Listowel Standard.

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DOMINION PARLIAMENT.

FOURTH PARLIAMENT—THIRD SESSION.

OTTAWA, Dec. 15.

The speaker took the chair at 3.30 p.m. After prayers and routine,

MEMBER INTRODUCED.

Mr. McConville, member elect for Joliette, was introduced, and took his seat, being received with applause by the Ministerial supporters,

RIVER ST. FRANCIS.

Mr. Vanasse introduced a bill to regulate the floating of cordwood on the river St. Francis.

SEMAPHORE ON GROSSE ISLAND

In reply to Mr. Desjarains, speaking for Mr. Landry,

Hon. J. C. Pope, said the Government had not yet decided to construct a semaphore on Grosse Island.

THE FORWARDING OF GOODS.

In reply to Mr. Richey, who asked whether the statement that the goods per S. S. Polynesian, which had arrived at Halifax a fortnight ago, were on the 7th inst. still undelivered at Quebec, is correct, and if so what precautions, if any, have been taken to preclude the recurrance of such inconvenience; also, whether any and what guarantee is offered as to the time within which, after receipt by the Intercolonial Railway of goods landed by steamships at Halifax, such goods will be delivered at Quebec, Montreal and Toronto respectively,

Sir Charles Tupper read telegrams from D. Pattenger, superintendent of the Intercolonial Railway, showing that there had been no detention at Halifax, and that there was a decided advantage in having goods landed at Halifax instead of at Boston.

THE SUPREME COURT.

In reply to Mr. Desjardins,

Hon. Mr. McDonald, Minister of Justice, said it was not the intention of the Government during the present session to introduce a bill for the repeal of the Act establishing the Supreme Court.

GENERAL INSPECTION LAW.

In reply to Mr. Longley,

Sir John Macdonald said it was not the intention of the Government to amend in any way the General Inspection Law, passed last session, more especially in relation to the inspection of smoked herrings.

HEALTH BOARD.

In reply to Mr. Strange,

Hon. J. H. Pope said it was not the intention of the Government to insert a sum in the estimates for 1881 82 for the purpose of establishing a Board of Statistics relating to health for the Dominion.

INTERCOLONIAL RAILWAY BUSINESS.

Mr. Landry moved for an order of the House for statements of tickets sold and freight dispatched at the several stations on the Intercolonial Railroad, and for other information. Carried.

COPIES OF THE CONTRACT.

Mr. Cosgrain moved for the printing, in French, of 3,250 copies of the Pacific Railway contract now before the House.

Hon. Mr. Langevin opposed the motion on the ground that the printing asked for was unnecessary. The contract had already been printed in the newspapers and spread all over the country.

After a lengthy discussion in French the motion was withdrawn.

THE FORMER NEGOTIATIONS.

Hon. Mr. Blake moved for the contract or agreement entered into with certain contractors for the construction of the Canadian Pacific Railway last summer, during the visit to England of the First Minister, the Minister of Railways, and the Minister of Agriculture. He supported the motion in a speech, in which he quoted largely from Sir John's Hochelaga speech.

Sir John Macdonald objected to the motion on the same ground as he had objected to a similar motion a few days ago. He denied that himself, or any of his colleagues, were responsible for the reports and rumors sent from England while they were in that country. The contract already presented was the final result of the negotiations which had taken place in England, and it would be contrary to all rule to present a detailed account of the negotiations that went on from day to day. The members of the Government who had gone to England had spent a great deal of time and gone to a great amount of trouble to secure the contract, and a number of times it came near failing. It had finally been consummated, and it was before the House. The whole Government had approved of the details, and Parliament was now asked to approve the instrument.

After some remarks by Messrs. Mills, Casey and Plumb the House divided with the following result: Yeas, 53; nays, 120.

THE UNION PACIFIC.

Hon. Mr. Blake moved for an address for copies of the statement, evidence, etc., on which the Government based their judgment in accepting the Union Pacific Railway, as the same was when first constructed, as the standard regulating the quality and character of the proposed Canadian Pacific Railway, etc. He said that the Union Pacific Railway had been commenced in 1862 and finished in 1869, and it had been said that by the time the last rail was laid some of the first rails had been worn out. It was eleven years since the road was opened and he wished to know what steps had been taken to ascertain the condition of the road at that time before making it the standard for our great transcontinental railway. He hoped this was not a state secret, nor that it would prejudice any one to have it made known.

Sir Charles Tupper said he did not think there was any objection to the motion. The Union Pacific had been selected when the charter was granted in 1873, and again when the present contract was made. He thought that no exceptions could be taken to the standard selected as it was a very high one. The road was capable of sustaining a rate of speed of forty miles an hour and to accommodate a very large amount of traffic. In conclusion he said that he did not think there were any documents other than what was easy of access to every one, as all matters conducted with the Union Pacific were matters of history.

Hon. Mr. Blake pointed out some difference between the wording of the Allan contract of 1873 and the present one with regard to the public interests.

The discussion was continued by Messrs. Anglin and Charlton, the latter accusing the Government of having acted with a carelessness amounting almost to criminality.

Mr. Plumb read from a report on the Union Pacific Railway in 1872, which showed the road to have been in a very good condition then, after having been completed three years—so good that it had earned in a year $7,000,000.

At six o'clock the speaker left the chair.

After Recess

Hon. Mr. Blake resumed his speech on the Pacific Railway contract. If he didn't believe as he did, in his heart, believe, that this contract would prove destructive he would not oppose it. He gave it his opposition, believing it not only dangerous, but ruinous. Sir Charles Tupper had spoken of this bargain as the crowning glory of the Premier's life—the crown of the pedestal, to use his own figure—though it was not usual to put pedestals on crowns. The Premier had described on another occasion in high-flown terms the feelings of joy with which, when above this earthly sphere, he would look down and see the young men of the club Cartier traveling twenty-five miles per hour across the continent. He had added a new description of the employments of the future state to those furnished by the Indians and Mohammedans. The Minister of Railways, while overjoyed with this contract, seemed rather disposed to establish that it didn't lie in the mouths of the Opposition members to criticise it, but seemed to think it might be obnoxious to criticism if only fit critics could be found. When he (Mr. Blake) had last spoken on the question he had entered into the main financial aspect of the question and showed that the continuous decision of Parliament was that the work should not increase the existing rate of taxation. That was the keystone of the position thus far. The hon. gentlemen had made a bargain they ought not to have made—a bargain impossible to fulfil. They bargained to begin in two years from 1871 and finish in ten years, but the year before last they were not in a position even to locate it. They bargained to finish it in ten years, and now counted it the crowning glory of their lives to finish it in twenty. They had placed the country in a most unfortunate position by an iron band, which encumbered our future. Down till last session every estimate made as to the cost of the road was wholly different from the present. They were for a first-class road good grades and curves. So far as built by the member for Lambton, that standard had been adhered to. The road from Thunder Bay to Selkirk when completed would be of a class, if managed other than by a monopoly, to give the Northwest a fair means of outlet. We were then building a great transcontinental road to carry the trade of China and Japan. The estimates of the cost of such a road would not apply to the present proposal for a cheap colonization line. He would not bore the House by reading his old speeches, but those interested to read them would find, if fairly read, that they would meet all the objections made to them by the Minister of Railways. He would not retract, but abide by what he had then stated. The Minister of Railways had not taken account of the changed condition. Did the completion of the Thunder Bay branch make no change in the construction of the remainder of the road? Sir Charles Tupper had last year stated that it would be a most important aid in hastening on the work. There had been immigration to the Northwest, not so much as hoped for, but which changed the conditions. There was now more information. Land before thought to be barren had been found fertile. This was delightful news, over which Ministers glorified themselves; but did it not change the conditions? Then there were changed conditions in England and Germany owing to the unfortunate recurrence of a bad harvest, which led people to emigrate this way. Then there was that stroke of genius of the Minister of Agriculture in bringing out English delegates, and that great circumstance of the conversation between Earl Beaconsfield and Sir John Macdonald, which had astonished and amused the world. The confusion of ideas reminded one of the confused portraits of the half of one person and half of another in "Endymion," and we were told that that conversation by its results, had attracted thousands to Canada, thus bettering our position. Then we were told of great good news to-day in the changed policy of the Home Government, though probably Parnell and the Land League had the most to do with bringing that about. A complete change had come over the ministers as to the corporation of the St. Paul & Minneapolis Railways. He (Blake) was glad to hear them now lauded, though he had heard on another occasion one of the corporators, Donald A. Smith, then a member of this House, denounced by one minister as a liar and by another as a coward. He was glad to hear him now acquitted. The honored Minister of Railways should not compare estimates made under former conditions for a first class road with the cost of a colonization road under present conditions. With steep gradients, sharp curves and cheap construction, it would be like estimating copper and gold at the same price per pound. He had no means of judging of the Ministers' former estimates. He had no means of knowing how much it would cost to convert that lightly constructed road into a first-class road. He never had the proper material for forming a correct opinion of the cost of the road, and therefore could not have expressed an opinion. If he made any error he would be manly enough to say so; but he had yet to discover his error. He (Blake) had admitted, last year, that if his (Sir Charles Tupper's) premises were correct, that his conclusions were well taken; but Sir Charles was in error, and to-day he confessed the errors of his estimation on the Thunder Bay and British Columbia sections, an error of four and a half millions as near as he could judge; therefore, Sir Charles' effort to show that he was inconsistent, was a failure. Sir Charles himself was in error. He (Mr. Blake) did not know what the estimates of the construction of certain sections were, therefore, he was unable to judge whether or not Sir Charles was correct in his estimated reduction of the cost of construction. He was greatly amused at the energy and enthusiasm with which Sir Charles Tupper pointed out his own errors. It was absurd to suppose that the engineers who over-estimated the cost of so many sections were now under-estimating the cost of other sections. It was indeed strange that Mr. Sanford Fleming should over-estimate to such an extent the section built by the Government and was underestimating the section to be built by the syndicate. It was folly for the Minister of Railways to try and support his propositions by the alleged errors of his predecessors. He (Sir Charles) didn't believe in Mr. Mackenzie's estimates and works, therefore he should have relied only on himself and not now try to cover up his own mistakes by trying to throw their responsibility on Mr. Mackenzie. The merit of Sir Charles Tupper's action was to be judged by the total cost of the road, not by the various sections. He (Mr. Blake) analyzed Sir Charles' argument on the value of Northwest lands, and showed that his own (Mr. Blake's) speech in reference to the value of lands some years ago was made under very different conditions from those existing to-day, therefore he would not hold himself responsible for the opinions he might have expressed five or six years ago as to the value of these lands. He pointed out that the value of land in the Northwest depended very largely on its location. He would endeavor to ascertain by figures presented to the House last year, and by the figures presented last night, what the cost of a road such as we were to have would be, what the country was to pay for it, and what the advantages to the company would be. He had already established that the estimates made for a first class road would be wholly inapplicable for the kind of road now proposed. We had before us the conclusions of those most competent to judge. By the estimates of last year the total cost of the road, including telegraph lines and the subsidy to the Canada Central, with fifty miles extra north of Lake Superior, where 600 miles were then estimated for, instead of 650, there now was a total of eighty eight and a half millions. Of this sum we have already actually paid $18,600,000, and the interest already paid for this borrowed money amounted to $2,000,000, so that the account stands at more than twenty millions. Now, the cost of the road, according to the revised estimates, which are constantly being reduced, is seventy-eight millions. The cost of the portion from Yale to Kamloops, estimated last year at $32,500,000, is estimated now at $28,000,000, a saving of $4,500,000. The other sections to be constructed by the syndicate are to cost $51,666,000. Of this sum he appropriated $2,000,000 to the equipment, leaving a gross sum of say $50,000,000. Deducting a proportionate sum for the reduced estimates, the actual cost of work to be done by the syndicate would be $62,000,000, the total cost of the entire work being reduced by $9,000,000, $3,500,000 on the Government sections and $5,500,000 on those of the syndicate, it might be well to point out what the character of the road would be. He would read from the letter of the Minister to his own engineer, in which the latter was instructed to adopt no gradients and incur no expenditure beyond what was necessary to a colonization road. The engineer says in answer that by sharpening the curves and gradients, constructing cheap bridges, and doing no work not absolutely necessary, a marked reduction could be made. He suggests that the road be in the first place but partially ballasted and afterward completed as traffic requires. Now, that was the style of a road we were to adopt on our part of the contract. The company's part might have been expected to have been of as good and better a character. There was little advantage in having sections of good road among sections of badly constructed line, as the limit of traffic was what an engine could take over the worst grade. The standard of the Union Pacific, as it was when completed in 1869, had been adopted as a standard for the company's work. The Allan contract of 1873 had provided that the Union Pacific, as it was in 1873, but with the best possible curves and alignments as an exception, should be the standard. He had been surprised to hear, the other evening, the Minister of Railways referring to the Allan contract. He had thought it would have been the part of discretion to have avoided reference to that subject, but he thought he could make a point, and so had lugged it in. It now appeared that bad as that arrangement was, the present was infinitely worse. However unfortunate the position in which the Ministers stood before the syndicate, they were in a better position than on a former occasion, when a man spoke of not making arrangements with inferior members of the Cabinet who were not worth his powder and shot. The Ministers of Railways and Agriculture were not now inferior Ministers, and should have made better arrangements. What was the Union Pacific when first constructed? It was an iron road; the rails in part worn out before other parts were finished; the structures of wood. This the reports showed, but reports were to be viewed with suspicion, inasmuch as the Central Pacific like our own had been the subject of a great scandal. It had been proved on investigation that the members of Congress had been bribed by the company, and that the Government Inspector had received $100,000 to $150,000. He was the person who inspired and arranged for favorable reports of the quality of the road. Yet notwithstanding the centre of inspection was so fouled with corruption the reports still showed that the track was laid upon the bare roadway without ballast, except where the ground was gravel. There were numerous grades of ninety feet to the mile from Omaha to the end of the track. The report specified the number of structures deemed permanent to be 150, of which only one was iron. In the same section 694 other structures, in all eight miles long, were classed as temporary. In fact, it was a road built on stilts. Some 660 of the structures were condemned in the first four years, and a large sum, six or seven millions, declared to be necessary to put the road in a reasonable condition. But the Union Pacific, in 1872, when the Allan company was formed, was very different from what it was when first constructed. The road had practically been rebuilt then. From what had been stated in the House today, it was obvious that enough had been shown to convince the Ministers that they had been shamefully deceived in accepting that road as the standard for constructing the C. P.R., and therefore ought to withdraw that section of the contract. The contract with this syndicate therefore was widely different from that made with Sir Hugh Allan's company. He read from reports of Congressional committees to show the unreliability of the whole road and dwelt with special emphasis on the section of five or six hundred miles built by the notorious Oakes Ames, where that celebrated contractor was expressly authorized to change the grade, curvatures, etc., to almost any extent, the one great consideration being the rapid completion of the road. This was urged for private and public reasons. It was universally regarded as a temporary road, to be perfected only in the course of years. Yet this disgracefully built highway is the one selected by the paternal Government of Canada as the standard of excellence for the Canadian Pacific Railway. The public considerations which urged the construction of the Union Pacific were war, a forced currency, the high price of labor and the national necessity for great haste and expedition. Indeed, the road was pushed on so rapidly that one contract expressly stipulated that two miles per day was to be completed. Was that a reasonable standard for a transcontinental highway? He quoted from public reports to show that a fictitious value had been given to the road; that twice as much had been stated to have been spent in its construction as really had been spent so as to better enable them to float their bonds. The fact of the matter was that Sir Charles Tupper was ignorant of the real condition of that road. The Government of the United States had been swindled out of thirty millions of dollars in the construction of the Union Pacific, and he would not be surprised if the Government of this country was swindled out of a similar amount before they got clear of the road. He went into an elaborate estimate of the cost of the road according to the estimates of Sir Charles Tupper in 1872 and 1880, and showed that while the total estimate in 1880 was $61,800,000, a year before it was $88,000,000. This was exclusive of interest. Looking at it from the highest figure, the total sum that the syndicate had to provide to complete the road was $26,000,000, or taking the reduced estimate, $21,000,000; and to do this they were to be given a bonus of $25,000,000 and 25,000,000 acres of land. The difference in these two estimates would be determined by the realized value of the land. He then referred to the clause exempting the lands from taxation for twenty years, and estimated that that privilege was worth fully $5,000,000 to the company. The Union Pacific paid $270,000 per annum taxes on their lands, which capitalized with interest for twenty years was a very important item. Then, again, the location of the 25,000,000 acres of land to be given to the company was a very serious matter. The lands located within twenty-four miles of the road he estimated to be worth $4.38 per acre.

