the first bill tabled before the new Government of Ontario after Confederation. The Grand Trunk there and then headed a vigorous opposition to the granting of the charters, and opposed the building of the two railways—even got the City Council to petition the Local Government not to grant the charters. This city was then assessed for \$25,000,000, and had about 45,000 of a population. The Globe championed the cause of the new independent railway, and notwithstanding the combined influence and expenditure of the railway companies, char-ters were granted, bonuses voted, and the lines built for about \$16,000 per mile, as against \$50,000 to \$100,000, which the old lines had cost. The new lines, unable to get independent entrance to the city, had to make terms with the Grand Trunk. To stil further create a competition which would in-ure to the benefit of the city of Toronto, I projected the Credit Valley to be built exactly as it now is. Again, the Globe fought on the side of the again, the Goos rought on the side of the new independent railway, and after protract-ed and desperate struggles in this city, many towns, and counties, handsome bonuses were voted, and the line graded for 165 miles. I went to London for the rails, and after four teen months' struggle with the never ceasing opposition of the Grand Trunk, I, assisted by Mr. Geo. Stephen and Mr. I. Harris Sanders got the rails. I there met the treasurer the Quebec Govornment endeavouring to ne-gotiate funds to build the North Shore. He also encountered the bitter hostility of the Grand Trunk. Its then president even going the ridiculous length of asking for the aid of Lord Carnarvon, Secretary for the Colonies to prevent the Province of Quebec from build ing the railway. * * *
The Grand Trunk has captured the whole

The Grand Trunk has captured the whole Midland system, to wit, the Midland, Grand Junction, Whitby and Port Perry, Victoria, and Toronto and Nipissing, the Great Western, Port Stanley, London, Huron, and Bruce, Wellington, Grey, and Bruce; wants the Northern system, and now comes arrogantly before Parliament, aided and abetted by the active influence of the Globe and its party, and asks the Globe and its party, and asks what? That those independent competing railways in Ontario it has not as yet captured the Government of the day should cause to be handed over to the Grand Trunk. that Ontario should become an unique "preserve" for the Grand Trunk, and that the people should be paying taxes for rail-ways diverted from their original purpose is ways diverted from their original purpose is a disquieting outlook for the farmer, etc. In the past the "readers" of the Globe were taught to be anti-Grand Trunk, antinonopoly, to favour independent railway competition and a court of railway comm sioners—a poor man's court as against the railways. Where are they now? Betrayed! No George Brown in the Globe now! Men are masquerading under the cloak of his name and newspaper who have sold the Globe and its party and as far as they can the province to the Grand Trunk, and have gone into a new business wrecking. To wreck the fai fame, prestige, and progress of Canada, by wrecking its great enterprise to the Pacific and with it its present and best Govern ment. To wreck the Canada Pacific and hand it also to the Grand Trunk is a notable road to power and glory for the heirs of George Brown's policy! Fora quarter of a century the Globe has vio-

lently attacked Sir John A. Macdonald and his party for assisting, nursing, and fostering the Grand Trunk. Notwithstanding its early mismanagement, its subsequent unpopularity for its ill-judged and shortsighted opposition to every new railway proposed anywhere in Canada, and in face of a strong demand supported by the Globe, for a court of railway commission to check the irrepressible vagaries of its tariff, and provide a modus vivendi between it and other lines, Sir John Macdonald, much to my surprise and Globe dis-gust, would not take any heroic measures looking to coercing the Grand Trunk. Now the Grand Trunk managers dispute his states-

army or navy to maintain, don't require like the minor States of Europe to give half of all our taxes to maintain military or naval forces to protect our territories and property at home or abroad, or spend blood and treasure in taking a piece now and then from a neigh-

our. To incorporate more completely into our political and commercial existence a country greater than the territories of most of the great powers of Europe, to open up our Western provinces and seaboard to the industries and commerge of our Eastern people, to open up a short cut to every port washed by the great Pacific ocean, we have not to fire a great Pacific ocean, we have not to fire a shot, nor move a ship! Only to lend four or five million pounds sterling with the "whole circus" for security! The parent State has spent more money to revenge the death of a-couple of indiscreet missionaries.

The case of the company and the Govern-

ment is so simple, straightforward, and conclusive, that it is already accepted by the conclusive, that it is already accepted by the country. When Parliament has approved it I have no doubt, and I believe the country has no doubt, the Canada Pacific railway will go on and be finished in its own unequalled style, and in the time named Yours, &c. G. LAIDLAW.

RAILWAY COMMISSIONERS.

