TO THE PUBLIC.

THE proprietors of *The Weekly Mail* beg to announce that on and after the first of January the annual subscription price will be one dollar and a half.

When the publication of *The Weekly Mail* was commenced, the price was fixed at one dollar, with a view of introducing the paper to as wide a circle of readers, and in as brief a period of time, as possible. The objects sought were attained, for the incredible success of *The Weekly Mail*, followed with great rapidity, until now the number of its readers is counted at fifty thousand. At the same time the proprietors assumed the burden of gratuitously supplying the subscribers to the *Weekly Telegraph*, which was about ceasing to exist, with *The Mail* which should be at once a worthy substitute for and an improvement upon the paper to which they had paid their subscription. The obligation thus assumed has been fully discharged, and every subscriber to the *Weekly Telegraph* has received *The Weekly Mail* up to the close of his subscription to the former.

A very large, handsome, and carefully prepared journal, such as *The Weekly Mail* is, could not be produced without incurring a heavy expenditure both in money and labour; in point of fact, the material used absorbs nearly the whole of the subscription price. The proprietors expected, however, to publish *The Weekly Mail* without pecuniary profit until their engagement with the subscribers to *The Telegraph* had been fully and faithfully performed. They feel that this has been done, and that the time has come when they should seek to place the paper upon a paying basis. The annual subscription will therefore be raised as above stated, one of the first consequences of which will be a marked improvement in the paper, which even at present has been proved to be the most popular weekly circulated in this country.

It is hoped and believed that the friends and patrons of the paper will recognize the propriety of our present course, and will redouble their exertions to extend the circulation and strengthen the influence of *The Weekly Mail*.

TO AGENTS.

The terms to Agents and Clubs will also *pro rata*, in consistency with the change in price as above announced.

The Weekly Mail.

TORONTO, FRIDAY, MAY 15, 1874.

NOTICE.

Subscribers are reminded that the coloured address-label of each paper sent to them shows a figure which indicates that future subscription has been paid, serving, in fact, as a date. The current weekly number can readily be ascertained by reference to the volume and number printed on the title page.

We are informed that a person representing himself as a travelling agent of this journal is collecting subscriptions to the *Weekly Mail*, throughout the townships of Wolf Island, Kingston, and Tecumseth. We have no travelling agent. Numerous friends are interesting themselves in organizing local clubs, and otherwise aiding in furthering the circulation of the *Weekly Mail*. Such are, of course, neither well-known nor in the locality where they are canvassing or accredited by this office.

LIBERAL-CONSERVATIVE ASSOCIATIONS.

We have received several letters from friends throughout the country, who are office-bearers in newly formed Liberal-Conservative Associations, or are desirous of forming Associations, asking for information as to the way in which they should proceed, and for copies of the Constitution of the Toronto Association. We take this means of informing our friends who have written us, as well as others who may be in the same position, that they will best get the information they desire by addressing "The Secretary of the Liberal-Conservative Association, 85 York street, Toronto," when, we have no doubt, will be pleased to give them all the information they may require.

THE WEEKLY MAIL.

The attention of our readers is directed to an advertisement on another page, from which will be seen the inducements held out to persons having time or inclination to devote Clubs for the circulation of *The Weekly Mail*; a paper specially suited for readers at a distance from Toronto, whether residing in the country parts of Canada, in Great Britain, the United States, or other foreign countries. For cheapness, in comparison with the wealth of information to be gleaned from it, *The Weekly Mail* is in advance of all competitors for popular favour, while the success attending its efforts has followed it since its first publication, in a gratifying evidence of the acceptableness of its columns to the tastes of the reading public. No doubt, one cause of the extraordinary rapidity with which *The Weekly Mail* obtained the success intimated was the energetic and thoroughly Liberal-Conservative Party, having at heart the furtherance of the cause of Union and Progress, at once bespoke a favourable reception in the country continuous. Members of Parliament, as well as intending candidates for Parliamentary honours, have not been slow to see how such a rising was best prepared for a canvass in the interest of their Party, by the circulation of *The Weekly Mail* among the intelligent voters. Consequently, as a cheap and effective co-operator in its political education of the masses, journals such as it have been made by influential local residents to promote the circulation of the paper in the neighbourhood of their own homes. The recent crisis in the political history of Canada would indicate the necessity for redoubled energy in the same direction.