Mr. Plumb—Hear, hear.

Mr. Blake—The hon. member for Niagara thinks this a ridiculous estimate but he did not think so last year when that estimate was placed upon them by Sir John Macdonald. The tables are turned now. He went into an elaborate calculation to show the great value of the lands the company were securing, and to prove the difference between the value in possessing a continuous belt of land within twenty-four miles of the road and being privileged to select their lands from among the very best in the whole of the vast Northwest. They could pick out blocks of the best commercial and agricultural for the railway lands; they could increase its value enormously by running branch railroads through it, and the land would soon be of immense value to the company. He quoted from a prospectus of the Manitoba & Southwestern Railway Company, which was now endeavoring to float its bonds in London—that the nominal value of the one million odd acres of land owned by them was one dollar per acre, but the real value was eight or ten times that sum. Thus the company hoped to realize ten million dollars from their lands alone. This company had refused several offers of $5 per acre for large tracts of their land. They were building this road at $15,000 per mile, so that after paying for their road they would have a fortune from their land. The twenty-five million acres of land granted to the Canadian Pacific were estimated to be worth seventy nine million dollars. That, indeed, was the estimate of the Ministers themselves. He did not ask the honorable gentlemen opposite to accept the erroneous figures of last year, but to take the reduced figures of this year, the result of which would be that at the end of ten years the syndicate would have received $11,500,000 net for the sale of lands in the inner belt near the railway, while the Government, which had the outer belt only, would not have realized enough to pay the interest on the subsidy paid, so that basing his calculations on the Government figures he claimed that the syndicate would have got a sum sufficient to build the road, while the Government would not have more than enough to pay the interest, and leave the capital account entirely unprovided for. If the Government contended that they would get more for their lands, then the syndicate would get more for their lands also, and at the end of ten years would have received enough from the sale of a part of their lands to pay for the road and leave a very handsome profit indeed. Under the old plea, no matter how much or how little the railway cost, we were to own the road when it was completed, but now it was proposed to pay the company for building the road and make them a present of it when it was completed. (Opposition cheers.) One claim which had been set up as one of the great merits of this scheme was the finiteness of the plan, that we would know exactly what it was to cost; but the plan by no means settled what the cost would be, as for the next ten years to come we should still be building the railway. One peculiarity of the Minister of Railways has been that each year he brought down estimates reducing the cost of the railway, and when Parliament had met really about the only thing members did not know was how much the railway was going to cost that year. But no matter how much or how little the British Columbia sections cost, he was bound by the contract to pay for them. A great deal had been said about the responsibility of the capitalists who had signed the contract, the perfect security which their wealth gave, etc. Well, all he could say on that head was that these gentlemen, having some money to risk, had determined that there should be a finality as far as their individual liability was concerned, for they had provided that a charter should be granted, and they were to transfer this contract to the company so formed. So it seemed we were not to have the individual security of these great capitalists at all, and that we had got the big seal of the contract and that was all. (Applause from the Opposition). He contended that the individual responsibility of these gentlemen would only be wanted in case of the entire collapse of the railway, but in that case we would not have it, and the million dollars, which was all the security we would have, would not stop so great a gap as would be created by that collapse. The division of the grants was also remarkable. The prairie section of 1,000 miles was last year estimated to cost $13 000 per mile, at which rate the 900 miles now comprising the prairie section would cost $11,700,000, but that estimate would be reduced, because, in last year's estimate, there was 100 miles which had now been knocked off and included in the mountain section, and he supposed that an extra amount must have been estimated for that. He therefore proposed to take $1,000 per mile from the 900 miles, which would make $900,000, and reduce the cost of the 900 miles, according to last year's figures, to $10,800,000 or $12,000 per mile. Now, the cash the syndicate was to receive on account of this prairie section was $9,000,000, being the enormous sum of $1,800,000 to be provided otherwise than out of the cash paid by the Government. (Laughter.) He then entered into an elaborate calculation of the value of the land, based on the figures furnished by the Government, and contended that the price paid for building this section was four or five times as much as it would cost to build it. (Opposition cheers.) Taking up the section from Jasper House to Kamloops, 450 miles, he estimated the cost at $18,200,000, towards which the Government contributed $6,000,000 in cash, there being $12,000,000 to be provided by the company, and for this purpose they were given 7,500,000 acres, which, taken at the highest price of $4, would leave a profit of $18,100,000, and taken at the middle price of $3.13 would give a profit of $11,600,000, and taken at the minimum price of $2 per acre would still leave a profit of $5,000,000. (Opposition cheers.) He next took up the eastern section of 620 miles, and showed by a similar calculation that that would also leave a profit. What he most strongly objected to was that the division of the land and money subsidy had been so much as to diminish at the ends of the road and increase in the centre, so that if the company chose to abandon the Lake Superior section after having completed the central section they would be able to realize an enormous profit by doing so. Because they wanted the prairie section built faster they had given a large amount of means in cash, which properly belonged to either end, an arrangement that could not be defended. Then, for every twenty miles of railway built on the prairie an immense block of land was given. Honorable gentlemen opposite professed to have grand security. They say they will build the road fast. Of course they will, seeing they have obtained such liberal terms. The faster they build the road the faster their fortunes will be made. The hon. Minister of Railways had declared exultingly that there would be security for working the road. He (Mr. Blake) remembered the honorable gentleman stating in the House last year that the road, on the basis then proposed, would pay operating expenses, besides a considerable sum to pay interest on private cost. Hon. gentlemen showed no alarm at that time, and it was strange that they should show any now when everything was in so much better shape in the country from the effects of the National Policy. After referring to the bonds and condemning the manner in which the security was obtained, he said he did not profess to understand fully, yet, the land arrangements, but the provision for the Government's holding large sums belonging to the syndicate allowing four per cent. interest was not a good one. It would be better for the money to be placed in the banks, or otherwise under the Government control, the company to make their own arrangements with the banks for interest. But the Government were bound to take twenty-five millions and pay four per cent. interest—a rate very hard to get. The arrangement with regard to the prairie section he characterized as most outrageous, and he believed the Government knew they were erring in regard to it. Very valuable privileges were to be given to the syndicate, who, in the first place, were to own the railway. They were allowed any and every thing that would be useful to them. They were given the freedom to reject lands which, in their estimation, were not fairly fit for settlement, and to select better lands elsewhere. The provision allowing them freedom from taxation forever was a most monstrous one. No matter how wealthy the company might become they would always be free from Dominion and territorial taxation. That was a very advantageous present; and there was another one: freedom from duty on imports, a very strange provision for the framers and perpetuators of the National Policy. Some of the languishing industries of the Maritime Provinces had been looking forward ever since the announcement that the contract had been made hoping that they would benefit by it by getting work. Now they were told no good would result to them, that whoever might suffer the syndicate must not. Another bad provision was that of giving freedom from taxation on the lands for twenty years. This period, he claimed, might be, on the average, twenty-five years, or perhaps longer, and the syndicate had power to make it as long as they pleased before selling the land, in order that they might increase its value. He denied that because the Government had advantages reserved in their way the syndicate should have the same. There was a great difference between the two cases—the difference between public and private interests. It would be to the interest of the Government to sell the lands as fast as possible, while it would be to the interest of the company to make as much money as possible out of them. This would be a great discouragement to the people along the railway, and there could be no greater obstacle to the progress of the Northwest than the inequality of settlement. The syndicate could hold the lands till their value was vastly increased before selling. Only last year, when the Opposition had objected to speculators holding the lands, the leader of the Government had replied that there would be no danger, as speculators would be forced into selling their lands. Where was that answer now in the face of this contract? It would be in the interest of the company to see the free grant lands settled, so that the settlers on them would make roads, bridges, etc., and thus increase the value of the lands adjoining theirs. He admitted that the railway companies derived great advantages from the settlement of lands lying along their lines, but it was because they were the land lords. There was also the practical privilege of abandonment allowed the company, as there was nothing to prevent them leaving the work at any time without completing it. He condemned the provision allowing the company to build branch lines wherever they pleased. In this respect the syndicate were given more power than was enjoyed by any other company. Other companies will say, what is the use of us undertaking to construct a road, the syndicate will at once step in, file a plan, and build just where we want to. They have a right to build anywhere—east, west, north or south; to go south with their main line, if they choose, instead of constructing it through the heart of the country. They will go where they will prevent all competition. True, we have some protection—that of the council who signed this contract. He need not tell what kind of protection that would be. They can build down by Turtle Mountain or out to Sault Ste. Marie, utilizing the St. Paul & Minneapolis line if only they could get on good terms with the corporation. (Laughter). But no one else must get there. Oh, it would never do to allow any one else to go south or southwest to build to the States line, or go within fifteen miles of that abominable boundary, but the syndicate could go there. They were the Government; they were the country. For them we bound ourselves and our children, and provided that in constituting the future provinces there must be a provision bringing them to this odious condition. We give them in these provisions absolute monopoly of the trade of the Northwest, secured for twenty-one years, if not in perpetuity. Against this there was no security for the people. He said this notwithstanding that the honorable Minister of Railways had boasted that there had been inserted a provision that the freight and passenger rates could be reduced by the Government when their receipts paid ten per cent. on the capital invested, while in the case of other companies this could only be done when fifteen per cent. was being received. He (Mr. Blake) need not point out the different conditions between this and other companies that constructed railways mainly by private capital. Here we furnish the capital in money and lands, as much as will build the road and half as much more. The company need only raise four or five millions at the outset, and would in the end own the railway without paying out anything more. Giving them, as we do, great statutory and territorial privileges, making the entire country tributary to them, we might expect some restrictions should be imposed. He was not aware that the right of the Government to restrict tolls was ever exercised. The hon. Minister of Railways the other night said the tolls of the company would be limited to pay ten per cent. on their capital. Did he mean the syndicate's private capital, besides the money and lands granted them by the Government? He could not say so. That was not in the contract. The lands and money given by the Government were included. The syndicate might pay but five millions of their own, the road costing ninety millions, and at ten per cent. they would be entitled to tolls amounting to nine millions annually for five millions expended; or, if they made the road cost 120 millions, they would have twelve millions annually in tolls. Before the tolls could be reduced they were to have ten per cent. on the cost of the whole line; that is, they were to make profit enough in working the prairie section to pay the losses on the Pacific end and the Lake Superior end, and ten per cent. after that. The rate of tolls would be fixed to pay at first. They would pay vastly more after a while, when the country was settled. Could they then be reduced? The Government had taken the Union Pacific as the standard. There might be watered stock, a Canadian Credit Mobilier, but they could have their ten per cent. The Minister of Railways showed that he actually believed that the Union Pacific had cost $110,000,000. See how he was deceived. He (Mr. Blake) had showed that it was a fraud, made up of watered stock. Failing to discover this now, how will the friendly eyes of the Minister of Railways ever detect the fraud in the syndicate's statement of capital. The people of the United States knew by experience the evils of monopolies. It would not do for us to suppose that like evils would not creep in here. We should look to the light we have instead of going to certain disaster. These people would be landlords of the Northwest, taking such share of the crops as farmers can pay and live. We should restrain them now while we can. Talk to me of this thing standing! It cannot stand. If the Northwest is what it is claimed to be, and you send people there, they will be less than men if they long submit to it. Talk of sending Irish immigration there! Flying from the curse of landlordism at home, they would find here a scorpion instead of the red. They would be flying from the tyranny of individual landlords to the worse tyranny of a soulless corporation. (Sensation.) He had before referred to what the St. Paul and Minneapolis Railway had done in exorbitant charges. They all did it when they could. Their standard was the highest rate the traffic would bear, and the face rate was one and a third cent per bushel per hundred miles. The best special rate they gave was 25 cents per bushel from the boundary to Minneapolis. This, at twenty-five bushels per acre of a crop was a tax of $6.25 per acre paid the company. If that was the rate from the boundary, what would it be four hundred miles inland? As to furniture, a carload of which in Ontario was worth $700, the freight to Winnipeg was $200. To 40 per cent. on cost add merchant's profits and it made 50 per cent., rather an alarming statement. He quoted general freight rates from Toronto to Winnipeg, showing that a grinding monopoly existed. The monopoly existed on the St. Paul & Manitoba road. The figures he gave were alarming. He read from a recent letter of Judge Black on American railroad monopolies, showing that several of the Western roads were built by the lands granted to them, and their shareholders pocketed enormous surpluses besides, and now they charge ruinously high rates of freight through monopolies and combinations. He argued that it would be immensely advantageous to the future population of the Northwest to have a railroad that would carry freight and produce at fair rates instead of the rates fixed by monopolies. The benefit of this railroad would be for the benefit of the company only and not of the people. It was the duty of Parliament to see that the people should benefit by this road. There are various remedies. There is competition. See what competition is doing between Chicago and New York, and Chicago and Montreal. He showed the great benefit of competition. But in this case there could be no competition. The Government had expressly declared and rejoiced in the fact that there was not to be any competition. Public Commissioners were also an advantage, but no Commissioners were to be appointed on this road. A provision for re-obtaining the line would be a relief, but that is impossible. The Government of Canada are doing what the Government of the United States would not dream of doing. He was opposed to this scheme because he believed the interests of this country call for an eastern connection. The building to the Sault Ste. Marie branch was his solution of the difficulty. We want an all-rail line to the Northwest. The Government scheme will give it to us in ten years. The Sault line will give it in three years. The future of Canada, and especially of Montreal, was bound up in the Sault Ste. Marie road. That would not only secure the Canada freight but also the trade of 400 miles in depth of American territory. It will give us that trade immediately. We should also get the whole trade of the Northern Pacific railroad. That will also be the shortest from San Francisco to Europe. He offered the Government the Southwest as well as the Northwest trade. He went for the shortest and best route—that was the Sault road. Continuing to advocate the building of the Sault Ste. Marie branch, instead of the line north of Lake Superior, he dwelt on the difficulties of the country to be traversed by the latter line, and the severity of the climate and compared it with the routes offered by the Sault branch and the Thunder Bay branch. He spoke in favor of the water route to Thunder Bay, and advocated it as the best emigrant route, because the emigrants would pass all the way through our own territory, and be free from the influences of American agents, to which they were now exposed. He held that with these two routes completed we would have all the connection needed with the Northwest, and quoted a quantity of figures to show how much nearer the Sault branch would place Montreal to the great wheat growing districts than New York was. There was no doubt from the actions of the Northern Pacific and other railways in extending their lines towards the Sault, that they would push on to that point the moment they were sure they could get connection with a Canadian line on the other side. He held this was the time the American roads were evidently in earnest and were all building, and if we only took advantage of the opportunity we would take the American trade and hold it. He held that the interests of Ontario were in no way different from those of Quebec in this matter, both were interested in getting the carrying trade of the West. If he were speaking from a sectional standpoint he would advocate the building of 650 miles of railway in his own Province, instead of 290, but sectional interests were not to be considered. What was to be considered was the interest of the whole country. It was ridiculous extravagance to build 650 miles of road through a bad country, while one-eleventh of the distance, which could be built in three years, would give an equally good connection. He ridiculed the idea of being afraid of part of our line from the Northwest being through American territory, and said the Americans had no such notions of nationality, as the western peninsula of Ontario was fairly covered with roads whose principal business was carrying through Canada goods from one point to another in the United States, because the route was shorter than by their own territory. He would be quite willing if we could annex part of Minnesota, and would be willing to go a great deal further in the same way, as it would be a great advantage in opening a route to the Northwest. The facilities and regulations as to rates for connection with Ontario traffic were, he claimed, inadequate. It was obvious from the character of the syndicate that they might have one gigantic railway from the Pacific to Montreal. He wanted nothing for Ontario except proper security that she would not be placed at a disadvantage, but would have a fair chance for competition, but these securities were entirely inadequate. He could not understand how such a monstrous bargain could be brought down to Parliament. Ministers had declared the road could be built without burdening the people. Now, they proposed a scheme which would impose tremendous burdens, involving an expenditure of sixty millions. The hon. gentlemen had gone too far last session, and the public mind did not credit the statement made. The Ministry were obliged to do something to save themselves. They had made no contract in England, but the First Minister, having announced that it had been made, placed the Government in the hands of the syndicate. He did not venture to hope that this House would reject the contract, but he did not doubt that an indignant country, though it had not time now to raise its voice against, would take the earliest opportunity of inflicting summary punishment upon those persons, offenders for the second time, who, having once betrayed their trust, when entrusted again with their country's honor, have taken advantage of the opportunity afforded them by too confiding a people to betray her most material and vital interests. (Opposition cheers).

