The Weekly Mail.

TORONTO, FRIDAY, MAY 16, 1873.

THE INDEPENDENCE OF PARLIAMENT.

MR. MACKENZIE's resolution on Monday night that no one having a contract or being in any other way pecuniarily interested in the Pacific Railway should be eligible for a seat in Parliament, was a direct attack upon our great national undertaking. To say that it was framed further to secure the independence of Parliament would be too absurd. If the road is a necessity—and the Opposition declared that it was a pressing necessity *before* the Government took it in hand—then the aid of the foremost men in the land is indispensable to its construction. There is no reason under the sun why the man who has enterprise enough to embark in a patriotic work should be excluded from the national deliberations—common sense, on the contrary, indicates that such an one should be favoured above his fellows.

Let us suppose that MR. MACKENZIE's piece of legislation had passed—what would follow? The hands and pockets of the 200 representatives of the people, and of their partners would be tied up. Not a cent of their own money, and among them are the chief capitalists of the Dominion, could be invested in this undertaking. Not a cent of the money of a firm in which any one of them was a partner could be contributed. If Pacific stock was bequeathed to them, they would be compelled either to throw it on the market or place the House. They could have no dealings directly or indirectly in the way of purchase or sale, with contractors or others, where payments were made through the Treasury. In a word, they would either be wiped out of Parliament or struck out of the Pacific Railway—and neither Parliament nor the railway could afford the alternative.

Mr. MACKENZIE has run his independence of Parliament hobby into the earth. He can find no precedent for his resolution the world over, history over. In past times men pecuniarly interested in the construction or earnings of the Grand Trunk, Great Western and Northern Railways which were largely subsidized by the old Provinces of Canada, and on which Ontario now has a lien, sat in Parliament, but it never entered into the mind of the creature of "Reform" that their presence was obnoxious to the constitution or detrimental to the liberty of the people. It is singular how prematurely sharp Mr. MACKENZIE and his friends became when dealing with Dominion matters. They could not understand, for instance, that it was contrary to the law and usage of Parliament for the partners of Messrs. CROOKS and BLAKE to plead for hire before the Pacific Railway Committee. He could not foresee with prophetic eye that the railroad contractor working on a "dump" on the Rocky Mountains or round the Pacific will be a dangerous man to the State. They believe that no harm is done to the independence of the Local Legislature by granting $2,185,000 in subsidies to new railways, in which one-half of its members are pecuniarily interested; but they deny the privilege to Sir JOHN MACDONALD. They, they thought it constitutional enough to violate the Railway Act of 1871 in order to get a subsidy of $2,000 into the pocket of Mr. PAXTON; but they declare at Ottawa that the Government cannot do in a fair and above-board manner that which they can more easily and better accomplish.

It is hardly necessary to say that in England, where legislative purity we are content to follow at a distance, no principle exists as strongly sweeping as that contained in Mr. MACKENZIE's resolution. There, capital is literally exhaustless, and consequently intemperate, so that such a resolution might be passed without partially paralyzing Parliament and destroying public enterprise, as would be the case in a country like Canada. Not long in the ROTHSCHILD disability debate in 1855 in connection with the raising of a public loan to carry on the Russian war, and in the construction of the Balaclava railway by the firm of which the Mr. Morrow of PETO, M.P., was a member, the old principle that exemption to the disqualification of contractors should be made in respect of public works or public loan contracts obtained at public bidding, was pretty generally adhered to. As a member, being pecuniarily interested, otherwise than by direct contracts in Government stocks, used, Mr. MACKENZIE would think that the 658 members of the British House of Commons, with their partners and business connections, would be all barred from dealing indirectly with the Government if, as proposed, the railways of the country, like the telegraphs, should become Government property! It would be monstrous to suppose so—and infinitely more absurd to attempt to enforce such a principle in Canada where capital is scarce, public men few in number and population small. It is rightly that Parliament should be hedged around by the strictest safeguards of purity; but to completely stultify the country's development for the sake of an imaginary virtue, would be worse than cutting one's throat to ensure abstinence. Before Mr. MACKENZIE brings up his resolution again—and it he will doubtless be a feature of the next four sessions—he should advise Mr. MOWAT to disqualify all those members of the Ontario Legislature interested in the subsidized railways; and, logically on the same principle, those interested in constituencies subsidized or assisted out of the Ontario Municipal Loan Fund adjustment. There is nothing like example before precept.

THE CANADIAN PACIFIC RAILWAY.

THERE is a class of persons in Canada who, notwithstanding the strong terms in which the necessity for a Canadian Pacific road has been urged by the leading men and the newspapers of all parties, cannot rid themselves wholly of the fear that the Dominion may be undertaking more than it can safely accomplish in agreeing to build a through line of railway across the continent from Lake Nipissing to the Pacific. This fear arises largely out of the seeming engagement of the Government to enter at once upon the construction of portions of the road which are demanded from a national point of view. These well-meaning people say:—"We "are fully of the belief that, the Canadian Pacific Railway ought to be constructed, but we think it is dangerous "to agree to build at once those portions "of it which will not be required for some "years, at least, by the necessities of settlement;" and they generally add, that such section of the road lying between Lake Nipissing and the head of Lake Superior by way of illustrating the dread which possesses them.