SCHOOLS OF AGRICULTURE.

THE time for receiving pupils at the Guelph School of Agriculture and Experimental Farm, originally limited to the first of this month, has been extended to the 25th inst., when a preparatory term of one year will be commenced. At this date one may throw out of view all previously debated questions respecting the subject of the site selected, whether by the past or present Government, and confine one's self to the expression of a wish that this important institution, being now *in fait accompli*, may realize, under judicious and impartial management, the great benefits which in older countries have attended the establishment of similar enterprises. It might with reason be supposed, in this age of marked and rapid progress in almost every department of arts and sciences, that agriculture, "the nurse and mother of all the arts, and mother of all manufactures," would not be the last in the race of improvement. Yet the fact is that farmers, in all parts of the world, have not kept pace with other large classes of the community in the acquisition of professional knowledge and skill. One reason for this is that the right education of the farming classes has been more neglected than that of manufacturers, tradesmen, and ordinary mechanics. The simplest elementary education is often wanting among farmers, who, considering the soil as the raw material of their craft, ought to know how to treat it in every respect, yet are often imperfectly acquainted with its qualities, its texture, the mechanical properties of manures, the comparative nutritiveness of the plants which they cultivate, and various other theoretical matters with which they ought to be familiar. Farmers, in fact, instead of receiving a suitable and professional training, are apt to rest satisfied with what they consider "practical" information acquired by experience, which, too frequently amounts to nothing better than the information from father to son of some departed sire. Admitting that agricultural skill may be attained to by experience, it can only be so attained by after many failures if the farmer be ignorant of some of the first principles of his art. Quickness of design and skilled labour are called forth every day in the various branches of manufactures; and the farmer asks, why not to rest satisfied with indolent movements in a beaten track. The art of agriculture is extensively complicated; those who pursue it as a profession ought to learn it thoroughly. Even subordinate managers should know not only how any farming work should be done executed, but why it should be done in a particular manner. The farmer who does not understand the principles on which a plough is constructed cannot tell to a nicety whether it is put together in the best way.

For the purpose of securing to young men intended for agriculture a thorough knowledge of farming, schools of agriculture have been established within the most advanced agricultural countries of France and Great Britain. The Royal Agricultural College at Moëglin, in Prussia, which is by extensive farm, is one of the most distinguished of the Continental agricultural institutions. In France, there have been established at Grignon, at Rovile, Agricultural College of the first class, besides minor model schools of husbandry, which are called schools of departments in which they exist. In England, and a great part of Scotland, where agriculture has attained an eminence far superior to that of all the Continental Kingdoms, and where very large farms are the general rule and very small ones the exception, the system of teaching and training which is suited to the circumstances of Continental husbandry and national habits, would be, in many respects, inapplicable. England rather requires for her farmers such education as is afforded in the Royal College of Cirencester, or in the extensive farm establishments of some of the eminent agriculturists who take pupils on their own account. But wherever, as in Ireland, the western parts of Scotland, and certain localities in Wales, small and often ignorant farmers abound, and where the rural population, as in Ontario, is chiefly agricultural, schools of husbandry are invaluable institutions. The reports of the Commissioners of National Education in Ireland bear exceedingly interesting testimony to the value of the model agricultural schools which began to be put into operation about twenty years back. The constant house-feeding of cattle, dairy management, and breeding and rearing of live stock, are introduced in the routine, and the pupils have the opportunity of practically learning the details of field culture, under the instruction of a very competent superintendent. At Guelph we learn that until the farm has been systematically laid out and brought into order for the special purposes to which it is to be applied, and until the necessary buildings and offices have been erected, it is not deemed expedient to settle definitely the curriculum of instruction to be given, or the conditions upon which students will be admitted when the institution is in full operation. For some time to come the work of the farm will be mainly confined to the preparation of the site and buildings and the commencement of instruction of pupils; and during this preparatory term, the chief aim will be to teach the pupils how to perform the farm-work in the best and most profitable manner, coupled with such an amount of scientific knowledge as will enable them clearly to comprehend the results sought to be obtained from each operation, and the scientific facts and principles on which it is based. The pupils must engage, on an average, seven hours daily in the work of the farm, farm-yard and garden, in return for their work they will receive instruction, board, lodging and washing free of expense, and, at the term of their completing the term, and passing the prescribed examination, during the year, to the satisfaction of the Principal and his colleagues, they will each receive at the close of the year the sum of fifty dollars in money.

