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The Weekly Mail.

Legamog men aon Y, MAY 12, 1876.

THE SUPREME COURT. Our Ottawa despatch of Saturday re-ferred to the serious illness of Mr. Justice HENRY, of the Supreme Court, and to the probability of his early resigna-tion. Since our correspondent's despatch was forwarded we have received some

was forwarded we have received some further information. Before leaving Ottawa a short time since Mr. Henny was threatened with paralysis in the face, and since his return to Halifax we believe he has become entirely paralysed in one side. Very goest fears are entertained as to his state; even though his illness should not prove fatal it is quite likely to incapacitate him for further work in the Court to which he has been so recently appointed. Our correspondent also referred to the probable early resignation of Mr. Justice Tascherratu is in a weak state of health. It will be unfortunate if, at so early a day, two changes in the recovered of the Supreme Court should

the following advertisement, which he clipped from the Observer, of that town CANADIAN PACIFIC RAILWAY.

CHARDERS FOR GRADING, TRACKLATING, &c beet the cought to see the CANADIAN PACIFIC RAILWAY.

TENDERS FOR GRADINO, TRACKLAIVING, &C.

Sealed tendera, addressed to the Secretary of Public Works, and endorsed "Tender Pacific railway," will be received at this office, up to noon of Monday, 22nd May next, for the excavation and grading required to the received on that section of the Pacific railway extending from Cross Lake saturated to Railway extending from Cross Lake saturated to the Pacific railway extending from Cross Lake saturated to the Pacific railway extending from Cross Lake saturated to the Pacific railway extending from Cross Lake saturated to the Pacific railway extending from Cross Lake saturated to the Pacific railway extending from Cross Lake saturated to the Pacific railway extending from Cross Lake saturated to the Pacific railway extending from Cross Lake saturated to the Pacific railway extending from Cross Lake saturated to the Pacific railway extending from Cross Lake saturated to the Pacific railway extending from Cross Lake saturated to the Pacific railway extending from Cross Lake saturated to the Woods, about 37 miles in length; lake for the gradient from the works of about 137 miles in length; lake for the gradient from the works of about 137 miles in length; lake for the gradient from the works of about 137 miles in length; lake for the gradient from the works of about 137 miles in length; lake for the gradient from the works of about 137 miles in length; lake for the gradient from the works of about 137 miles in length; lake for the gradient from the works of about 137 miles in length; lake for the gradient from the works of about 137 miles in length; lake for the gradient from the works of about 137 miles in length; lake for the gradient from the works of about 137 miles in length; lake for the gradient from the works of about 137 miles in length; lake for the gradient from the works of about 137 miles in length; lake for the gradient from the works of the wore

Department of Public Works, 2 17w3
Ottawa, April 25, 1876.

This advertisement gives a fair idea of Mr. Mackenzie's peculiar mode of advertising. Here are heavy works upon the heaviest sections of the Pacific railway between Thunder Bay and Winnipeg. But three weeks are allowed from the first appearance of the advertisement to the day in which the tenders are to be received at the Department of Public Works at Ottawa. We cannot but regard it as peculiarly unfortunate, to say the least of it, that tenders for these important works should be asked for at the present moment. No communication can be had with Fort William before the 15th or 22nd of May, and an intending contractor once there, it would take him five or aix weeks to go over the ground, to say nothing of the time necessary to get security, and to obtain information as to the best means of getting men and plant and supplies to the ground. Clearly Mr. Mackenzie expects that contractors shall make their calculations hapharard, or he is aware that some favoured ones are already in possession of the information which will enable them to tender for the work upon some intelligible basis. Indeed, the correspondent who sends us the advertisement says that men in the present pay of the Government have been over the ground with a view to tendering, and that in fact they are already in possession of the opening of navigation. We do not to the correspondent who sends us the advertisement says that men in the present pay of the Government have been over the ground with a view to tendering, and that in fact they are already in possession of the interned to the soft with the work upon some intelligible basis. Indeed, the correspondent who sends us the advertisement says that men in the present pay of the Government have been over the ground with a view to tendering and that in fact they are already in possession of the many of the correspondent who sends us the advertisement says that men in the present pay of the Government have been the send of the Crown of the corr

routes have been partially surveyed; one which attracts attention follows the Stewart river and reaches the upper branch of the Gardner Inlet; and another the junction of the Chilacoh river, which it ascends to the junction of the Black tavern-line win

branch of the Schwart: river until it reaches the junction of the Chilacoh river, which it ascends to the junction of the Black Water river, which it ascends until it reaches the vallely of the Kamaquot or Salmon river, and thence descends into the north branch of Dean Channel. Of the last named route, the Premier said: "Tais, I may say, so far as our "present explorations go, is shown to be "the most favourable route for reaching "the ocean from Fort George west."

The question of reaching the ocean from Fort George is undoubtedly one of great difficulty. Some day we shall take up the various projected lines, and see what is to be said for and against them. Meantime, we would simply remark that even if the Dean Channel and Gardner fulst route present more favourable features than those to Bute Inlet and Burrard Inlet, there is much to be said against them which canned be said against either of the others. We refer to the matter now simply with a vier to directing attention to the accounts given in the Britiah Columbia papers of the return of the Gazen exchending for upwards of twenty from the directing attention to have returned before the end of March, but she did not get back until nearly a month later. Fearing the command of the same mishap had befallen her, as other vessel was sent to her relief, but, fortunately, nothing more serious had happened than detention by the ice. On her way up the Inlet she encountered an immense field two feet in thickness extending for upwards of twenty-free miles. Notwithstanding the severity of the weather the surveying party went and heavy gradients." The British Columbia papers are somewhat jubilant over this news. They point out that, except when the proposes to take to meet a deficiency and an inadequate revenue, had heavy gradients." The British Columbia papers are somewhat jubilant over this news. They point out that, except had been contained the propose to take to meet a deficiency of the Government, and Mr. Watken's criticism of it. Mr. ELLIOTT spoke birefived to th