A slight examination of the Government's scheme will relieve the minds of these over-sensitive people. The estimated cost of the road is under $100,000,000, but, making allowance for unexpected expenditures, the Company put it down at some $108,000,000. This sum they propose to spend in the several years between the present and 1881, as follows:—

1873	$ 3,825,000
1874	16,220,000
1875	16,470,000
1876	16,900,000
1877	11,000,000
1878	11,000,000
1879	11,000,000
1880	11,000,000
1881	8,800,000

The cost of the several sections of the road is thus set down:—

Pembina Branch, 65 miles	$ 1,075,000
Lake Superior and Red River, 420 miles	16,940,000
Red River and Rocky Mountains, 1,000 miles	28,500,000
Lake Nipissing and Lake Superior, 580 miles	22,800,000
Rocky Mountains to Pacific, 550 miles	36,000,000

It will be universally admitted that a great national road of this importance had to be taken up as a whole, or not at all. It will also be admitted that some portions of the road are of more consequence than others. The Government, recognizing the importance of both propositions, have provided for the building of the whole line, but, in the first place, for those parts of it which will be of prime importance in opening up the fertile territories of the North-west. With this object in view, the first chief expenditures will be made upon the Lake Superior and Fort Garry section, and the Pembina Branch. The latter it was hoped to have completed this year. On the Fort Garry section it was proposed to spend two millions of dollars this year, and to complete it in 1875. On the section between the Rocky Mountains and the Pacific it was not contemplated to spend over two millions and a quarter of dollars before 1877; and there was no intention of expending a dollar upon the Nipissing section for three years to come.

It will thus be seen that, while keeping in view the ultimate completion of the entire line, the Government's chief aim was to open communication with Manitoba and the Saskatchewan Valley at the earliest possible moment, and to push on settlement and the railway contemporaneously from Fort Garry to the Rocky Mountains. The Act of Parliament provides that work shall be commenced on the Pacific slope simultaneously, but expenditure there would be only trifling until such time as the section between Fort Garry and the Rocky Mountains had been completed. Spread over eight years in so judicious a manner, the burden would hardly be felt. Our northwestern lands would be taken up with amazing rapidity. Settlements and the advance of the railway would go hand in hand. And then, when the more westerly parts of the road commenced to give promise of a rich return, the more easterly part, not in itself so valuable, would be taken in hand.

The scheme is a magnificent one as a whole. It has been taken up by the Government in really practical and far-seeing way; and it will be a great day for Canada when the announcement is authoritatively made—as we hope it soon will be—that the money has been obtained, and the contract is ready to be let. Haste the day!

AN ASHANTEE WAR.

WHEN our neighbours have their hands full of Modoc, they have ever been able that the Ashantees have declared war against Great Britain, and are marching an army of 35,000 against Elmina, one of the principal European settlements on the Guinea coast. At first sight, it may appear somewhat presumptuous on the part of a nation of barbarians to levy war against a power like Great Britain, but past conflicts have shown that the Ashantees are far from being mean opponents. Their low, humid and unhealthy country is fearfully fatal to European troops, and disease is no weak ally. Since 1807, when they marched to the French settlement of Fantee, in which the British settlement at Cape Coast Castle has since been established, they have been at perpetual war either with white or negro nations. In 1824 they defeated 1,000 British troops under Sir Charles McCarthy, killing him and carrying off the skulls of the chief trophies. A desultory campaign was then carried on for two years, when, in 1826, they were utterly routed by Col. Purdon and a small detachment of regulars. In the spring of 1863, the Governor of Cape Coast Castle re-opened hostilities; but the British suffered immense loss by disease, and in May 1864 operations were suspended by order of the Home Government.

The territory inhabited by these savages is but little known. With the native kingdoms of Dahomey and Benin, it comprises the vast and almost unexplored region lying inland from the Liberia, Grain, Ivory, Gold, and Slave Coasts. The country is mountainous and covered with dense forests. The Ashantees are warlike and ferocious, sparing neither age nor sex; and regarding human skulls as the most precious ornament, their women and human teeth of their persons. Their form of government is despotic, and is said to be constituted of four chieftains and an assembly of captains or tribes. Coomassie, whence the Ashantee war-cloud has risen in motion, is the capital and chief stronghold of the nation, which is believed to contain 3,000,000 souls.

GRIT TACTICS.