The qualifications necessary for admission to the institution at the end of the preparatory term have been extensively and publicly in circulation, and it is not need not be particularised here.

EFFECTS OF A BAD EXAMPLE.

WHEN MR. MALCOLM COLIN CAMERON's bill to take the vacant seat in Parliament from the Centre Riding of Huron and attach it to the South Riding was before the House of Commons, it was said by those who offered opposition to it that if the Ministry countenanced its passage other bills of a similar nature would be sure to follow. We have not had to wait long for a verification of the remark. Col. HIGGINSONIAN has already had printed a bill to re-divide the County of Wellington for parliamentary purposes. The following is his proposition: "The North Riding to consist of the townships of Maryborough, Minto, Arthur, Luther, Amaranth and Peel, and the villages of Mount Forest and Arthur. The Centre Riding to consist of the townships of Pilkington, Nichol, Garafraxa, West Garafraxa, East Erin, Erramosa, the town of Guelph, and the villages of Elora and Fergus; the South Riding to consist of the townships of Puslinch and Guelph, and the town of Guelph." The marrow of Col. HIGGINSONIAN's proposal is an attempt to distribute the Grits of the County of Wellington as much as it is difficult, if not impossible, to return a Conservative member for any one of the three Ridings. The South Riding has now such a superabundance of Grittism that the worthy Colonel thinks it would be well to import sufficient of it into the Centre Riding to swamp the Tory vote, and thus enable the North Riding to bulk Mr. DRAW'S reasonable ambition to sit in Parliament for that constituency.

We can hardly believe that the Ministry will permit such gerrymandering as this private member, who is thus determined to violate the constitution, and not wait for the decennial redistribution, to do, to be allowed to take the matter into their own hands. This tinkering of private members with the constitution of the American Federal bound belief, even if some of the seats which will be affected by the changes made and proposed to be made were not represented by gentlemen whose elections have been protested against. Mr. CAMERON'S Bill is a case in point in the first for one session. We therefore call upon the Government to stop proceedings which are in all respects unfair and unjust to every man in Parliament who gives them the slightest countenance.

RECIPROCITY.

THE business men of Canada are neither few nor far between who are firm in the belief that this country has prospered more under Reciprocity with the United States, than if reciprocity had still existed between the Dominion and the Republic. That this opinion is entertained to so great an extent is in no small measure due to the teaching of the leading Government journals, and to the subject. If in 1865 Mr. GEORGE BROWN, then a member of the Government formed to carry out the Union of the Provinces, was so little enamoured of Reciprocity that he abandoned the Cabinet rather than accept the Reciprocity which the United States Government and Congress were then willing to agree to, it is self-evident that he had great faith in the ability of Canada to make its commercial position independent of the United States. We are not left to Mr. BROWN's conduct at that time, however, to estimate the value of this bit of political prophecy. Some years after the old treaty had lapsed, his newspaper was emphatic in declaring that this country was more prosperous commercially that if the treaty had remained in force. Self-dependence, it was urged, had led to the opening up of new avenues of trade which left to Canada entirely independent of American hostility or friendship. Our Parliament was strongly advised that the policy of self-reliance was the true policy, and Parliament accepted the advice, emphatically asserting that we could afford to remain as we were until the people of the United States became convinced that in abrogating the Reciprocity Treaty of 1854 they had made a mistake to the detriment of the trade of their own country. It was in the light of these circumstances that Mr. BROWN expressed a desire to go to Washington as negotiator for a new treaty, there to act in connection with Sir EDWARD THORNTON and Mr. HOWARD, and that our Government permitted themselves to be made the instruments of Mr. BROWN's will. It is not easy to conceive of the perpetration of another Ministerial blunder so palpable, and at the same time likely to result so disastrously. We feel satisfied that an error of the most serious kind has been made.