Hon. Mr. Langevin moved the adjournment of the debate at 11.45, and the House adjourned.

OTTAWA, Dec. 16.

The Speaker took the chair at 3 o clock.

MEMBER INTRODUCED.

Mr. Valin, the new member from Montmorency, was introduced by Langevin and Caron.

THANKS.

A message was read from the Government thanking the House for the reply to the speech.

SELECT COMMITTEE.

Hon. Mr. Bowell moved for a select committee to revise the debates, composed as last year, with Scriver in place of Oliver, deceased.

BILLS INTRODUCED.

Mr. Richey introduced a bill intitled, "An Act to amend chapter 32 of an Act of 33 Vic., 1870, intitled, an Act to empower the Police Court of the city of Halifax to sentence juvenile offenders to be detained in the Halifax Industrial School."

Hon. Mr. Anglin asked what changes were proposed.

Mr. Richey said the bill provided a penalty to any person accessory to boys escaping from the Industrial School, the penalty proposed being $80.

Mr. Keeley introduced his annual offering bill to repeal the Supreme and Exchequer Court Act and amending acts.

Mr. Casgrain introduced a bill for preventing frauds in contracts. He explained that the Government had been the loser by the withdrawals of the lowest tenders for public contracts. The bill would provide to punish persons corruptly withdrawing or selling out contracts; also to punish contractors subscribing to election funds and Government officials who corruptly furnish information respecting tenders. He would be glad if the Government would accept the bill and carry it through, otherwise he would proceed with it himself.

QUESTION.

Sir Albert Smith inquired whether the Government would make provision during the present session for the construction of the Cape Tormentine Railway.

Sir John Macdonald asked that the question stand till the Minister of Railways was present.

THE UNION PACIFIC.

Mr. Plumb resumed the adjourned debate on Mr. Blake's motion of yesterday afternoon for copies of the statement and evidence on which the Government based their judgment in accepting the Union Pacific as a standard for the Canadian Pacific. He enlarged upon the great cost of the Union Pacific, but admitted, in reply to Messrs. Anglin and Charlton, that the figures given were a currency subject to a discount of fifty per cent.

Mr. Cameron (Victoria) said the words as originally constructed, though not very clear, no doubt meant such as the Union Pacific was when completed in 1874. He thought it inopportune to discuss the character of the Union Pacific at this stage.

Hon. Mr. Blake said he had not proposed to do so. It was the Minister of Railways who first entered on the discussion of that topic by endeavoring to show that road as an admirable one, and he (Blake) had only sought to find on what evidence the standard had been accepted. Sir John Macdonald admitted this.

Mr. Cameron (Huron) read from the Union Pacific report to show that that road was very badly constructed.

Sir Richard Cartwright said it appeared that a different kind of standard was understood by the Government than the actual one signified in the contract. He did not agree with the member for North Victoria, as to the time when the condition of the Union Pacific was to be taken into consideration.

The motion was carried.

MOTIONS.

Hon. Mr. Blake moved for copies of all papers showing any modifications made under the provisions of any of the contracts for the construction of any part of the Canadian Pacific Railway prior to the 21st of October last, and referred to in the contract, brought down this session.

Sir John Macdonald said the hon. gentleman was getting moderate in his demands. There was no objection to the motion, and the matter would be attended to immediately.

Hon. Mr. Blake moved for copies of any reports of surveys made since last session on the line from South East Bay to Sault Ste Marie. Carried.

Hon. Mr. Blake moved for a copy of the Order in-Council granting about 1,228,000 acres of land in the Northwest to the Manitoba & South western Colonization Railway Company, and for other information regarding it. He claimed that the subject was a highly important one; arguing that the giving of so much land to an enterprise of this kind was a matter which should have received the sanction of Parliament, but it has not.

Sir John Macdonald said there could be no exception to the route, and any reports or Orders-in-Council would be brought down. With regard to the lands obtained by the company, they had been obtained on the same terms as any private individual could get them. The price fixed for the odd sections in belt "E," furthest from the main line of the Pacific Railway, was one dollar an acre, and the company had paid that for them. After pointing out the benefit of having the road built, he said the information asked for would be brought down.

In reply to Sir Richard Cartwright, Sir John Macdonald said the company could only procure lands according to the progress of the road.

Hon. Mr. Blake moved for a copy of the Order-in-Council granting tracts of land in the Northwest to any railway company other than the Manitoba & Southwestern Colonization Railway Company. Carried.

Hon. Mr. Blake moved for copies of the Orders in Council and correspondence touching on the lands appropriated or to be appropriated for the Construction of the Canadian Pacific Railway in the Province of British Columbia. Carried.