WE have not had for many a month a better exposition of the guerilla warfare with which the hungry Grit crew conducted their attacks upon the Ministers, than in the recent debate on the Pacific Railway Committee. As a rule, it may be advanced as an axiom, that in the case of two great parties, the men composing them are not so much the mere natural slaves about on a common level as to honesty and integrity of purpose. But under the present *regime* in Canada this rule seems scarcely to obtain. The nurture of the Grit party has produced growths that presents it seems to have ended in its becoming the resort of every characterless and impecunious political adventurer in the country. Every politician discontented with his position, every one unfinding his brethren and entire sympathy there; and of a truth an "irritated" healthy Grit, has, in the past, found that they did, as their conduct tends to bring down disgrace on the whole country. From Mr. BLAKE, indeed, we expect better things. He has been educated and brought up among men who know how to conduct themselves in the relation of life; but his insatiable lust for power has entirely warped his better nature. We had hoped—we admit that the GEORGE BROWN has completed the perversion of his intellect, from what at least ought to have been his best. From Mr. MACKENZIE we expected nothing better. For the role he plays he is well suited. He has neither the instincts, the education, nor the associations of a gentleman, and must be judged from a lower level than his lieutenants, although we firmly believe that even he, though in a lesser degree than Mr. BLAKE, knows and comprehends the evil he is doing. For the men in this matter we care nothing—such attempts only strengthen the Government, and recoil on the heads of those who make them; but we do care for, and deeply deprecate the evil effect produced abroad.

WHY THE CHANGE?

Two years ago, before the Government took steps towards commencing the construction of the Canadian Pacific Railway, the Grit organs cried out that it was:

> "Our rulers will be traitors to their country and to British connection if they lose a single season in making it practicable and convenient for settlers to go to Fort Garry through our own territory, and in putting things in a fair way for the Canadian Pacific Railway. It is a question not merely of convenience, but of national existence. It must be pushed through at whatever expense. It behoves the Ministry to remember that not only without being a burden pecuniarily upon Canada, but with an adequate profit in very point of view. *Without such*
>
> *—rat British North America would have and an unmistakeable stream of Yankees, at ordinary prudence and wisdom on the part of our Government, will be a great, a glorious, and an inevitable reality.*"

Now, when the Government is endeavouring, in the face of some opposition, to lead the scheme in England, the same paper says:—

> "This is the basis upon which the superstructure is reared, upon which it is proposed to build 2,700 miles of first-class railway in one season, because the Canadians, nearly every mile of it through a country peopled only by savage Indians, a great part of it through a country not explored, and to do it all, roadway and equipment complete, within eight years!"

And again:

> "In the prospectus there is one redeeming feature. No attempt is made to show that the traffic to come from this road will pay interest on eighty millions of dollars. Doubtless the Ministry have learned that they have been done pleasantly. Even an Englishman, credulous he often is about distant colonies, begins to see through the infelicity of estimates of traffic to be derived from eight hundred miles of wilds, the settlement of which has not yet been commenced. Yet, without traffic, how can a railway hope to secure the interest of his money?"

Will any honest man, taking these extracts together, say that the later one are an honest expression of opinion? Do they not rather lead irresistibly to the conclusion that strong political motives are at work to our great trans-continental railway is inspired by the promoters of that great line of which LAY COCKS is the chief, the leading spirits—the Northern Pacific?

The day is not far distant when such disgraceful unpatriotic conduct will meet with a fitting reward.

CHANNELS OF TRADE.

On this subject an able and most important address was delivered last week, by Mr. WILLIAM MCALPINE, at the invitation of the New York Chamber of Commerce, and before an audience partly composed of delegates to the great Transportation Convention now in session at the commercial metropolis of the United States. Mr. MCALPINE, as is generally known, was, from his professional standing on the other side, chosen by the Dominion Government, and very properly, to confer with the Ministry, with our own engineering authorities, in reporting upon the best route and plan for the enlarged Welland Canal. He now appears before the New York Chamber of Commerce, and before the great Transportation Convention now sitting there, with his views as to "Transportation between the Interior and the Seaboard." As Chief Engineer for the Dominion, he has no opinions on the subject respect, while the attention which, at our own request, he has bestowed upon engineering problems on this side of the line cannot fail to invest with special interest for us, whatever he has to say on the subject of transportation. We now let us indicate briefly the conclusions to which so eminent an authority on the other side comes.

It will prove the Buffalo people to see that Mr. MCALPINE has but small faith in the capabilities of the Erie Canal. In the abbreviated report of his address which we have seen his reasons are not stated in detail, but he makes it clear that he has no two opinions as to the ultimate victory of means more adapted to the wants of trade. The great natural channel is the mighty St. Lawrence River and the lakes; the artificial channel is Dr WITT CLINTON's three hundred mile "ditch," which was constructed long ago, chiefly because Canada, as a nation, was not in existence, and because the political and pecuniary conditions necessary for the utilization of the St. Lawrence highway did not exist. It is not in the means of bold assertion to make, that if the great American of Dutch descent had lived in our day, he would have laughed at Nature and less to Art than he did in devising his gigantic scheme of inland ship transportation, and that if Dr. Erie Canal remained yet to build, it would never be built at all. After all allowance for the fact that the through canal has made money, while the lateral canals have only bled the State for annual benefit, it still remains true that the Erie Canal has owed its success so far chiefly to the astonishing circumstance that people generally did not know of the St. Lawrence River was, or what it was good for. And now Mr. MCALPINE, and a few other neighbours besides, are just beginning to find out what CLINTON either did not see or did not wish to see years ago.