The Governor-General Petitioned on the Subject—Reasons Why they Should be Appointed. To His Excellency the Most Honourable the Marquis of Lansdowne, Governor-General of Canada, &c., &c., &c., in Council: The petition of the undersigned respec

That it is derogatory to the personal man-hood of the individuals doing the business of the country to feel themselves helpless in the hands of railway officials that may from delays and discriminations ruin their business, and whereas railway eompanies, by reason of and whereas railway companies, by reason or extensive patronage, contracts, passes, special rates, and newspaper relations, besides the control of the carrying trade, seek to thwart the policy of the Government and control its action over grave affairs of State affecting its dignity and future greatness, and

That it is not expedient that the "carriers" of the country shall become its rulers or dominate its policy, because unlike other trades, by reason of the application of railways, what was formerly divided in many separate hands has now become consolidated in Canada in the hands of two or three companies or their managers with irresponsible power of direct and discriminating taxation; That the enormous patronage and voting power which as in the past may be exercised in the future to the subjugation of the land-holders, and all other workers in the country,

to be the practical serfs of their "carriers;" Therefore your petitioner humbly prays
That your Government will cause to created a court of railway commissioners of experienced judges, with summary powers to adjudicate between railways, and between railways and municipalities, companies or individuals, and

Your petitioner also humbly prays that it may be made unlawful for any representa-tive of the people having a seat in Parliament to be in receipt of fees, or retainers, o to accept contracts or passes from a railway company or its agents, and Your petitioner also prays that the staff and employes of any railway company indebted to the Government, as in the case of the Civil

Service, may not vote for candidates for Par-liament as long as the railway shall be in-debted to the Government and people of Canada, and
Your petitioner humbly prays that your Government will cause to be investigated the hearing of all recent leasings, amalgamations and changes in tariffs, with a view to take such

action in the management of Grand Trunk affairs as will promise the speediest repayment possible, on an equitable basis, of the twenty-five or thirty millions due the people and Government of Canada, and your petitioner will ever pray, &c.

METHODIST UNION. A Warm Discussion on the Private Bills. OTTAWA, Feb. 19 .- In the Private Bills Committee this morning the question of the Methodist Union was brought up on the bill now before Parliament to ratify the amalgamation of the four Churches, as approved at the recent united conference. The question had an additional interest given to it from the fact that a number of petitions have been

presented to Parliament from a section of the Methodist Episcopal Church opposing the union, making it necessary that the views of the promoters of the union should be laid before the committee. There were preon behalf of the bill Rev. Drs. Rice and Carman. Associate General Superintenden of the United Methodist Church, and Mr. J. J. McLaren, Q.C., of Montreal. SPEECH BY REV. DR. RICE. Rev. Dr. Rice, on being introduced to the committee, detailed the circumstances con nected with the inception of the union move ment many years ago, and the various stages through which it had passed up to the fina

adoption of the basis at the united conference at Belleville last fall. In the local con ferences of the Canada Methodist Church where there was equal lay and clerical repre sentation, the measure had been received b a very large majority, and in the other Metho dist bodies, under different forms of Church government, it had been accorded a similar reception. He thought, therefore, that the promoters of the bill had the strongest pospromoters of the bill had the strongest pos-sible case that could be presented in the fact that these four bodies, with their divergent interests and varying conditions and form of Church polity, should join together sunanimously in support of a common union.

Bishop Carman, the next speaker, as re presenting the Methodist Episcopal Church heartily concurred in all that the previous speaker had said, and pointed out that the great majority of the signers of the petition opposing the union appeared to be children and others who could not be said to fairly represent any section of the Church. Had the question depended on petitions, instead of the 40,000 in number which had been forwarded in opposition to the bill, it would have been easy to have had thousands of petitions sent

in in its tayour. There was no desire to take any undue advantage or to proceed on any other than a constitutional way.

Mr. White (Cardwell) suggested that Mr.

McLaren, Q.C., should be heard on the legal McLaren, Q.C., should aspect of the question.

Mr. McLaren said the bill proposed to

Mr. McLaren said the bill proposed to carry into effect in as simple a manner as possible the scheme of union, of which the preceding speakers had spoken. The bill, however, asked for no extraordinary powers. It merely proposed to give such authority the united body as this Parliament could give, leaving all the necessary legislation re

garding property and so on to the provinces The measure was practically A RATIFICATION OF THE UNION. which had been consented to by an overwhelming majority of the people of all the Churches. There were some objections to the mion, but these he understood referred not so much to the union as to the manner o carrying it out. He would propose, as the bill dealt so closely with the union, that the basis of union should be incorporated in the bill as one of its schedules.