Hon. Mr. Blake moved for the correspondence whn the Government of British Columbia, or with any person in that Province, respecting the Island Railway.

Hon. Mr. Blake moved an order of the House for copies of all notices issued or published since the accession to office of the present Ministry on the subject of the settlement or sale of public lands in any part of Manitoba or the Northwest. Carried.

Hon. Mr. Blake moved for the address, copies of the Orders in Council and the correspondence touching on the sale of large block of land in the Northwest to Mr. Brassey, or any other person. He understood that other sales than were first announced had been made in the Council, and no sales yet completed. Mr. Brassey had made an offer, wishing to get a large tract for pasturage near the Rocky Mountains.

Hon. Mr. Blake asked at what price.

Sir John Macdonald said at a dollar an acre. It was only lands not fit for general agricultural purposes, that would be sold in large tracts.

The motion was carried.

Mr. Haddow moved for copies of the correspondence relating to the claim of Patrick Ulick for damages to his farm by the overflow of water and other causes, in connection with the Intercolonial Railway. Carried.

Mr. Casey moved for an order of the House in the statement respecting all seizures of goods made by the Customs authorities since the introduction of the present tariff. He made lengthy objections to the manner of appraising goods, the annoyances in Custom Houses, improper seizures, &c.

Mr. Jones (Leeds and Grenville) asked that there should be added the words, "and for what cause the goods were used."

H

LISTOWEL STANDARD.

FRIDAY, DECEMBER 31, 1889.

MUNICIPAL NOMINATIONS.

The nomination of candidates for municipal offices throughout the Province took place on Monday last. In Listowel, at the appointed hour, 10 o'clock, the electors assembled in considerable numbers in the town hall for the purpose of nominating candidates for the offices of Mayor, Reeve and Deputy-Reeve. For the Mayoralty, Thos. E. Hay was proposed by J. W. Scott and seconded by Wm. McKinnie; Jacob Loree was proposed by Robert Hemphill and seconded by C. F. Winters. For Reeve, D. D. Campbell was proposed by Wm. Dixon and seconded by E. B. Sutherland; Jno. A. Hacking was proposed by J. P. Newman and seconded by George Hess. For Deputy-Reeve, George Hess was proposed by D. D. Hay, M. P. P., and seconded by George Zilliax. There being no other nominations for the office of Deputy Reeve, Mr. George Hess was declared elected. At the conclusion of the nominations, J. W. Scott, Esq., the present Mayor, and the several candidates addressed the meeting. Mr. Scott expressed his thanks for the confidence the ratepayers of Listowel had reposed in him, having elected him by acclamation for three successive years to the chief office at their disposal. He had endeavored during his tenure of office to promote the best interests of the town, and he was satisfied that his course was approved of by the ratepayers. He alluded to the present condition of the town's finances, which he considered very satisfactory. At the present time there were nearly $3,000 in the Bank with about $2,000 of taxes yet to come in, which with the revenue from licenses, etc., would make about $6,000 to the credit of the town. This, he considered, would be sufficient to carry the town well through the coming year, and allow a reasonable expenditure for public improvements. He considered that the present rate of taxation was not heavy, and thought that it would compare favorably with that of other towns. Mr. Scott stated that his reasons for retiring from the position of Mayor were, firstly, that he felt it due to other gentlemen in the town to retire, as he did not believe in a monopoly of municipal honors; and secondly, he found the duties of the office, especially the magisterial duties, interfering with his private business. The aspirants for the Mayoralty and Reeveship were called upon, and addressed the meeting in turn, each presenting their claims in as favorable a light for themselves as they were able. The Deputy-Reeve elect was then called upon, and in response heartily thanked all present for the high honor they had done him, and promised to promote the interests of the town to the best of his knowledge and ability. The hour of 12 o'clock having arrived, the nomination of candidates for the office of Councillor was proceeded with in the several Wards, with the following result: *East Ward*—J. W. Scott, proposed by W. G. Hay and seconded by Robt. Reid; Alex. McDonald, proposed by A. D. Freeman and seconded by J. A. Tremain; A. S. Deavitt, proposed by Robt. Reid and seconded by Robt. Reid and seconded by Benj. Rothwell; Dr. Nichol, proposed by J. E. Terhune and seconded by Thos. E. Hay. *Centre Ward*—John Riggs, proposed by Wm. Bradley and seconded by Jacob Heppler; Jacob Heppler, proposed by A. D. Freeman and seconded by Wm. Bradley; A. D. Freeman, proposed by Wm. Climie and seconded by Jacob Heppler; Frank E. Gibbs, proposed by John Campbell and seconded by J. B. Loree; T. G. Fennell, proposed by Geo. Draper and seconded by J. B. Loree. *West Ward*—John Binning, proposed by John Page and seconded by Joseph Purcell; Robert Woods, proposed by James Shaw and seconded by John Lage; D. B. Dingman, proposed by Nathaniel Purcell and seconded by Wm. L. Kells; James Dillabough, proposed by A. M. Morrow and seconded by James Shaw; W. G. Hay, proposed by Charles Edmondson and seconded by Wm. Chapman.

WALLACE.

The nomination of candidates for the offices of Reeve, Deputy-Reeve and Councillors, for the township of Wallace, took place at Gowanstown on Monday, when the following nominations were made: For Reeve, John McDermott, nominated by James Pigott and Wm. McCabe; George Follis, nominated by Geo. V. Poole and John Hackett. For Deputy-Reeve, Alexander Kennedy, nominated by Isaac Miller and C. Fielsinger; John Willoughby, nominated by James Pigott and Henry Leppard. For Councillors, Wm. Ferguson, nominated by Seth Doan and Francis Hammill; Wm. King, nominated by Wm. Follis and Jno. Hackett; James Robinson, nominated by Joseph H. Craig and Wm. Follis; John Mills, nominated by Wm. McCabe and Wm. Mason; Thos. Speers, nominated by John Burns and Joseph Warren; John Burns, nominated by Joseph Fawcet and John Moore. Mr. Burns subsequently retired.

ELMA.

The following are the names of the candidates for the respective municipal offices in this township for the year 1881: For Reeve, Thos. J. Knox and Alfred W. Featherstone. For Deputy-Reeve, Wm. Lochhead and Wm. H. Nesbitt. For Councillors, Edward Broughton, Robt. Dunn, Wm. Gibson, Wm. Keith, John Mann, Chas. McKenzie, Samuel S. Rothwell, and James Smith. The contest for the office of Councillor promises to be extremely lively, there being eight candidates in the field for the three seats.

MORNINGTON.

In this township the contest for the Reeveship will be between Valentine Kertcher, the present Reeve, and Dr. Johnson of Millbank. The names of Henry Freeborn, Alex. McLellan and Jno. McKee were proposed for the Deputy-Reeveship; the two latter gentlemen, however, retired, and H. Freeborn was declared elected by acclamation. For Councillors, the following names appear on the ballots, Adam Fleming, Willis Hill, Wm. Johnston, James Kines and Thos. Sagwood; in addition to whom the following persons were nominated, but subsequently withdrew: Jas. Gibson, Wm. McCormick, Caleb Griffin, John McKee, Jos. R. Ropp, and Alex. Roe.

MILVERTON.

The first Council of the village of Milverton will be chosen Monday next, and the electors of that thriving village will doubtless have a good Council, as there is no lack of material to choose from. For Reeve J. D. Pierson and James Bunscho are the candidates. The aspirants for the office of Councillor are H. Hasenplug, Jacob Kain, David Pugh, Walter Pasmore, John Grosh and Samuel Roe.

LOGAN.

Robert Jones and Wm. Thompson are the aspirants for the Reeveship of this township.

ELLICE.

For Reeve, Jas. Bennoch and F. L. Hennig. Deputy, Henry Voght and Timothy Murray.

DOWNIE.

Reeve, Jacob Brunner, elected by acclamation. For Deputy, John Fairless, C. D. Swanson and C. Macpagnarra.

NORTH EASTHOPE.

Reeve, J. Trow, D. Stewart; Deputy Reeve, J. McMillan, Geo. Hyde; Councillors, W. Rennie, J. Fraser, P. Stuart, A. Falk, V. Krechtal.

MITCHELL.

The nominations took place to-day, with the following result:—Messrs. J. W. Cull, W. R. Davis and J. H. Flagg, for mayor; Messrs. Hugh Campbell and Thos. McKenzie, for Reeve; Messrs. Alden Burritt and J. Medcalf, for Deputy-Reeve. There are also from six to ten candidates in each ward for councillors. The principal question is the water works—whether to build new works or buy the old buildings where they have been kept since the works were built. The town is in good shape, financially, having a debt of $36,000, and raised $9,975 for taxes this year.

STRATFORD.

Mayor, Messrs. Robb and Roberts. Reeve, Scrimgeour and Sharman; 1st Deputy Reeve, Monteith, acclamation; 2nd Deputy Reeve, Brown and Horne; 3rd Deputy Reeve, Gordon, Cowan and Hamilton. Councillors: Romeo Ward—Stewart and Burritt, acclamation; Falstaff Ward—Fraser, McKay and Longfoot; Hamlet Ward—Jones, Zeandle and McGuegan; Avon Ward—Reid, Vanstone and Hamilton; Shakespeare Ward—Daly, Wilson, Lang and Murphy.

PALMERSTON.

Mayor, T. McDowell, H. McEwing; Reeve, M. Thompson, M. Donnelly; Councillors: North Ward, J. S. Davidson, J. McKinlay, S. Gourlay, J. Brooks, Dr. Stewart, M. Kennedy; West Ward, M. C. Potts, J. Wards, W. H. Finnemore, J. Wamble; East Ward, H. Hyndman, C. Robertson, L. Knott, H. Clement.

TORONTO.

Messrs. McMurrick, Close and Britton were nominated for the Mayoralty, and for the twenty-seven Aldermanic vacancies fifty-nine names were formally proposed.

HAMILTON.

Mayor, J. E. O'Reilly and H. Carscallen. For Aldermen there will be but little change.

LONDON.

Mayor Col. L. Lewis, and John Campbell. Water Commissioners, James Muirhead, Raynor, Vining, Powell, and J. M. Cousins.

GUELPH.

Geo. Sleeman elected Mayor by acclamation.

WOODSTOCK.

Mayor, T. B. Scofield, W. Totten; 1st Deputy Reeve, John M. Grant, C. Wilson, 2nd Deputy Reeve, Wm. Grey, by acclamation.

WALKERTON.

Mayor, H. P. O'Connor, M. McLean; Reeve, Storel McLean; Deputy Reeve, W. Richardson Tolton, Paul Ross.

BERLIN.

Mayor, John Motz, by acclamation; Reeve, W. Jaffray and J. M. Staebler; Deputy Reeve, John Alders, by acclamation.

BRUSSELS.

Reeve, John Leckie, and F. C. Rogers.

MINTO.

John Prain elected Reeve by acclamation.

WALLACE.

To the Editor of the STANDARD:—Allow me a space in your paper for the purpose of contradicting a statement which is being industriously circulated in the township of Wallace, to the effect that the Council did not levy a sufficient rate to meet the expenditure of the current year. In order that no one may be deceived by such fallacious reports, I wish to state that the rate of five mills in the dollar of our assessment covers our expenditure for township, county and railway purposes, being our total expenditure, except for schools, for the present year. I also wish to state that there will be no necessity to borrow any money to carry on the affairs of the township for the next year, unless something unforeseen turns up.

JOHN MCDERMOTT.

Editor STANDARD—*Sir*: As a ratepayer of the township of Wallace, I would like to say a word or two to my fellow ratepayers, who with myself attended the nomination at Gowanstown and heard the speeches made by the different candidates. There was one topic which caught my attention more than all the rest, and that was a statement made by Mr. Robinson, to the effect that there was an award of some $260 coming to the township, which never was received by the Treasurer. This statement was met by Mr. Roberts and the Reeve, who said that the money had been received and Mr. Roberts read a letter to show that a cheque had been received for some $260. This to a great many seemed *prima facia* evidence that Mr. Robinson was in error; but I thought—as every ratepayer should think—that there must be something wrong about the matter, and that I would look after the whereabouts of this $260 dollars; so with the aid of the auditors' statements and other documents, I have discovered that this $260 never entered our treasury, neither has it been accounted for in the Treasurer's books. Now, the idea has struck me that it may be that the Clerk may also be Treasurer, and that a part of our money can be accounted for by him and a part by Mr. Stewart. I think you will readily agree with me that all monies coming to the municipality should duly be placed in the Treasurer's hands, and by that officer accounted for. This state of affairs plainly shows that we, as ratepayers are greatly wronged. We are paying a very large amount to our township officers, and in return we have our affairs so cooked that the large sum of $260 cannot be accounted for in an honest, straightforward manner. I am inclined to think that this law business has been profitable to more than the lawyers, and that a much larger amount has been paid than the people are aware of for law costs. There is one more thing I would like to say, and that is this. There has been a statement given in by our Council, and from the minutes of last Council it appears that all our Council were willing to have it published but the Reeve, and all say it is true and correct but the Reeve; and he says it is not true. Well, if the Reeve had half the knowledge he boasts of, he could make it true, (if false,) and not be censuring our councillors for their honest intentions. One word more. Have we had a good set of councillors for the year 1880? I say yes. Or do you want such men as Mr. Speers, who is not a resident of Wallace, but carries on a butcher shop in the town of Palmerston? Or do you want Mr. Mills, who is pledged to pay the High School assessment? I say no.