It was but the other day that we recalled Sir WILLIAM LOGAN's statement of an important fact in physical geography, viz.: that the Richelieu river, Lake Champlain, and the Hudson river, all lie in one great north and south depression, stretching from Lake St. Peter to New York Bay. It will not do much violence to scientific truth to regard Manhattan Island as the delta at the southern end of this great valley, just as the Island of Montreal, aided by what we may call the geological accident of the vast eruption of intrusive igneous rock denominated "the "Mountain," formed itself in ages long ago into the delta of the Ottawa. The coincidence is at least suggestive, and may serve to indicate hitherto unsuspected relations between the moral science of politics—taking this in the widest, rather than in the modern sense—and the material science of geology. It appears necessary to recall and to amplify what we have already said with regard to the Richelieu and Hudson River valleys, in order to convey the meaning of Mr. MCALPINE's professional counsel, now tendered to the commercial magnates of New York, that a ship canal should be built from Oswego to the Hudson, with New York as the ultimate destination. As far as the ship trade of Atlantic is concerned, the object is, in coming from the West, to dip, as speedily as possible, into the great valley of the Hudson, which is continued northwards through Canada. Dr WITT CLINTON started from the foot of Lake Erie, and, descending the great plunge of the Niagara escarpment at Lockport, sought to circumvent Nature by digging for hundreds of miles, built along a line, which prohibits further enlargement of its channel. This is a fault for no other, that the water supply at the summit level is insufficient for present requirements. The idea of Dr WITT CLINTON, which does not obtain mention in the Buffalo papers, nor is it prominently alluded to in debates at Albany, but it is a fact, nevertheless. It may be one of the facts, though there are others sufficient without it, to warrant the belief that Mr. MCALPINE's idea of the great American line of transportation by water should leave the Great Lakes at Oswego, and not, as the critics seem towards the Hudson River instead of the Lake Erie, but from the fact of Lake Ontario. At all events, this is what is recommended by the chief engineer, who has spent many years experience of long "ditch" transportation, and, in view of what Canada is doing, and may perhaps do in the future, Mr. YOUNG, of Montreal, may say, if you come as far down as Oswego before you take your "new departure" for the Hudson River valley, why not adopt my scheme at once, and take the short cut from Caughnawaga to the same great "depression," as Sir WILLIAM LOGAN calls it, thereby substituting river navigation for a ship canal? Once again, may say, when you have reached Montreal with your cargo, what do you want to go to New York at all for; why not take your ocean voyage at once from the Canadian port. It may be partly an answer to this latter question to say that while sending from a point only nine miles this side of Montreal freight destined for Europe by way of New York appears foolishness, it still remains true that all Western produce coming East does not go to Europe, and that for distribution throughout the Eastern States—a most valuable market—the line of the Hudson River valley cannot be beaten. To tap this line is, as we have before shown, the object of the Oswego, and, piercing through the mountains on the rise eastern from this great valley, Without pronouncing at once upon all the various canal schemes proposed, both on our own and the other side of the border, we think we can see clear enough, that professional and commercial opinion agree together in looking more downward, eastward and northward for the great through water route, or, in other words, more towards Canada. And while our neighbours are racking their brains how best to rectify the great mistake—a fortunate one for Buffalo and New York city, though not perhaps so for the whole country—which CLINTON made when he built the long "ditch," he is one to improve promptly the advantages which Nature has given us, and to make the St. Lawrence what it may easily become, the great outlet for the trade of the North and West.

OUR CHIEF EMIGRATION BUREAU.

THERE was great excitement in the Ontario Emigration Bureau in London the other day. The Chief Commissioner quarrelled with the Deputy Chief, and finally the latter got the worst of it. Opposition was "Economy." Exactly. CURRAN must have had the "Great Reform" Party in his prophetic eye when he wrote "To Minnie Mine" lines:—

> "My children be chaste—till you're tempted.
> While sober, be wise and discreet;
> Be honest and kind—till it pays—
> Whenever you're nothing to get."

THE GRAND TRUNK RAILWAY.

THERE never was a more opportune proposal than that made by Mr. ALEX. MCEWAN for the relief of this railway. Its excellent effect is fully reflected in the speech which Mr. POTTER, the President of the road, delivered at the last half-yearly meeting. It is very pleasing to be assured that 60,000 tons of steel rails have already been contracted for, to be delivered during the present and two succeeding years; that 150 new locomotives will be immediately provided; and that, in all probability, the whole of the line, from Stratford to Montreal, will be changed to the narrow gauge during the present year. The change will effect an improvement in the Grand Trunk, the consequences of which can at yet be fully imagined.