After further explanations had been made

by the clergymen present, the preamble the bill was declared unanimously proven. The bill was referred to a committee consisting of Messrs. Ives, Caron, Mulock, Wells, Cameron (Victoria,) Taylor, Jamieson, Mc-Master, and Lister, to consider and report upon the details of the measure.

Do no violence to the liver and genera system by repeated doses of mercury in the shape of calomel and blue pill. Many per-sons thus dose themselves even without the advice of a physician. The best substitute for such permising drugs, and the use of



THE GREAT DR. DIO LEWIS.

His Outspoken Opinion.

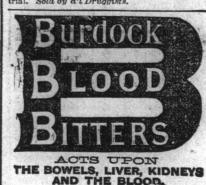
His Outspoken Opinion.

The very marked testimonials from College Professors, respectable Physicians, and other gentlemen of intelligence and character to the value of Warner's SAFE Oure, published in the editorial columns of our best newspapers, have greatly surprised me. Many of these gentlemen I know, and reading their testimony I was impelled to purchase some bottles of Warner's SAFE Cure and analyze it. Besides, I took some, svallowing three times the prescribed quantity. I am satisfied the medicine is not injurious, and will frankly add that if I found myself the victim of a scrious kidney trouble I should use this preparation. The truth is, the medical profession stands dazed and helpless in the presence of more than one kidney malady, while the testimony of hundreds of intelligent and very reputable gentlemen hardly leaves room to doubt that Mr. H. H. Warner has fallen upon one of those happy discoveries which occasionally bring help to suffering humanity.

Dio Leur,



It excites expectoration and causes the lungs to throw off the phlegm or mucous: changes the secretions and purifies the blood; heals the irritated parts; gives strength to the digestive organs; brings the liver to its proper action, and imparts strength to the whole system. Such is the interpolation of the strength to the whole system. Such is the interpolation of the strength to the whole system. Such is the canding in a few hours' time, if not of too long standing. It is warranted to force extracted not to produce consumption! It is warranted not to produce consumption! It is warranted not to produce consiveness (which is the case with most remedies), or affect the head, as it contains no opium in any form. It is warranted to be perfectly harmicss to the most delicate child, although it is an active and powerful remedy for restoring the system. There is no real necessity for so many deaths by Consumption, when Allen's Lung Balsam will prevent it if only taken in time. Physicians' having consumptive patients, and who, having failed no cure them with their own medicine, we would recommend to give Allen's Lung Balsam a trial. Sold by a Upragais. commend to give ALLEN'S LUNG BALSAM and Sold by a l Druggists.



M. PATTERSON, Druggist. WILD CHERRY for over twelve years, and have found it to be the most reliable preparation for Coughs, Colds, &c. I have never known it to fail, and do not hesitate to recommend it before all other preparations of the same class." WM. JOHNSTON, Smith's Falls, Ont., says he years, and it gives good satisfaction to his cus

W. T. BARKER, Druggist, Trenton, Ont. writes, "Mrs. John Kirk, the wife of a farmer iving about ten miles from this town, in the rear of the township of Murray, has cured herself of a cold which threatened cons of WISTAR'S BALSAM OF WILD CHERRY.

NOTICE TO YOUNG & OLD

The celebrated Dr. H. Hollick, of London, has established an agency in Toronto for the sale of his medicines for the sure cure of all nervous diseases arising from whatever cause. This is no new discovery, but has been tested for over twenty years, and has cured thousands. No cure, No Pay. Enclose stamp for pamphlet, which will be sent in sealed envelope to all who address to 463 Yonge Street, Toronto. CANCER CAN BE CURED!

Thousands bear testimony to the fact. Send for circular giving particulars. Address, L. D. McMICHAEL, M. D., 63 Niagara Sh., Buffalo, N. Y.

Samples of Dr. R. W. Read's Celebrated Asthma Relief A) I IIIIA sent free to any who ask. Immediate relief guaranteed. 50c. and \$1.00 pack-A, ETHRIDGE, Rome, N.Y.

THESUTHERLAND INSTITUTE For the Cure of STAMMERING, and all forms of impediment in speech. For circulars and testimonials from all parts of the country, address *UTHERLAND INSTITUTE, 273 Spadina Avenue, Toronto, TESTIMONIAL.-I have ben treated at the

Sutherland Institute and am perfectly cur ed. THOMAS CHARLTON, Pickering P.O., Ont. CONSUMPTION I have a positive remedy for the above disease; by use thousands of cases of the worst kind and of lettanding have been cured. Indeed, so strong is my fain its efficacy, that I will send TWO BOTTLES FREE, rether with a VALUABLE TREATISE on this disease.

the Speech from the Throne.

nce to his motion a few days ago for papers The House adjourned at 11.25 p.m.