It would have been a mistake to have invited negotiations for a new treaty if there were no other reasons than those which we have already stated. The most glaringly improper feature of the case is the shameless attempt to barter away a certain financial benefit for what would at best be a doubtful advantage. Judged according to his own words, Reciprocity is not worth having. But for the untimely interposition of our Government, the Halifax Convention provided for by the Treaty of Washington would have met before now, and we venture to say with no little boldness, that if when it had met the Imperial Commissioner, the Hon. PETER MITCHELL, would have made out a case for compensation which the United States Commissioner could not have upset, even if he had desired to do so. But, as we say, a consequence, a very considerable sum of money would have come into the Canadian Treasury which would not have prevented the Great Incapable and his colleagues from having damaged our credit in the money markets of the world, and attempting to squeeze three millions of additional taxation out of the pockets of the Canadian people. There is no excuse for having interrupted the meeting of the Halifax Commission, the negotiations for a new treaty, and the award which that Commission must have made in our favour.

The trade and commerce of Canada have been so very healthy since the lapse of the old Reciprocity Treaty that, whether rightly or wrongly, many persons have come to the conclusion that, if consideration were brought to the belief that Reciprocity is at best of doubtful advantage, it would be folly to make a thing for which we cannot afford to pay, too great a price. A Washington correspondent of the St. Louis *Globe*, offers to show some something of the subject, in a recent communication to that paper. He says: "Brown prefers delay, in order to vote "up the Reciprocity Treaty, as far as it makes the concessions given by the "United States for the privilege of their "Colonial fishing grounds, instead of a cash payment. We have no doubt that this correspondent is correct in the statement.

The speech delivered for his Excellency the Governor-General at the opening of the Canadian Parliament, is in itself perfect evidence that the Ministry are prepared to abandon the cash payment for our fisheries for a treaty which their own envoy to Washington has alleged to be valueless, and in which opinion the Canadian Parliament has so far agreed as to solemnly assert its hostility to opening negotiations with the Washington Government.

It is no plain, that he who runs may read, that Mr. BROWN, in order to satisfy an old, and, we believe, deep-rooted hatred of the Government of his native country, has bamboozled the Government of his adoption into giving him carte blanche in this matter. Both the Canada and the Ministry which consent to his proposal will be held to a strict account by the people of Canada. The close of the war in the United States brought with it a great benefit to Canada. Our country on the Government no less a sum than $300,000,000 a year is required, two-thirds of this amount being derived from customs, and the remaining third from excise. It is estimated that the United States obtain no less than $10,000,000 of duties levied upon imports from Canada. We cannot understand how any sane man can be so rash as to fancy that the Congress of the United States will surrender so much revenue, at a time when the treasury demands are urgent, and, OLIVER-like, the cry of the Government is for "more." In truth the negotiation entered upon by Mr. BROWN and the Canadian Government, is a heavy is of the wildest possible kind. It becomes of serious moment when we consider the great interests which are involved, and the certain loss of position and prestige which must be the inevitable consequence of failure. In the natural sequence of events, had matters been allowed to take their course, we might have looked forward to a time when the circumstances of the two countries would have led to enlarged trade relations between them. But this thing is desirable at all it has been indefinitely postponed by Mr. BROWN's rashness, and the Government's reckless ness in yielding to his unreasonable demand to be sent to Washington. We call upon the Ministry to stop this folly. They might as well confess at once that they are afraid to encounter the ridicule of being a failure; that Mr. BROWN has no further business there; that great injury has been done to Canada—for though it is probably expecting too much to ask them to make an acknowledgment as this and allow the Halifax Commission to sit and Canada to reap the benefit of the award which that Commission is certain to give in her favour. The BROWN-MACKENZIE farce is already pushed out to the tail end of the last scene of the final act.

THE NEW PACIFIC RAILWAY SCHEME.

It may be well to recapitulate here the leading features of the Pacific Railway policy of the present Government, as foreshadowed in the resolutions which appear elsewhere.

The railway, which is to extend from some point "near the navigable waters of Nipissing to the Pacific Ocean, is to be divided into four sections. The first section is to extend from Lake Nipissing "towards the upper or western end of "Lake Superior, to a point where it "shall intersect the second section;" the second section is to begin at some point on Lake Superior, connecting with the first section, and to extend to Red River; the third from Red River to some point between Fort Edmonton and the Rocky Mountains; and the fourth from the western terminus of the third section to the Pacific Ocean.

There will be two branches of the railway, as follows: The first, from the eastern terminus of the main line to some point on the Georgian Bay, by the shortest from Pembina to Fort Garry. A third branch to the Ottawa River to be made the organ of the Government published in this city, but the resolutions make no reference to it. Doubtless the omission in the short time which elapsed between the writing of the article and the publication of the resolutions.