There is one thing stimulating to make our trunk road a first-class railway in every respect; and that is the laying of the rails on the Victoria Bridge, at Montreal, or Stratford and Montreal, whenever that is possible. Mr. POTTER's speech, in fact, is an improvement in means of doing it the purchase by the Government of that portion of the Grand Trunk lying between Toronto and Riviere du Loup, with a view to making it part of the Intercolonial Railway. We think it may be safely accepted as beyond question that the great bulk of the people of the Dominion would gladly welcome any scheme which would make the Grand Trunk a double track road on its principal portions. Mr. POTTER's proposition does not possess the virtue of novelty; rather, it may be said, it possesses the disadvantage of having been referred to before as a possible means of relieving the Grand Trunk. We believe all that can be truthfully said of it now is, that it is not a proposition destined to immediate acceptance. Though the purchase of this part of the Grand Trunk by the Government might accomplish a great benefit to the country, public opinion has not been so strongly moved upon it as to justify any action on the part of the Government. A year or two hence, when the Intercolonial is considerably further advanced, and the Pacific Railway is in progress, Mr. POTTER's scheme will more properly come up for discussion. Meanwhile, let the Grand Trunk show what it can do with steel rails and a narrow gauge. We believe its prospects were never half so bright as they are to-day. We believe the Canadian people have proper respect for the Grand Trunk as a national work, and that they would be ready to give it a fair chance, if it would only show a disposition to deal with the Government, and with the country, in a fair, honest, and above-board way.

THE WEST PETERBORO ELECTION CASE.

THERE was a howl, loud and long, when Parliament opened, as to the conduct of Dr. BURNHAM, the Returning Officer for West Peterboro. Mr. BERNTRAM, the Grit candidate, was asked on nomination day for his oath, and he did not hand it in until two days after the election was over. So Dr. BURNHAM was left to pay the costs himself, and every Grit organ in Ontario declared that that was false. In the report of the proceedings of a "indignation" meeting which appeared in the columns of the Grit neighbour, we find the following plain language:—

> "Mr. Bertram then referred to a false statement that had been circulated, that his opponent, had been deprived of his oath, on nomination day, by the Returning Officer. He had been informed that the oath was at first refused, on the ground that it was not dated, but that the election was over. So Dr. BURNHAM had to pay the costs. He had his friends, and every Grit organ in Ontario declared that that was false. In the report of the proceedings of a "indignation" meeting which appeared in the columns of the Grit neighbour, we find the following plain language:—
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This is an entirely incorrect statement of what happened. There was only one "whip" "purposed" in this particular instance, referred to, and he was a Grit. As it was he who made the mistake the reader will be at a loss to see why Sir JOHN MACDONALD should apologize to him. The apology was all on the other side; and if "the relations of the Opposition" "sition whips with the gentlemen who "discharge the same duties on the Ministerial side are of the most friendly character," it is because the Ministerial side "discharge the same duties on the Ministerial side are of the most friendly character." It is because the Ministerial side "accepted an apology which was at least as much a Grit as a Tory kind. We are quite willing that the matter should drop, if the *Globe* will but cease from misrepresentation. It is improper and ungenerous, but this time we will not say it is unusual, for the Ministerial side to "accept an apology which was at least as much a Grit as a Tory kind." Dr. BURNHAM's report of the Election Case shows that he has fully and spontaneously admitting its truth, the report setting out that which the Commissioner, Mr. BERTRAM, the Parliamentary Agent, declared was untrue, which, if it had been true, would have made it true, and which the organs, great and small, declared was untrue, viz.: that he was unable to produce the qualification on nomination day, but did not furnish it until after the election:—

> "General proceedings in connection with the election for a member of the House of Commons of Canada, for the Electoral district of the West Riding of Peterborough:—
>
> July 25.—Received Writ, Commission, &c.
>
> " 26.—Went to three different Municipalities to make the writ known at polling places.
>
> Took oath of office.
>
> Appointed election clerk and swore him in.
>
> " 31.—Issued proclamation.
>
> Aug. 10.—Nomination day.—Mr. *William Clanton* and Mr. *John Bertram* nominated.
>
> *Demanded qualifications of candidates.*
>
> *Mr. Clanton handed in his, but Mr. Bertram did not.*
>
> " 20.—*Polling day.*
>
> " 22.—*Mr. Bertram sent in his declaration of qualification.*
>
> " 20 to 23.—Received Poll Books from Deputy-returning officers.
>
> (Signed), GEO. BURNHAM, JR., Returning Officer."

Truth is great, &c.

DEATH OF SENATOR ASA BURNHAM.