CHILD LABOUR.

twelve years of age and requiring that children under fitteen be employed not more than half-time.

PRIVATE BILLS. The following bills were introduced and

SUPERANNUATION FUND REBATES.

tions presence of at least one of her Majesty's ships in British Columbian waters. he frue Hon, Mr. CARON, in answer to an enernment had now under consideration the

overnment to establish a naval brigade and n Mr. Charlton's bill to provide for the pun-On the 1st clause, providing for the punish-

The motion was carried. The second clause, providing for the unishment of persons who by fraud inveigle

Mr. CASGRAIN moved the second reading f the bill to amend the Act for the prevenion of fraud in relation to contracts involving The bill was read a second time and AGRICULTURAL FERTILIZERS Mr. MASSUE'S bill for the prevention of raud in the manufacture and sale of agricul-

connection with the selection of a site for the Amherstburg Custom-house and post

The motion was carried. PRINTING AND ADVERTISING. all sums paid by the Government to the Gazette Publishing Company of Montreal for printing, advertising, or any work done or material furnished during the years 1878, 1879, 1880, 1881, 1882, and 1883 in detail.

METHODIST UNION. Mr. WHITE (Hastings) presented the petitions of a number of members of the Methodist Church, praying that legislation ecessary to the consummation of the Metho

ead a first time: To incorporate the Traders' Bank of Canada; to empower the Sovereign Fire Insur-ance Company to relinquish their charter and to provide for winding up their affairs; relating to the Roman Catholic diocese of Ot-

Mr. CAMERON (Victoria) introduced a

INDIAN TROUBLES IN BRITISH COLUMBIA. Mr. BAKER (Victoria) enquired if it was the intention of the Government, owing to recent troubles with the Indiana at Metlakatla and the near approach of the Canadian Pacific railway through the Rocky mountains into British Columbia, to detail a troop or squad of mounted police for service in that Western

section of the Dominion.
Sir JOHN MACDONALD said that under the present law the functions of the mounted police were confined to the North-West and without an alteration in the law no portion of the force could be compelled to go to British Columbia or any other province of the Do-BRITISH COLUMBIA IMMIGRATION Sir HECTOR LANGEVIN, in answer to

Platt, said he visited the locality at Welling ton, Ont., during the past season and had an estimate made of what would be necessary to erect a boat-house there. The estimate had been approved by the engineer of the depart ment, and the work was carried out accord ngly. It had not been decided to make any change either as to the relative position of dimensions in what is known as the range lights at Weller's Bay, Ont. LIQUOR LICENSE INSPECTORS. Sir JOHN MACDONALD, in answer t

Hon. Mr. COSTIGAN, in answer to Mr.

sum of \$14,951,863, four per cent. funded debt 1883, Canadian Pacific railway, mentioned in the fifth page of the estimates of 1884-5 recently laid upon the table, was

THE CANADIAN PACIFIC RAILWAY

SESSIONAL NOTES.

The delegates from Regina, consisting of Major D. L. Scott and Mr. N. F. Davin, had an interview a few days ago with Mr. tention of the Canada Pacific railway to build a line north of Regma and south, that meanwhile no difficulty would be thrown in the way of any private company; on the contrary the Canada Pacific railway would be inclined to assist a private company. On Thursday the Minister of the Interior received the delega-Regina reciting the resolutions :- 1. That the end of the terminal division should be brought back to Regina. 2. That railway acilities north and south should be given

**Englishman, I perceive, so new!" said the scountry.

"Englishman, I perceive, so airily began our college boy. The stranger bowed. "You must find much to amuse you in this country.

We are so very crude, so new!" said the scountry. with John Bull—our newspapers. The journalists of this country rank high, sir—high!" Having received a cvil reply he continued: "I am myself an editor. Like to look at a copy of our paper?" pulling out a small sheet from his pocket. "Now you have no idea—pohody, not up the profession.

which may save us many neavy doctors bills. It is by the judicious use of such articles of diet that a constitution may be gradually built up until strong enough to resist every tendency to disease. Hundreds of subtle maladies are floating around us ready to attack wherever there is a weak point. We may escape many a fatal shaft by keeping ourselves well fortified with pure blood and a

THE POSTAL SERVICE.