WARD NO. 4.

TROWBRIDGE.

SCHOOL EXAMINATION.—One of the most successful examinations ever held in this section took place in the new school house here on Wednesday, 22nd inst. The school has been under the management of Mr. J. R. Rutherford during the past year, and has wonderfully improved during that time. The examination was largely attended; nearly all the young people of the section, together with a number of teachers from adjacent sections, were present on the occasion. There was also a sufficient number of the parents of the pupils present to show that the teacher has secured their interest and co-operation in the welfare of the school. The examination was conducted by Mr. Rutherford, principal, and Miss Delyea, assistant teacher aided by the other teachers present. The manner in which the pupils acquitted themselves in the various branches is seldom, if ever equalled in our common school. After the excises were gone through with addresses were delivered by the trustees, parents and visitors, all expressing themselves with being highly pleased with the examination. Considering the large number of pupils attending this school, it is surprising that it should be in such a prosperous condition, and the result can only be attributed to the happy choice the trustees have made in the selection of a teacher, and the section has been very fortunate in securing the services of Mr. Rutherford for the coming year.

CHRISTMAS TREE.—The children of the Sunday school in connection with the C. M. Church of this place held their annual social and Christmas tree entertainment on Friday evening the 24th inst. The meeting was presided over by the superintendent of the school, Mr. Charles Cosens. After prayer and a short address by the Rev. J. Stinson, the secretary read the annual report, which showed the school to be in a flourishing condition. The singing was under the management of Mr. J. R. Coad, Mrs. Coad presiding at the organ. The programme of the evening consisted of recitations, dialogues, and singing by the children. Perhaps the most interesting part of the evening's programme was the Christmas tree, which was laden with presents of every description, and the distribution of which caused the greatest amusement among the the children. At the conclusion a vote of thanks was given to the choir.—COM.

GLENALLAN.

ANNUAL SCHOOL EXAMINATION.—The annual school examination of this village was held Thursday last, and we were more than pleased to observe the interest manifested by the trustees and parents by being present on the occasion, thereby encouraging the young. Mr. Hyslop is to be congratulated on the proficiency of the pupils, which show him to be a teacher of no ordinary ability. The scholars in their various exercises acquitted themselves in a manner that showed careful training on the part of the teachers. At recess the children and visitors were liberally supplied with refreshments provided for the occasion. The trustees and parents seemed well pleased with the programme as carried out by the scholars. Mr. Hyslop, the retiring teacher, was presented with an address, accompanied with a sum of money, as a slight token of the esteem in which he is held by the pupils under his charge. Mr. Hyslop made a suitable reply, thanking those present for the kindness shown him during the past three years, and hoping the same would be extended to his successor. Dr. McWilliams made some complimentary remarks, complimenting Mr. Hyslop on the proficiency of the scholars in the various branches of study, and wishing success in his future career.

We understand the trustees have engaged Mr. Smith as Mr. Hyslop's successor. Mr. Smith's efficiency as a teacher in this locality is well known, he having taught in this village four years. It is Mr. Hyslop's intention to study for the medical professional We wish him success.

MUNICIPAL HONORS.—A meeting is convened for this evening (8th inst.) at Northgrave's hall, for the purpose of hearing the rival candidates for the Reeveship explain their views on the affairs of this municipality. R. McKim Esq., M. P. P., will address the electors, he having received the nomination of Reeve for this township. Mr. Cross, the present Reeve, is also expected to be present and vindicate his actions in the Council during his late term of office.

AUGUSTURA.

STRATFORD.

Miss Hebden, the young lady who shot herself in Chicago on Christmas Day, was well known and much respected here. Her brother Mr. E. Hebden, is at present the Manager of the Merchants' Bank here, and has the sympathy of the entire community in his sad affliction.

DEATH OF A BRIDE.—Mrs. Lairg, wife of Mr. R. R. Laing, barrister of this town, died suddenly on Monday morning by the bursting of a blood vessel. She had only been married a short time. She was much respected and her sudden death has cast a gloom over the community.

MARYBOROUGH.

COUNCIL.—Pursuant to adjournment, Council met in the Queen's hotel, Moorefield, on December 20th, 1880; all the members present, except Mr. Paterson, minutes of last meeting having been read, were adopted and signed by the Reeve. W. Long moved, seconded by John Robinson, that the following accounts be paid, and that the Reeve grant his orders on the Treasurer for the same:—Henry Billings, for gravel to pathmasters, $2.50; John Taylor, do., $4.55; John Hellyar, do., $3; William Holmes, do., $2; Chas. Lewis, do., $28.40; Thomas Boothe, do., $7.50; John Bishop, do., $13.00; Joseph Cumberland, do., $1.60; Mrs. Hambly, per J. Woodissie, do., $2.50; George Bell, do., $5.50; C. J. Wheelock, P. L. S., surveying for the years 1879–80, $58; Jas. F. Kerr, balance due for repairing Fairley's bridge on centre side road, $3; Mrs. Guy, an indigent widow, railway fare for self and child to Michigan, $10; Margaret Dermont, charity, $5; Robert Anderson, repairing road scraper, 50c.; Thomas Bailey, repairing Petch's bridge, con. 4, $1.88; Fred Wetzel, for planks and repairing Medill's bridge, con. 8, $3.75; Thos. Woodissie, measuring lumber for contractors and repairs to Graham's bridge, $4; Wm. Greenwood, gravel to pathmasters, $38.75; Wm. Greenwood, making road to gravel pit, $6.75; Adam Delmage, for gravel, $5.50; John G. Mannell, for injury to horse caused by defective culvert, con. 6, $7; William Leslie, for expenses in connection with survey of side road between lots 3 and 4 in cons. 3 and 4, $9.50; Alexander Wray, repairing road scrapers $4.50; William Henderson, refund of amount paid for redeeming lot in Maryborough village, sold by the county Treasurer for arrears of taxes, $6; Chas. S. Forrest, for repairs to ploughs, done by order of pathmasters, $1; John G. Mannell, repairing culvert on centre side road, $11.77; Charles Mannell, repairing two culverts on centre side road, $6; Andrew Smith, balance due for building cedar culvert, 90c.; J. Riddolls, superintending work let by contract on centre side road, $3; John Miller, for culvert between lots 15 and 16, con. 1, $4.50; Robertson & Dewar, for stationery and printing not included in their tender for the township printing, amounting in all to $25—carried. Mrs. Robertson of Hollin was granted $10, as charity. John Robinson moved, seconded by John Corbett, that the following amounts be paid: Wm. Ackerman, half cost of graveling on town line between Maryborough and Wallace, $16; W. L. Fotheringham, half cost of ditching on townline between Maryborough and Wallace, $2; Fred Wetzel, for plank used repairing Graham's bridge in the year 1878, $4.50; Adam Flath, repairing culvert on 10th con., 75 cents—carried. John Corbett moved, seconded by John Robinson, that John G. Mannell give this Council a receipt in full of all future demands against this corporation, on account of an alleged accident to his horse, caused by a broken culvert on the 6th con., the said receipt to be given in consideration of an order drawn on the Treasurer in his favor, for the sum of $7—carried. John Robinson moved, seconded by W. Long, that an order be drawn on the Treasurer in favor of Messrs. Schneider & Grosz, for the sum of $36.90, being the amount of municipal taxes charged against their property, said property being exempt from payment of municipal taxes for a period of five years by a resolution of this Council passed in the year 1876—carried. Orders were drawn on the treasurer as follows: in favor of Robertson & Dewar for $25, being the amount of their contract for printing; in favor of James Harington for $2, for statute labor charged against lots 110 and 111, in the village of Moorefield; also in favor of Thomas M. Harrington, for statute labor charged against lot 112 in said village. John Robinson moved, seconded by Wm. Long, that the Clerk be instructed to forward to the Council of the township of Peel, a copy of the account of Charles J. Wheelock, P. L. S., amounting to $12, for surveying done on the town line between the townships of Peel and Maryborough, with the request that they will remit one half of said amount to the treasurer of Maryborough—carried. John Robinson moved, seconded by Wm. Long, that an order be drawn in favor of Simon Armstrong for $20.99, for interest on notes discounted by John Beattie, of Fergus, stationery and travelling expenses, postage and amount paid to Francis Armstrong for opening gravel pit—carried. The Clerk read a copy of the notices served upon Joseph Graham, William Cowan, Joseph Medill and Wm. Medill, in regard to the final reading of the By-law to open up the original allowance for road between lot 13, con. 8, and lot 13, con. 9. Mr. Hugh Rae, on behalf of Joseph Graham, handed in a paper stating Mr. Graham's objections. The objections raised being considered irrelevant, it was moved by John Robinson, seconded by Wm. Long, that the By-law to open up, by removing obstructions from the original road allowance between lot 13 in con. 8, and lot 13 in con. 9, be now read a third time and passed, and numbered 228—carried. Wm. Long moved, seconded by John Corbett, that the order presented by Robt. Porteous, from Noah Cober, amounting to $15 be paid, and that the same amount be deducted from N. Cober's account for delivering plank at Graham's bridge—carried. John Robinson moved, seconded by Wm. Long, that whereas Archibald Park, of Hollin, during the early part of this season, sustained a heavy loss from a storm which visited Hollin on the 10th day of June last, blowing down his barn and injuring his farming implements and stock, this Council feel it to be their duty to remit his municipal taxes for this year, and that the Reeve grant an order on the Treasurer for the amount of said taxes, namely, $37.80—carried. J. Robinson moved, seconded by Wm. Long, that the Reeve grant his order on the Treasurer in favor of Thos. Boothe for the sum of $2, for administering oath to the selectors of jurors in the years 1879, 1880—carried. Wm. Long moved, seconded by John Corbett that the Reeve sign orders on the Treasurer in favor of the following township officers, for services in Council, mileage, commission and salaries; John Ogden, six days service in Council and mileage, $14.40, commission, $46; William Long, six days service in Council and mileage, $14.40, commission, $32.00; John Corbett, six days service in Council and mileage, $15, commission, $32; John Paterson, five days service in Council and mileage, $13.50, commission, $32; John Robinson, six days service in Council, $12, commission, $32; Edward Dynes, half years salary as Clerk, $100; Simon Armstrong, half year's salary as Treasurer, $55; J. Ogden, two journeys to Guelph and one to Elora on township business, $10; E. Dynes making out full report of the assessments of school sections numbers 4, 5, 9, 17, and 19, for the past ten years, $15; Edward Dynes, selecting jurors, $4; Parker Lowry, selecting jurors, $4. Council adjourned to meet in the Queen's Hotel, Moorefield, on Thursday 30th inst.

EDWARD DYNES, Clerk.

AFRAID OF OPPOSITION.

St. Marys's Grits Refuse Conservatives a Hearing.

St. Mary's, Dec. 28.—Messrs. Geo. W. Ross and James Trow, M. P., held a meeting here this evening to discuss the terms of the Canadian Pacific Railway Syndicate. The Reform Committee were requested by the Conservatives to be allowed to speak time about with their orators, but positively declined. Of course the anti-Railway resolutions submitted were carried at the meeting, although the Grits themselves acknowledge that the bargain made by the Government is the best that could be done.

A later dispatch says the syndicate meeting was a failure in point of numbers and enthusiasm. Mr. Hesson M. P., was refused a hearing, and many left in disgust.

SAD FATE OF A CHRISTMAS PARTY.

Four Persons Instantly Killed by a passing Train.

Lucan, Dec. 26.—James McGrath, his wife Rebecca, a child thirteen months old, Matthew McGrath and Annie, brother and sister of James, and Ellen Blake, a cousin, all living on the 7th concession of Biddulph, were returning from a visit to some friends in McGillivray, on Christmas night, and as they were crossing the London, Huron & Bruce Railway, one mile and a quarter north of Clandeboye, were struck by the evening down train, and James, his wife and brother Matthew, and the girl Ellen Blake were instantly killed. The child is yet alive this morning, and hopes are entertained of its recovery. The girl Annie is the only one left to tell the tale. She was sitting in the sleigh with her back to the horses, and when nearing the track she saw the head light approaching and jumped from the sleigh just in time to save herself, while all the others were hurried into eternity in a moment of time.