THIS much-respected gentleman, whose death is announced from Ottawa was, as we learn from MCGEAHY'S Ottawa "mentary Companion," son of the late Hon. Z. BURNHAM, who came to Canada in the last century. He was born in Boston, on the site of the present town of Cobourg, was educated in Canada and New York, married, in 1832, Elizabeth, daughter of Mr. SAMUEL STREET WILMOT, of Clarke, County Durham, and has been actively engaged in agricultural pursuits. Having filled various local positions with credit, amongthem the mayoralty of Toronto, Mr. BURNHAM was, in 1851, elected for Northumberland to the old Legislative Assembly of Canada. He thought this seat unlucky, for, in 1854, he was elected to the Legislative Council for the Newcastle Division, and continued to represent that Division until 1867, when he was called to the Senate by Royal proclamation. He was a consistent Conservative, and a valued member of the Upper House, and highly esteemed by his colleagues and a large circle of friends outside of Parliament.

THE MINERAL WEALTH OF BRITISH COLUMBIA.

Few people in Old Canada have any adequate idea of the extraordinary wealth of the mineral resources of British Columbia. A late issue of the Victoria *Standard* gives interesting details of the results of the recent exploratory surveys. A very considerable portion of the Province contains splendid farming land, the grass on which is so luxuriant that its yield average from one to two tons per acre. Wheat, barley, oats, and potatoes grow in abundance; but east of the Cascades the farmer is compelled to adopt methods of irrigation, owing to the dryness of the climate. The Local Government gives free grants of 200 acres to every actual settler, exempt from attachment for twenty years. The San Francisco *News Letter* of the 12th ult. says that a large number of Californians have already taken up land under this allotment system, and that many more will follow their example. But it is in her mineral wealth that the Province of Columbia comes to the front. Her forests are almost virgin as yet, and her fisheries, said to be the most prolific in the world, have hitherto only been taxed to supply home consumption. Gold and silver are found in great abundance, and with the influx of capital that development promises a brilliant future. By far the greatest coal basin of the Pacific coast is declared by geologists to be in the insular region of this Province. The coal seams of Vancouver Island are of the richest kind, and so thick as to render their working easy and safe. Some of these are from six to eleven feet in thickness, while others are four, four and a half and six feet. The *Standard* says:—

> "As many as four and five seams are found lying above each other, with intervening strata, making in all a thickness of twenty-five feet all through, to be easily workable. There are at least two seams of coal already opened, and, from the course of enquiry we likely to be found out. The Comox basin is reckoned to have an area of 300 square miles. Of course any very accurate calculations cannot as yet be made, but so far as researches have been carried, and comparisons formed with the coal fields of England, it is thought that the Comox basin will yield about ten millions of tons per square mile, while in the Bayens mine the quantity is estimated at 7,080,000 tons per mile. It will be seen by this on what a large scale coal is found in this region, while it is also to be noted that the facilities for shipment are of the most first description."

We can only say in the words of our Grit neighbour, of Feb. 9th, 1871, that this country is "rich" in "Railway will open an era of magnificent wealth for our people.

THE EASTERN NORMAL SCHOOL.

"Mr. McKellar, accompanied by Mr. Commissioner Scott and Mr. Kirkpatrick Tully, arrived this morning with the object of adding a site for the Eastern Normal School. Several properties were inspected by these gentlemen, but the final selection of the site is to be left to a committee of citizens."—*Ottawa telegram.*

WHEN this reaches the good old City of Kingston, we know of one who will wail like a whip-poor-will. This institution was the joy of his heart. It was the first object of his ambition after he betrayed his Party, and he thought it would be the last on which he could turn the gentle spleen of his declining years. Alas! Alas! ADAM CROOKS told him he should have it. Mr. MCKELLAR told him he should have it. Mr. PETER GRAY told him he should have it. They all told him he should have it. But he who holds our timber dominion in the hollow of his hand stepped in and robbed sweet WILLIAM of his little lamb. Woe! woe is him! And the Twelfth so near at hand with the Orange Bills butchered! O, water of the eternal Boyne, but this is fearful! Poor Mr. Dewey, this is murderous! Aughrim, 1690, Newtown-Limavaddy, Ballinasaggart, where are ye gone?

WILLIAM! there is but one course open, send for Dr. MARLEY MILLS, of Michigan. Give him a splinter from the Capitoline rock, and let him analyse it on the same terms as in the Mimico job, $201.40 and expenses. Ask him to say that it contains Fe. or Fo. or Fum, which is notorious to education. Or try HORROCKS, or the Rev. WILLIAM LOBB—but above all things, paint upon your banner "No Surrender!" Hold fast, don't capitulate, be a man; and if the worst comes to the worst, why you can sell this Government as basely as you sold its predecessor. There is a great future in store for you somewhere.

CHIEF JUSTICE CHASE.