The railway shall be constructed under the superintendence of the Department of Public Works.

The Governor in Council may divide any section into sub-sections, each one of which shall be given to contract, by "due advertisement and tenders." Contracts for the working of the section or sub-section of the railway shall be at the same time. But no contract shall be given unless the contractors show that they have a capital of $4,000 a mile contracted for, and deposit $1,000 a mile in money or approved securities with the Receiver-General.

There are three forms of assistance proposed to be given by the Government; first, $10,000 per mile of railway; secondly, "a guarantee of interest at the "rate of four per cent. per annum, for "a term of twenty-five years, on a sum "to be stated in the contract for each "mile of the section or sub-section contracted for;" thirdly, twenty thousand acres of land for each mile of railway contracted for, in alternate sections of ten square miles each. The lands of the land subsidy shall be sold by the Government at such prices as may be agreed upon between them and the contractors, and the proceeds handed to the contractors, less a charge of ten per cent. "administration or management," the remaining third to be conveyed to the contractors. The Government may expend a sum not exceeding $10,000 per mile was dropped from the resolutions, but we have another fifty for saying that it forms no part of the Government scheme, and that the resolutions, so corrected, will be re-printed before they come up for discussion to-morrow.

Such section or sub-section, as constructed, shall be the property of the contractor, and shall be worked for his advantage and benefit. The Government may take the right, however, to purchase the railway, on payment of a sum not exceeding its actual cost, and 25 per cent. in addition, the subsidies in land and money paid by the Government for the construction of the railway being first returned or deducted from the amount to be paid.

If brought more advantageous, the Government may construct the railway, or any part of it, as a public work of the Dominion, the work to be let by contracts offered to public competition.

The Governor-General, by Order in Council, shall determine the time when the works on each section or sub-section of the railway shall be commenced; and the whole shall be completed within the space of the work until the following session of Parliament.

These are the main features of the Government resolutions. Though, probably, we shall understand all the details of their scheme better when the First Minister has fully explained them, they contain some leading points so striking and remarkable as to challenge instant attention and consideration.

1. *The Railway Scheme.*—Those who have followed the Premier's utterances on this question, must be amazed at the resolutions. In his famous Sarnia speech he denounced the construction of the Pacific Railway in any other way than by the Government directly. He broadly alleged that this was the only proper and economical way of proceeding, declaring that by this means the difference between the actual cost of construction and the sum which would represent the contract price, would go into the people's pockets. It is true that in his resolutions Mr. MACKENZIE leaves a little loophole by which to creep out, and by means of which he will endeavour to establish his consistency. They say the work may be done by the Government, if necessary; but no one believes that it will be so done, except perhaps the reports some of the more difficult sub-sections. Mr. MACKENZIE is now more than a consenting party to legislation which will put a number of his political friends in Toronto in a position to take contracts on the road. The piecemeal plan will enable the Government and the contractors to play into each other's hands. Those sub-sections which are easy of construction will fall to the lot of the Government's favourites, while the very difficult ones will in all probability remain for the Government to deal with. It must be apparent to every one that the country has nothing to gain, but, on the contrary, very much to lose, by the variations from the scheme of the old Government, which never more one Company by responsibility of the whole work. The present scheme leaves open innumerable doors for jobbery and the jobbers within and without the Ministry.

We were referring, hoping to Mr. MACKENZIE's change of base. The plan which he marked out at Sarnia he has abandoned in all its essential features. Even since the Premier's speech at a later plan of his election manifesto, which, distinctly enough, formulated the repudiation of the policy of the Ministry, the adoption of a mixed rail and water line. There is not a single word in the resolutions of "water stretches" which the Premier proposed to utilize. After beating about and about the bushes, he has come round the circle, he has, finally, settled down, in the main, upon the scheme which he denounced so indignantly from his hands in Parliament and out of it! The question with which Parliament and the public are now much concerned is whether the Government scheme is really what it seems, or only a mockery and a pretence. We leave the consideration of this important matter until we have heard what the Premier has to say.