The girl Annie states that either the horses became unmanageable and rushed on in front of the train, or otherwise, the driver, James, being deceived by the headlight as to distance, endeavored to get across before the train came up, but her own opinion is that James lost control of the horses. Thus two of the most respectable families in the township are this morning bowed down with grief, which beggars description. Miss Blake was a sister to Mr. J. J. Blake, of the city of London, Barrister at law, and the others killed were the brothers and sister-in-law of the Rev. M. McGrath, Catholic clergyman at Bothwell.

It is additionally sad when one learns that Mr. McGrath, sr., has lost all of his sons within the last six months. Dr. McGrath died at Bothwell a short time ago, and now the remaining sons James and Matthew, have been called away. The old man's grief was heartrending.

Mr. James McGrath was one of the chief witnesses in the defence of John Purtell, one of the prisoners now awaiting trial for the Biddulph murders. In this respect his death is also deeply regretted. Miss Blake was also a competent witness to establish Purtell's *alibi*, although she had never been called.

LATE NEWS FROM IRELAND.

Commencement of the Trial of the Indicted Land Leaguers.

THE POPE'S DOCUMENT RESPECTING IRELAND.

London, Dec. 25.—A correspondent at Rome says: I am justified in asserting that the Land League in Ireland is distinctly within the category of associations regarded by the Vatican as revolutionary, and when the Pope as in the document published in the *Osservatore Romano*, deploring the serious character of the agitation in Ireland, etc., for the official nature of which I can fully vouch, speaks of anarchical means, he points distinctly to "Boycotting" and other unworthy systems. After this utterance there can no longer remain any justification for the assertion made by a portion of the Irish press that the Pope countenances the proceedings they advocate.

THE SITUATION BECOMING WORSE.

The situation in Ireland is steadily growing worse as the tyrannical conspiracy of the Land League tightens its grip on the community. Reports are daily received from magistrates and officials, announcing the impossibility of executing ordinary processes of law. Mr. Fitzgerald, among the most learned and respected of the Irish judges, expresses from the bench a doubt of the possibility of continuing to administer justice under the present system. "Boycotting" has reached the jury box, the majority of the jurors securing a verdict of acquittal by threatening the minority.

The *Times* declares the absence of outrage among the worst features of the system, in truth being an intimation of the terror now general. The agents of the Land League are no longer obliged to resort to violence to insure obedience of the League decrees.

SETTLING THEIR PROGRAMME.

The Home Rule members of Parliament assembled in Dublin Monday, at Parnell's invitation, to settle the programme of the coming session. It is intimated that Parnell and other indicted members will announce their intention to defy the Court and appear at Westminster.

NO COERCION.

Chamberlain's friends again assert that no measures of coercion have ever been adopted at the Cabinet meeting. They loudly proclaim that such measures never shall be while Chamberlain is minister, all of which affords vast comfort to the law breakers of every degree, as they wish each other a "Merry Christmas" and plot starvation and ruin to their law abiding countrymen.

THE CENTRE OF THE AGITATION.

The little town of Portadown, in the Ulster province, is fast becoming notorious as the centre of agitation.

MORE BOYCOTTING.

A shoat time ago tenant farmers named Berry and White received letters threatening them with prompt punishment if they continued to pay rents to obnoxious landlords, but they refused to be frightened, and continued their regular payments, whereupon their houses were burned to the ground and their produce entirely destroyed. The constabulary determined that the perpetrators should not escape, and used every means to discover their whereabouts, and a man named Wortley was employed by the police as spy to make inquiries, but his mission was soon discovered and he was stabbed. The perpetrator of this second outrage also escaped, being well hidden by the townsmen, who refuse to give any information to the authorities.

The trial of Parnell and the other indicted Land Leaguers opened at Dublin on Tuesday, and is now in progress.

BRITISH REVERSES IN SOUTH AFRICA.

The Late Defeat in the Transvaal.

London, Dec. 25.—A Durban dispatch says:—Sir George Pomeroy Colley has received a despatch from Pretoria dated the 16th inst., communicating a decree of the Transvaal Republic, declaring that there was no desire to spill blood, nor did the Republic wish for war. It rested with the British whether the Republic would be forced to appeal to arms in self defence, which would be done with all reverence for the Queen and with the full knowledge that it was a struggle for the sancity of treaties which had been broken by British officers. It was hoped an amicable arrangement would be arrived at with Major Lanyon, for the Republic was anxious to co operate with England in everything leading to progress. This could only be done when its independence was acknowleged. An answer was expected within twenty-four hours.

It was in answer to this decree that Major Lanyon issued his proclamation offering a pardon to all who would immediately withdraw from the malcontent camp.

The news from the Transvaal of the defeat of the British forces has caused a profound sensation, not alone in army circles and in the Cabinet, but in the Royal family itself. The Queen feels the disaster acutely, as also does the Duke of Cambridge, on account of the loss of prestige to the troops. Mr. Childers, Secretary of War, is very anxious, as he fears that the Christmas eve despatch may be supplemented by news of fresh disasters, which he is prepared to receive any moment.

A correspondent at Durban reports that a waggon, which the detachment of the 94th Regiment was in charge of, got into a swamp and all hands laid aside their arms to extricate them. The Boers suddenly appeared and demanded their surrender. The soldiers rushed for their arms, but before they were able to defend themselves they were shot down. While a Boer was attempting to hoist the Republican flag at Potchefstroom, he was shot by a British officer, whom the Boers immediately shot dead. The four persons reported to have been murdered at Potchefstroem were the commandant of the Cape Mounted Police and three civilians. They were brutally murtered in the midst of an assembly of three thousand Boers. The carrier of the post cart was murdered and the mail carried off. Another report says the Boers were shelled at Potchefstroom, and 100 killed and many wounded. Arrangements are being made at Woolwich for sending supplies to the Cape.

The authorities at Capetown have communicated further with the home authorities with regard to reinforcements, and it is probable that two regiments of cavalry, two of infantry, and two batteries of artillery will be sent to the Transvaal.

The Montreal *Journal of Commerce* says:—"The truth is that, notwithstanding all that is said about monopoly, it is almost certain that the Government could not have obtained better terms. Had the Government built the road itself the lands would have been free from taxation, which is one of the objections made to the contract. The people are in this respect no worse off, but will, in all probability, be much better off, as the general opinion is that the company will be more vigorous in promoting settlement than any Government could be. Then, as to the free importation of certain articles required in the construction of the road, the same remark may be made, they would have been admitted free if the Government had built the road: moreover, but for the condition in question, the company would literally have been at the mercy of Parliament. We are quite clear that any attempt to impose taxes would have been fatal to the scheme, unless a very large cash subsidy had been granted. It would hardly be contended that the negotiations should have been broken off on either of the points to which we have referred."

George Eliot, the novelist, is dead.

A GLORIOUS AMBITION.

Said the Scythian ambassadors to Alexander, "If your persons were as vast as your ambition the world would not contain you." We have now a conquerer whose ambition is as boundless as Alexander's. The old world was too narrow a sphere for his genius. We refer to Professor Holloway, whose desire to benefit mankind unsated by the countless cures his medicine have accomplished, is now actively engaged in revolutionizing the treatment of disease. Conquest and subjugation are its objects—the conquest and subjugation of the various maladies that humanity is the trophies of his skill are to be found in every region of the earth. It has heretofore been the universal complaint against even the most popular medicines that they were mere palliatives, relieving pain temporarily, perhaps, but never reaching the "*in derire morbi*," or element of disease in the blood. Holloway's Pills on the contrary, act specifically upon the primary cause of the malady in the fluids of the body, and from which they spring. In external disease the Ointment is used as an auxiliary to the Pills, and its sanitive effects are scarcely less wonderful.

We make these assertions—bold as they may seem—on solid grounds. We have warrant for them in the statements of standard medical periodicals, in the published acknowledgements of thousands of grateful convalescents, and last, but not less, so far as our private convictions are concerned, is our own personal experience and observation.

To the man whose profound research and practical skill in medical science have resulted in the production of such unequaled curatives, and whose business energy and enterprise have diffused them through every inhabited region between the Equator and the Poles, the homage of the world is due.—*New York Sunday Dispatch*

FARMERS' HELPS.—The Montreal "Weekly Witness" is a paper that devotes especial attention to the Farmers' needs. The Agricultural Department is edited by W. F. Clarke, Lindenbank, Guelph, who is widely known as at one time the editor of the *Canada Farmer* and more recently the "Witness" lecturer on agriculture. His editorial articles and "Agricultural Letter Box" are especially attractive. The "Witness" markets are especially attractive. The "Witness" markets are all perfectly reliable and very full. Hardly less valuable is the veterinary column conducted by D. McEachran, F. R. C. V. S., Principal of the Montreal Veterinary College, and the Dominion Inspector of live stock. His name stands in the front rank of veterinary surgeons on this continent, and the prompt replies given to correspondents are valuable. A "Poultry Column" has just been added, and promises to be of great assistance to poultry farmers, who are growing in number. In the cities and towns especially the raising of fowls is increasingly popularity. While these departments are of especial value to the farmers, the cultivators of the soil in a smaller way, and the gentlemen and ladies who are fond of gardening, are not neglected. The Legal Department, in which all legal questions are answered by one competent to perform this work, is a valuable assistance to all men of business, and then the paper is full of information of especial interest to the family, even the little children having a column to themselves. An especial feature about this paper is that every department is *edited*, not thrown together hap-hazard, so that those relying on any information given are not likely to be misled. Every subscriber of the Mogtreal "Weekly Witness" can tell of special offers whereby old and new subscribers are benefited.

Toronto Oil Company are sole manufacturers of "Castorine" Machine Oil. Infringements will be prosecuted.

PAINTS, OILS AND COLORS.—For the largest stock, best material and lowest prices, go to HACKING'S Drug Store.—21.

Mothers who are startled at the hour of midnight by that ominous hoarse cough of your little ones, what would you not give for a prompt and certain means of relief from that dread destroyer of your children, Croup? Such a means you may have for the trifling cost of 25 cents. It is Hagyards Yellow Oil, the greatest household remedy for all inflammatory and painful diseases. Do not rest over night again without it.

On the Verge of the Grave.

Such was the Condition of Moses A. Walker, of Derry N. H., with congestion of the Lungs and Chronic Catarrh. Two bottles of the Constitutional Catarrh Remedy entirely restored him to health, and, to use his own words "built up my whole system." The Remedy is for sale by all druggists.

Bucklen's Arnica Slave.

The BEST SALVE in the world for cuts, Bruises, Sores, Ulcers, Salt Rheum, Fever Sores, Tetter, Chapped Hands, Chilblains, Corns and all kinds of skin Eruptions. This Save is guaranteed to give perfect satisfaction in every case or money refunded. Price 25 cents per box. For sale by J. H. Michener.

Facts That We Know.

If you are suffering with a severe Cough, Cold, Asthma, Bronchitis, Consumption, loss of voice, tickling in the throat, or any affection of the throat and lungs, *we know* that DR. KING'S NEW DISCOVERY will give you immediate relief. We know of hundreds of cases it has completely cured, and that where all others failed. No other remedy can show one half at many *permanent cures*. Now to give you satisfactory proof that DR. KING'S NEW DISCOVERY *will cure* you of Asthma, Bronchitis, Hay Fever, Consumption, severe Coughs and Colds, Hoarseness or any Throat or Lung Disease, if you will call at J. H. Michener's Drug store you can get a trial bottle *free of cost*, or a regular size bottle for $1.00.

The law requires the use of the Imperial Measure. Every size onhand at J. H. SMITH'S

Manufacturers of reapers, mowers and threshing machines prefer "Castorine" Machine Oil to any other. It will outwear lard, seal or elephant, and is warranted not to gum.

Messrs. T. Milburn & Co. Dear Sirs,—I have been troubled with Dyspepsia for seven years or more, and was so bad that I had often to get up in the night and dissolve soda in water and take it before I could get to sleep. I saw your Burdock Blood Bitters advertised and I got a bottle and took one teaspoonfuls three times a day the first day and it did not help me; then I took three tablespoonful three times a day for four days, and that gave me great relief. I have taken one bottle and think I am cured of Dyspepsia or Sour Stomach, as it is sometimes called. I was also troubled with a slight attack of inflammation of the Kidneys, and I think it would cure me of the terrible pain in my back, but can't get it here. With thanks for the benefit already received,

I remain, yours,
JONATHAN TULLER.