THE death of SALMON PORTLAND CHASE, Chief Justice of the United States Supreme Court, adds one more to the considerable number of distinguished men to the American people since the close of the War of Secession. There are few among his countrymen who have been held in as great esteem, and who have received more respect rested upon broader foundation. He was a sound and ripe lawyer and writer upon law, a philanthropist, and a statesman. He filled the most honourable and most dignified position, not excepting the Presidency, which it is in the power of the Republic to bestow. Mr. CHASE was born in Cornish, 1808, at Cornish, New Hampshire, and at two years old lost his father by death. The boy was adopted by his uncle, Bishop of Ohio, took charge of his early tuition, at Worthington, in the State, and, at the age of twenty, was sent to President of Cincinnati College, placed the young man in that institution, and, on graduating, took him home. A year later he returned to his mother's home, and in 1824 entered the Junior class of Dartmouth College, graduating in 1826. The following winter he opened a classical school for boys at Washington, and, among the pupils the sons of HENRY CLAY and others of the most distinguished men of the day, he came in contact with and studied law with WILLIAM WIRT, and closing his school in 1829, he was admitted to the bar, and, in 1830, went to Columbia. Next year he returned to Cincinnati, which he made his permanent home. He at once became known as an acute and able lawyer—his editor of the statutes of Ohio gaining him much reputation, and introducing him to a large and important practice.

In connection with Mr. CHASE were strongly with the anti-slavery party as an early period of his life, and he acted as counsel in the celebrated fugitive slave cases which attained to great prominence in the history of the country. He was active in behalf of the Government candidate, and who had addressed public and political meetings on the subject, *he was arrested, tried to the office, but no action was taken, as the manager was anxious for a Government supporter, and was not prosecuted.* The condonance of offences of those who were political friends, and the persecution of those who dared to vote or speak against the Government, appeared to be the course pursued."

The following correspondence emanated on the subject:—

> "Toronto, Ottawa, 29th April, 1873.
>
> "The Hon. Alex. Mackenzie, M.P., "Ottawa.
>
> "DEAR SIR,—My attention has been called to a speech made by you in the Commons on the 25th inst., in which the *Globe* of this morning reports you to have improperly the following grave charge against the Woodstock postmaster, Mr. Gaskin:—
>
> "'A money letter was lost and traced to the office, but no action was taken, for the money was paid back. He (the postmaster) was a Government supporter, and was not prosecuted.'
>
> "I must beg of you, at your earliest convenience, to furnish me with the names of the parties who have informed you of the charge could be made upon the floor of Parliament.
>
> "I remain, sir,
>
> "Yours, &c.,
>
> (Signed) "GEORGE ALEXANDER."
>
> "HOUSE OF COMMONS,
>
> "Ottawa, May 3, 1873.
>
> "SIR,—In reply to your letter I have to say that I did not see the report you allude to, but I made no remark concerning a money letter in your office.
>
> "I am, sir,
>
> "Your ob'dt servant,
>
> (Signed) "A. MACKENZIE.
>
> "Hon. G. Alexander,
>
> "Postmaster, Woodstock."

As it is our contemporary's rule never to publish any thing which is favourable to those politically opposed to it, the public will scan its columns in vain for a denial of the serious charges made by the Woodstock post-office.

POSTMASTERS IN ELECTIONS.

The House of Commons has shown its good sense in rejecting by an overwhelming majority Mr. MACKENZIE's condemnation of Mr. GRIFFIN. It was unfortunate for Mr. MACKENZIE's case that the postmaster whom he championed does not, and never did, regard Mr. GRIFFIN's letter to him as an attack upon his liberty of conscience. It simply laid down the principle that, if any man in his employ has the fullest and most perfect right to differ politically with his master, he should not for decency's sake levy open war against him.

It is a great pity that Mr. MACKENZIE did not exhibit some of this violent hatred of the slightest official interference in elections when he was a member of the Ontario Cabinet. If he had shown himself in power, and now the Government of Ontario, he would have heard his diatribe last week with both barrels. That Ontario record is an ugly account. It furnishes a beam to every mote which the preternatural sharpness of the Grit vision detects in Government. It enables the eye of his opponents. The organization of an army of land valuators on the eve of the Dominion elections was one of the acts to which this postmaster's friend was a party. And he shared, in common with Mr. CROOKS, an abnormal aversion to the candidature of those sheriffs, registrars, and school inspectors who favoured Sir JOHN MACDONALD; while giving a wink, which was as good as a nod, to such as believed him to be the best man to guide the destinies of Canada. Mr. MACKENZIE would probably think it funny if Mr. MCKELLAR moved a resolution to the effect that LEWISES should not be employed to work in an election in South Grey—and he should do well to remember that as *particeps criminis*, his own denunciations of infinitely less heinous offences do not fall from his lips with that beaming grace which accompanies his utterances on all other conceivable subjects.