II. *The Land Subsidy.*—When in Opposition, Mr. MACKENZIE and his friends, said it was a monstrous thing to propose to give fifty millions acres of the public domain as a subsidy for the building of the railway. They are now brought face to face with the necessity of themselves dealing with the question, and they actually propose to give away the very quantity of land which they had condemned as extravagant—which they had denounced as a gigantic job, and had characterized as a public shame and a scandal. Nay, more. In their new scheme they propose to make a gratuitous constructing the road to dispose of the lands, the Government, with a magnificent generosity, take upon themselves to dispose of two-thirds of them, and, without a farthing of cost to the country carry on the Government no less a sum than $300,000,000 a year is required, two-thirds of this amount being derived from customs, and the remaining third from excise. It is estimated that the United States obtain no less than $10,000,000 of duties levied upon imports from Canada. We cannot understand how any sane man can be so rash as to fancy that the Congress of the United States will surrender so much revenue, at a time when the treasury demands are urgent, and, OLIVER-like, the cry of the Government is for "more." In truth the negotiation entered upon by Mr. BROWN and the Canadian Government, is a heavy is of the wildest possible kind. It becomes of serious moment when we consider the great interests which are involved, and the certain loss of position and prestige which must be the inevitable consequence of failure. In the natural sequence of events, had matters been allowed to take their course, we might have looked forward to a time when the circumstances of the two countries would have led to enlarged trade relations between them. But this thing is desirable at all it has been indefinitely postponed by Mr. BROWN's rashness, and the Government's reckleness in yielding to his unreasonable demand to be sent to Washington. We call upon the Ministry to stop this folly. They might as well confess at once that they are afraid to encounter the ridicule of being a failure; that Mr. BROWN has no further business there; that great injury has been done to Canada—for though it is probably expecting too much to ask them to make an acknowledgment as this and allow the Halifax Commission to sit and Canada to reap the benefit of the award which that Commission is certain to give in her favour. The BROWN-MACKENZIE farce is already pushed out to the tail end of the last scene of the final act.

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A SHAMELESS PROCEEDING.

"AN ACT to amend the Act 36 Vic., "sec. 13, by defining the Electoral Divisions "Tuckersmith from the Centre Riding, "and to annex it to the South Riding of "the County of Huron." Such is the seemingly innocent title of a Bill which Mr. LAIRD introduced into the House of Parliament, and which excited a warm debate last week. The Bill is not so innocent as it seems. It is in fact a most atrocious Bill. It requires all the energies of Sir GEORGE CARTIER to bring it before the House, and all the stolid disregard of public opinion which actuates the present Administration to fortify them to the point of giving it their active support. It is only a few days since the Premier, in reply to an inquiry put to the Government by a member, declared that they had no intention of dealing with the question of representation. What they either dreaded to do themselves, they determined not to do, they pounds a bill which stole out in every line of it.

It is a peculiarity of this bill that while there are a score of sound objections to it, there is nothing whatever to be said in its favour. It interferes with the decennial re-arrangement of constituencies in 1872. Mr. MACKENZIE made representations to the effect that the boundaries of constituencies before that time, but they are not relevant to the question under discussion. The re-arrangement of 1872 ought to have remained good until the next decennial census had been taken. In the next place, it violates the principle of Representation by Population, for which the Grits had been such soldiers, and which the father of the Grits has time and again established the justice of—to his own satisfaction. At all events it is embodied in the Act of Union. The present Ridings of Huron are almost alike in population, averaging some 20,000 souls each. Take Tuckersmith from the Centre and add it to the South Riding and you make an inequality of some 6,000 souls between the two Ridings. The population of the Centre Riding will be some 19,000, while that of the South will be about 26,000. Then again, the Township of Tuckersmith is now represented in the House of Commons by Mr. LAIRD, a Conservative, representative the North; Mr. BURNS, a Liberal-Conservative, the Centre, and Mr. GAMMOND, Grit, the South Riding. In each of the two elections since the re-arrangement of 1872 the contest was a fight hard for his seat, and it is notorious that the means which he adopted on each occasion to secure his return, he has to the cleanest kind. His last election has been protested against, and Mr. CAMERON has made it by the hardest kind of a fight. Now, that his last election has been protested against, and Mr. CAMERON has made it by the hardest kind of a fight, the Government proposes to transfer to him a portion of the Centre Riding, in which he is not so well known, and which, and which the Government are perfectly aware, will be much more onerous to him than the Centre Riding, in which he is