How To Get Rich.

The secret of obtaining riches, is first to practice economy, and as good old "Deacon Snyder" says, "It used to worry the life out me to pay enormous doctor's bills, but now I have 'struck it rich.' Health and happiness reign supreme in our little household, and all simply because we use no other medicine but Electric Bitters and only costs fifty cents a bottle." Sold by J. H. Michener.

One of the most loathsome and terrible diseases of our climate is Chronic Catarrh. When the poisoning matter is constantly falling upon the lungs. Pulmonary consumption is most certain to follow. Expel the morbid secretion from the Bronchitial pipes by Hagyard's Pectoral Balsam the great throat and lung healer. Sold by all dealers at 25 cents a bottle.

Rheumatism is one of the most prevalent and obstinate diseases incident to their climate, but has been disarmed of its terrors by that invincible remedy, Hagyards Yellow Oil, an external and internal medicine whose application is varied and useful in all painful and inflammatory diseases and wounds, as to render it a household necessity to all who suffer from pain.

What a multitude of martyrs suffer from Headache either of the nervous or bilious form. The principal cause of the distress is disordered stomach and Liver, for which Burdock Blood Bitters is a positive specific. It cures constipation of the Bowels, eliminates disease from the Kidneys, arouses the secretions to a healthy action, purifies the blood, regulates the liver and strengthens the debilitated system. Sample bottles 10 cents. Regular size $1.00.

Croup can be cured in five minutes by the combined use of Hagyard's Pectoral Balsam and Yellow Oil. Indeed Yellow Oil is in itself a specific used internally and applied outwardly; but to heal and strengthen the lungs the Pectoral Balsam may be used with good success. Both of these matchless remedies should be kept in every house. To be obtained of all dealers in medicine.

A Long Time to Suffer.

Twenty-five years of endurance with Catarrh is a long period of annoyance and misery. Mrs E. J. Flanders, of Manchester, N. H after going through with it all, writes: "The Constitutional Catarrh Remedy has rescued me from intense suffering, and almost the grave." This medicine is for sale by all druggists.

The Greatest Blessing.

A simple, pure, harmless remedy, that cures every time and prevents disease by keeping the blood pure, stomach regular, kidneys and liver active, is the greatest blessing ever conferred upon man. Hop Bitters is that remedy, and its proprietors are being blessed by thousands who have been saved and cured by it. Will you try it. See other column.

Doctors Gave Him Up.

"Is it possible that Mr. Godfrey is up and at work, and cured by so simple a remedy?" "I assure you it is true that he is entirely cured, and with nothing but Hop Bitters, and only ten days ago his doctors gave him

THIS PAPER may be found on file at Geo. P. Rowell & Co's Newspaper Advertising Bureau (10 Spruce St.), where advertising contracts may be made for it IN NEW YORK

LISTOWEL STANDARD.

FRIDAY, DECEMBER 31, 1880.

TOWN AND COUNTRY.

GOOD BYE 1880.

A HAPPY NEW YEAR!

Now form good resolutions—and stick to them.

Go to Roy & McDonald's for your boots and shoes.—41.

THE Listowel High School will re open on Friday next, 7th January.

Santa Claus, with his marvellous collection of Christmas toys, at Michener's.

Butter wanted in large quantities, for trade and cash, at Roy & McDonald's.—41.

SIR CHARLES TUPPER addressed a mass meeting in London on Tuesday night, in vindication of the Syndicate agreement.

Account heads, statements, etc., printed neatly and cheaply at the STANDARD office.

MR. JOHN RIGGS desires us to say that he has his accounts all made out, ready for distribution and will be glad to hand them out to any who may call for them.

Dolls, sleighs, rocking, horses, albums, plated ware, easels &c., at the Post Office Book Store.

POSTPONED.—The auction sale of stock, etc., for Conrad George, lot 23, 2nd con. Wallace, has been postponed on account of the severity of the weather until Thursday next, 6th January.

GREAT sacrificing sale of Christmas and New Year's presents, now going on at Michener's book and drug store.

NEW YEAR'S CALLING CARDS.—A very fine assortment, and latest designs, at the STANDARD office.

A SON of Mr. Vanstone was severely injured a few days ago while skating on the river by striking his head against the box which incloses the gas pipe at the Main street bridge. He is recovering.

Running off holiday goods, previous to removing to new premises. Immense bargains in these goods at Dr. Michener's.

For ladies' fur sets, caps, muffs and boas; also gents' fur caps, gloves, etc., go to Roy & McDonald's—41.

CHRISTMAS TREE entertainments have been unusually numerous during the present festive season, nearly every Sunday school in town having had its Christmas tree and distribution of presents.

DON'T fail to call immediately at Dr. Michener's and secure some of the cheapest toys, pictorials, and all descriptions of holiday goods, ever offered in Listowel.

PARLIAMENT will re assemble on Tuesday next. The Grits are endeavoring to make political capital by instituting a crusade against the Syndicate agreement during the vacation. Conservatives are excluded from speaking at their meetings.

NEW YEAR'S Calling Cards, beautiful designs, with name printed on them, furnished on short notice at the STANDARD office.

CARTHAGE.—Our readers are again reminded of the C. M. church opening at Carthage on Sunday next. The services will be conducted by the President of the London Conference, assisted by the Chairman of the District. A soiree will be held in the church on the following evening.

The Post Office Book Store is the place to get your X-mas presents, cheap and good. C. HACKING & Co.

WRIT OF MANDAMUS.—We notice by the legal intelligence of the Toronto *Mail*, that a summons has been obtained *re* the liability of the township of Wallace to assessment for the Listowel High School building, the township being summoned to show cause why a writ of *mandamus* should not be issued in this cause.

ADVICE TO YOUNG MEN.—If you want to look nice, and be well dressed, at the smallest possible expense, go the popular Cothing House, No. 3, Main st. Listowel. JOHN RIGGS, Proprietor—12.

COLD WAVE.—The coldest "wave" of the season visited this section on Tuesday last, and up to the present time the thermometer has indicated several degrees below zero. A biting wind and snowstorm also prevailed, impeding traffic on the railways and putting a damper on business generally. The morning train from Kincardine on the G. W. R. was cancelled Wednesday and Thursday, on account of heavy drifting on the track in the vicinity of Lake Huron.

A full line of Cottage Library, Lilly Series, Poetical Works, Franklin Square, and Robertson Series at the Post Office Book Store.

THE town band intends calling at the residences of our principal citizens and serenading them during this evening (New Year's eve) and to morrow. We trust that our townspeople will receive the band hospitably, and be guided by a spirit of liberality towards it. The band is in need of funds to purchase new instruments with, and no one with a particle of "music in his soul" should begrudge a dollar or two by way of encouraging its members in their endeavor to make it as efficient as possible.

AN OLD SAYING.—It is cheaper to pay the shoemaker than the doctor. Keep the feet dry and warm, especially at this season of the year. The best place to get a supply of good substantial Boots and Shoes is at John Riggs' store, No. 3, Main st., Listowel.—42.

ENTRANCE EXAMINATION.—Of the 40 candidates for entrance to the Listowel High School, 22 have succeeded in passing. Eleven of these are from the Listowel Public School. Following are the names of the successful candidates, and the number of marks obtained by each, the maximum being 560:

Annie Kempsough	595	Janet McMillan	337
Minnie Woodcock	447	Alfred H. Curtis	322
Annie Mellis	406	Jas. Culbert	322
J. A. Montgomery	396	W. Sutherland	314
Annie Forbes	394	Gertie Clarke	311
Florence Pearson	394	Robt. Thomson	305
Wm. Burton	389	J. P. Griffin	303
Lambert Watson	370	Thos. Leggatt	294
Isabel Jickling	362	Isabel Cleland	293
Wm Brown	354	J. Green	290
Mary R. Inglis	342	A. Jamieson	280

NEXT TO GAS.—Everybody likes it. I am selling American high test burning oil same price as Canadian, in order to introduce it. J. A. HACKING.

LEGS BROKEN.—A sad accident befel Robert Clegg, a workman at Mr. Gibbs' mill on Friday last. While engaged in loading a car with shorts, the tramway upon which a truck is run from the mill to the car gave way, and Mr. Clegg unfortunately being in the way at the time, was struck upon the legs by the heavy truck. Both legs were fractured, one of them badly crushed, and some of the bones in the other being broken. All that could be done was done for his relief, and we learn that the unfortunate man is progressing favorably under the care of Dr. Burgess.

Millinery, mantles and dressmaking in all the latest styles. Garments cut and fitted while parties are waiting, by Mrs. Leslie and Miss Reid, over Roy & McDonald's store.—41.

THE NORTH WEST.—From a communication lately received from Mr. Alex. Long, who has settled in the vicinity of Salisbury, N. W. T., we learn that there has been very little snow in that remote section as yet this winter. Wagons are running as usual. The sun is clear and bright nearly every day, with hard frosts at night. He says that he never before experienced such beautiful weather. Concerning the past season's crops he says: Wheat in the Riding Mountain district yielded about 18 or 20 bushels per acre; oats about 50 bushels per acre; potatoes were a splendid crop. In the neighborhood of Bird Tail Creek the crops suffered much from summer pests.

APPRENTICE WANTED.—A smart intelligent lad wanted to learn the printing business. Apply at once at the STANDARD office.

C. M. CHURCH ENTERTAINMENT.—The congregation of the Canada Methodist church perpetuated their course of liberal doings recently reported in this paper in the entertainment in the Osborne hall on Thursday evening the 23rd inst. Mr. Rothwell was called to the chair, and presided, as our respected townsman ever does, with acceptance and efficiency. Readings and recitations were given by Messrs. Hamilton and McCallum and Misses Britton and De Bell and Wilson. The musical part under the ordering of Mr. and Mrs. Sarvis, was rendered in first-class style. At the close, the quilt, which has employed the industry of fair fingers for the last few weeks, was put up at auction by Mr. Sarvis and sold to Mr. Hunt of London, the net gain amounting to eighty-five dollars.

Special at Roy & McDonald's—Ladies' mantles, ulsters and dolmans, ready made and made to order, in first class style, excellent fit guaranteed, by Mrs. Leslie and Miss Reid. Goods sold in the house cut and fitted free of charge.—41.

SCHOOL TRUSTEE ELECTION.—The nomination of candidates for the office of Public School Trustee was held in accordance with Statute on Wednesday last. The members of the Board whose term of office has expired were Messrs. A. Little, J. P. Newman and J. E. Terhune. Mr. Little, after having occupied a position on the Board for a number of years, during which time he has been a faithful and efficient trustee, has decided to retire, and Mr. E. B. Sutherland has been elected by acclamation to fill his place as trustee for the West Ward. Mr. Sutherland has hitherto taken some interest in educational matters, and no doubt he will make an efficient trustee. In the Centre and East Wards Messrs. Newman and Terhune were re elected without opposition. Very little interest was manifested in the election.

CHRISTMAS.—This day of rejoicing was observed in Listowel as a holiday. Special service was held in Christ Church at 11 a. m., the church being tastefully decorated with festoons of evergreens for the occasion. An excellent and appropriate sermon was preached by the incumbent, Rev. H. Bartlett, who at the close of the service received a very liberal Christmas offering from his parishioners. The mirthful aspect of Christmas was perhaps more heartily indulged in this year than on any former season, the means available for enjoyment being greater, and the will to take advantage of them never before having asserted itself so strongly, if the unprecedented sales of Christmas presents can be taken as a safe criterion. The excellent sleighing, and the new skating rink, were also important factors in making the Christmas of 1880 an unusually merry one to many of our townspeople.

THE Masons of Listowel are deserving of great praise for the brilliant and artistic assembly which they held on Wednesday night last. Had the weather been more propitious, no doubt their most sanguine hopes would have been realized. However much the hyperborean state of the atmosphere may have affected the attendance, those who were present express but one opinion as to the complete success of the assembly in every other respect. The Osborne hall was most tastefully and artistically decorated with flag, festoons of evergreens, pictures, emblems, mirrors, etc. The stage presented the appearance of a model drawing room. The finely furnished Masonic hall was also thrown open upon the occasion. The spread, which had been entrusted to Mr. Gibson of the Commercial, was first class in every respect, and reflected infinite credit upon the management of the *cuisine* department of that excellent hostelry. The music furnished by Prof. Philp's string band of Guelph, was exceptionally fine. Altogether, the assembly was a very brilliant one, and will redound to the credit of the brethren of the mystic tie upon future occasions of this nature.