While on this subject we would also advise Mr. MACKENZIE to be more careful in his charges in respect of postmasters. In the *Globe* report he is reported as follows on Mr. CASEY's motion relative to the Eagle Postmaster:

> "Mr. Mackenzie said he was very glad to hear the proper and generous remarks of his hon. friend the Minister of Marine and Fisheries. The case which had been referred to by his hon. friend was a most unfortunate one. He referred to the *postmaster of Bothwell*, who was an active political friend of the hon. gentleman opposite. For many years his office had been notoriously mismanaged, and there had been the most complaining of the gross mismanagement of his office. In spite of these petitions, no enquiry was ever made into his conduct; and when he ultimately endeavoured to ascertain the reason that no enquiry had been made, he found that all the papers had been mislaid, and from that day to this he believed that there had been no investigation made."

Now the Bothwell postmaster, as Mr. MILLS could have told Mr. MACKENZIE, was Captain JOHN TAYLOR, who, we have said Captain JOHN TAYLOR can be "the political friend of the hon. gentleman "opposite" is utterly impossible, inasmuch as he is a political manager of Mr. GEORGE BROWN's Bothwell farm before its sale to the Scotch Company, and knows as much as Mr. GEORGE BROWN's Bothwell house agent at this present writing. Mr. MACKENZIE, in his mismanaged his office is not also impossible; because he is of the Grits, grittiest, because he is a member of the Grit Party, and Grit Party is captured. The intervening five hundred miles remaining unconquered, and, surely there be travers. For this system of regular approaches is dismissed the route of Baffin Bay is the best. Otherwise it is the last route which should be adopted by a Polar expedition; for it is the route from the Polar Sea of that great Arctic current which carries the icebergs in June down into the Gulf Stream of the Atlantic. All the great northern rivers of Asia and the Equatorial currents of the Pacific and Atlantic roll in the contributions to the Polar Sea, and the main outlet for their surplus waters is Baffin Bay. Steamers, however, can overcome that strong outflowing Arctic current; but only, if we may judge from the experience of the *Polaris*, by the plan of regular approaches we have suggested.

REPUBLICANISM IN JAPAN.—The sagacness shown by some of our neighbours when abroad vindicates the wisdom of the pomps and vanities of effete but splendid old world institutions is amusing. Not many do so, and those who do are of the kind which is most in need of a rebuke for their ability. The point of the joke lies, for every country has its "shoddy aristocracy," in the claim which republicanism makes to the virtues of democracy. But in our illustration, the New York *Tribune's* correspondent is our authority, his letter being published a few days ago. It seems that the Mikado of Japan invited the foreign legations to participate in the ceremonies incidental to the commencement of the New Year. Among the ladies to be thus honoured was the "American Ambassadress." Hereupon Mr. De Long, the United States Minister, proceeded to signalize himself. There was a sort of rehearsal of ceremonies with the aid of the American officials, and at the conclusion (we quote), "Of course," said Mr. De Long, "I have not been with you to have perpetrated Japanese observers appeared like careless indifference, 'of course you will permit brass-barrel." The interpreter looked changed polyglotic confidences with (great regard), and the foreign Minister became anxious. 'Four for each lady, if you please,' added Mr. De Long; and few who heard the request, on the spot, could help smiling hand, had passed through a childhood of instinctive respect deeper as she grew older, until fighting vainly against her feelings she is betrayed and forced into a life of misery. Her husband proves a brute, confines her in prison, and thence she is consigned to Botany Bay. After this, she makes numerous efforts to efface the stigma of her name, but they are always frustrated by the discovery of what she had been, until the matron of the Refuge obtains for her one more chance. She takes as a nurse of the institution. Both Mercy and Grace are, it should be said, beautiful and young, the former preeminently so, besides being the superior of the two in generosity of character and inherent good qualities of mind and heart, which had enabled her to withstand the evil influences against despair. The two women thus being thrown together, Grace tells her history, and seeks to the other's confidence in return, and from which she grants in a self-abasing spirit, wishing her companion to shrink from her with repugnance. An advance of the German interrupts their conversation; the position is reversed, and the former finds on the table, by a fragment of a shell which falls through the roof, the man she supposed to have been dead. The place is hastily abandoned, Mercy refusing to leave the wounded, who she tends, and who, by her care, recovers. Then the Sans Culotte rising in England had never been her, that she had a wife in Germany, but they were quite inadmissible in the gallery. Hon. Mr. Mitchell said that fearing that some legislation might take place in England which might unfavorably affect Canadian shipping, before he had seen Mr. Chisholm's bill he had called the attention of the Government to the subject through a formal report, which the Government adopted and sent to the Colonial office. The purport of that report was a request that no legislation should be had in relation to Canadian shipping until the Canadian Government had had an opportunity of considering it. He had been called upon officially by a delegation from the Board of Trade of St. John, and by leading gentlemen from both Maritime Provinces with regard to certain objections to a bill which he had in his possession. He did not think Mr. Plimsoll's bill could be passed this session. If it did, he agreed with the member for Yarmouth that it would materially and seriously affect Canadian shipping. It was the intention of the Government to ask Her Majesty's Government to exempt Can