PRESENTATION.—On Monday evening the congregation of the M. E. Church made a presentation, through the ladies, of an elegant tea service to Mr. and Mrs. Sarvis, as a token of appreciation of their efficient and faithful leadership of the choir. An address, a copy of which is appended, was read by the Rev. Dr. Fowler, to which Mr. Sarvis responded in feeling and appropriate terms. The "surprise party" consisting of some fifty persons, whose presence at Mr. Sarvis' home created an agreeable and most unlooked for surprise, spent a very pleasant evening, enjoying a social tea, general conversation, and music furnished by the young people, enlivened by the genial host and hostess, and the presence of Mr. Charles Sarvis, their eldest son. The assembly dispersed at a not unreasonably late hour, after singing the evening hymn, and prayer and benediction by the Pastor. The cultivation of such principles and feelings amongst the members of the churches can hardly fail to react on the general tone of good feeling and moral influence in our town.

ADDRESS.

To Mr. and Mrs. Sarvis:—In behalf of the congregation of the C. M. Church, Listowel, permit me the pleasure of presenting to you this Silver Tea Service, as an expression of our respect and esteem for you, and our appreciation of your efforts in our behalf. The deep interest you have ever manifested in that department of the work of the Church which has been rightly entrusted to you, we feel, demands from us such an expression as we cannot give; still we trust you will accept this small token from us, not for its value, but as an evidence of our regard. For a number of years it has been the privilege of many of us to listen to your voice, associated with those under your care, in singing the praises of Him "Who doeth all things well," and we have not been ignorant of the fact that many have been the difficulties and discouragements you have met with; yet you have stood by the church of Christ in your capacity and nobly have you sustained the choir which has been under your leadership; and it is our prayer that long may you be spared to do the work God has given you to do. Persuaded are we that as our requirements are diversified, so our gifts are varied, and we trust that in our own spheres of usefulness we will "Labor on at God's command and offer all our works to Him," and our reward shall be sure. And now in conclusion it is ours at this particular time of the year and on this pleasant occasion, to unitedly extend to you the compliments of the season, wishing you a very happy New Year and many returns. Signed in behalf of the the congregation, Robt Fowler, M. D., Pastor, and fifty other names.

SOMETHING NEW AND OLD.—New goods for the winter wear, consisting of dress goods, shawls, mantles, overcoats, boots, hosiery, furs, robes, ladies', gents', misses' and children's fur caps, clouds, mufflers, and a thousand and one other things, all of which will be sold at a small advance on cost, at the old reliable store, No. 3, Main st., Listowel.

JOHN RIGGS, Proprietor.—42.

The Collingwood *Messenger* has returned to the subject of the Penetanguishene reformatory. It alleges that the Roman Catholic chaplain, whose salary is $[illegible] a year, "farms out" his work to a young student; and that he has the spiritual oversight of less than eighty boys, for which he receives from the Government $75 per month, while the Protestant chaplain has more than 150 boys to look after, and only receives $33.33 for the same period. The *Messenger* also asserts that since Mr. Kelly's resignation there has been a steady weeding out of Conservative officials, among them a Roman Catholic teacher, whose only offence was his Toryism.

A disastrous fire occurred at Pembroke on Saturday by which property valued at $20,000, and including the Masonic temple and town hall, was destroyed.

Ask your dealer for "Castorine" Machine Oil and see that the barrel is branded "Castorine" as none other is genuine.

BIRTHS.

GIBBS—In Listowel, on the 26th inst., the wife of Frank E. Gibbs, Esq., of a son.

BAKER—In Listowel, on 21st inst., the wife of Mr. Thos. Baker, of a son.

KEITH—In Elma, on 20th inst, the wife of Mr. Wm. Keith, of a daughter.

ELLIOTT—In Grey, on 27th inst., the wife of Mr. Geo. Elliott, of a daughter.

MARRIAGES.

WHALEY-WARNOCK.—At the Manse, Molesworth, on the 28th inst., by the Rev. T. T. Johnston, Mr. Samuel Whaley, of Wallace, to Miss Emily Warnock, of Howick.

HERRON-ROTHWELL.—At the residence of the bride's father, in Marybrough, on 21st inst., by the Rev. Mr. Knapp, of Guelph, Mr. Wm. Herron, of Wallace, to Miss Eliza, daughter of Mr John Rothwell, of Marybrough.

DEATHS.

KAY.—At the manse, Milverton, on the 16th inst., Besey, second daughter o. Rev. John Kay, aged 5 years and 11 months and 26 days.

MCKELVEY—In Listowel, on the 27th inst., Alex Gray McKelvey, son of R. B. and Jane McKelvey, aged 2 years, 11 months and 27 days.

TO THE ELECTORS OF THE CENTRE WARD.

GENTLEMEN,—Allow me to say to you that if you think me a suitable person to represent you at the Council Board, vote for me. If not, all right. The only advice I have to offer is that you decide on the three candidates that in your opinion will serve the interests of the town the best, and *vote for them*. I have not the time at this season of the year to make a personal canvass, nor do I think I would do so if I had. I have too much faith in your judgement to have any fears of your making a bad selection: in fact, I hardly think it possible, as the candidates are all good men, and any three of them will make you good representatives in the Council—especially so if I should be one of them.

JOHN RIGGS.

Listowel, Dec. 28, 1880. 45a.

TO THE ELECTORS OF THE WEST WARD.

GENTLEMEN,—At the solicitation of a large number of the ratepayers of the West Ward, I have consented to become a candidate for the office of Councillor for the year 1881. Your votes and influence are respectfully solicited.

I have the honor to be,
Your Obedient Servant.
D. B. DINGMAN.

Listowel, Dec 9, 1880. 46.

TO THE ELECTORS OF THE WEST WARD.

GENTLEMEN.—In response to the request of a large number of ratepayers; I have consented to allow myself to be placed in nomination as a candidate for the office of Councillor for the West Ward, for the year 1881. Should I be elected, I will endeavor to further the interests of the Ward and of the Town, to the best of my ability.

I am, gentlemen,
Your Obedient Servant,
JNO. BINNING.

Listowel, Dec. 9, 1880. 46.

TO THE ELECTORS OF THE WEST WARD.

GENTLEMEN,—In response to the request of a large number of ratepayers, I have consented to allow myself to be placed in nomination as a candidate for the office of Councillor for the West Ward, for the year 1881. Should I be elected, I will endeavor to further the interests of the Ward and of the Town, to the best of my ability.

I am, gentlemen,
Your Obedient Servant,
ROBT. WOODS.

Listowel, Dec. 8, 1880. 46.

LIVERY, HACK & BUS BUSINESS.

R. & W. WOODS,

having purchased the Livery and Hack business from Jas. Pelton, wish to inform the public that they are prepared to supply

Rigs of Every Kind on Shortest Notice, and at Reasonable Rates.

They will also run

A BUS AND HACK,

to and from all trains. Good rigs and gentle horses at all hours.

STABLES—Mill street, opposite Town Hall Listowel. 3.

FARM FOR SALE.

Being west half of lot 22, 4th con. Elma, containing 50 acres; 40 acres cleared and in good cultivation; good house; frame stable and granary; log barn; young orchard of about 40 trees; well watered, small creek running across it. School house quarter mile from property; three miles and a half from Listowel. Will be sold at a reasonable figure. Terms, half cash and balance to suit purchaser. For further particulars apply to

NATHANIEL HARRIS.

Listowel, P. O., Oct. 20, 1880. 39.

OFFICE TO RENT.

HALF OF GROUND FLAT IN MARTIN'S Block, opposite Grand Central Hotel. Rent moderate. Apply to

R. MARTIN.

Listowel, Dec. 7, 1880. 46A

NOTICE TO DEBTORS!

The undersigned wishes to notify all parties indebted to him in his late Boot and Shoe business that all accounts due to him must be settled not later than the 1st of January next, or they will be put in court for collection. Parties will find me at my residence or factory in Listowel.

PETER KNAPP.

Listowel, Nov. 16, 1880. 43-g.

FARM FOR SALE.

The North-east 50 acres in the 7th con of Wallace. The land is in a good state of cultivation; all cleared but 8 acres, and fit for a reaper to run on it. A good frame barn 36x52; frame house 18x26, well finished; barn and house new; good well and pump at door, and a never failing spring creek on the place. Terms, $700 down; the balance can run for a term of years at 7 per cent. Also 60 acres will be rented along with the 50 for a term of ten years. The land is first-class; within 3 miles of the town of Palmerston. For particulars apply to the proprietor,

JAMES LITTLE,
Rothsay, Ont.
13.

DISSOLUTION OF PARTNERSHIP.

The Law partnership heretofore existing between the undersigned, has this day been dissolved by effluxion of time. All debts due the partnership must be settled at once. Payment can be made to either party.

Dated November 30th, 1880.

T. G. FENNELL.
D. B. DINGMAN.

Mr. Fennell will continue practice in the office recently occupied by Messrs. Fennell & Dingman.

Mr. Dingman will carry on practice in offices over Scott's Banking House, on Wallace street, Listowel.

Listowel, Nov. 30 h, 1880. 45

REMOVAL!

J. P. NEWMAN,

Has

Removed to His New Store!

On the Old Site, West of Campbell's Block, Main Street, where he has Opened out

AN EXTENSIVE STOCK
—OF—
BOOTS & SHOES

Comprising all the Newest Styles in Ladies', Men's and Children's wear, and which he will sell at

BOTTOM PRICES!

First-Class Workmen Employed.

Repairing Promptly Attended To.

Remember the Stand,
Mechanic's Block, Main St., South Side.
J. P. NEWMAN.

Listowel, Sept. 13, 1879. 26.

MONEY TO LEND.

FOR FIRST-CLASS COMPANIES, also private funds at 6 per cent. Conveyancing done &c.

ADAM HUNT, Commissioner
Teviotdale P. O.

Residence, con. 12, Wallace

INFORMATION WANTED

Of the whereabouts of John Henry Wettlaufer, who left the home of his parents in Wallace township on the 16th March last. He is 23 years of age; height 5 feet 6 inches; slender figure and fair complexion; nose large; speaks fluently the German as well as the English language. When he left home he wore a gold watch and chain, also two gold lockets and three gold rings. Any information concerning him will be thankfully received by his parents, who are greatly distressed by his absence.

CHAS. WETTLAUFER.

Listowel, P O., Dec 1, 1880. 45

FARM FOR SALE.

Being lot 33, 9th con. Elma, 175 acres; 140 acres cleared and in good state of cultivation, balance well timbered. The farm is well drained and well watered. A good substantial frame house, 32x22, with kitchen 16x24. The house is new and well finished, with excellent cellar. Frame barn 80x36. Two orchards on premises, one in bearing. The farm is well fenced, and is altogether one of the most desirable properties in the township. Terms reasonable. For further particulars apply on the premises, to

WM. BUCHANAN,
Donegal P. O.
45

CORDWOOD.

I am now prepared to contract for

GREEN and DRY CORDWOOD

to be delivered this winter. As I require only a limited quantity, will bargain for CASH with those who come first.

FRANK E. GIBBS,
Empress Mills.

Listowel, Nov. 4, 1880. 41c.

LILLICO'S BANKING HOUSE

Corner Main and Wellington St's.,

DRAYTON, ONT.

A general banking business done; negotiate loans on short or long dates on approved notes or collateral security.

SAVINGS DEPARTMENT.

A liberal rate of interest will be allowed on deposit money; can be withdrawn at any time with interest to date of withdrawal.

Money remitted by draft, payable in Canada or the United States.

Collections of Notes and Accounts attended to promptly on reasonable terms.

Farmers requiring advances are invited to call.

REFERENCES—Merchants Bank of Canada, Stratford.

Office Hours from 9 a.m., to 3 p.m.

C. H. SMITH, Manager. P. LILLICO, Proprietor.
3-15

NEW BOOT AND SHOE STORE!

The subscribers would respectfully inform the inhabitants of Listowel and vicinity, that they have purchased the Boot and Shoe business of Mr. Peter Knapp on Wallace street, where they will always keep a well selected stock of

BOOTS & SHOES,
—FOR—
MEN, WOMEN and CHILDREN!

and will sell as cheap as any house in town.

Custom Work will receive special attention, and repairing promptly attended to.

Remember the place—Peter Knapp's old stand on Wallace street, Listowel.

KARGES BROS.

Listowel, Sept. 3rd, 1880. 33.

WILLIAM LITTLE,

Successor to LITTLE BROS., & Co.,

WALLACE STREET LISTOWEL,

MANUFACTURER OF

First-Class Carriages, Wagons

made from the best material, sold

On Most Reasonable Terms.

ALSO

HORSE-SHOEING & REPAIRING

Promptly Attended To.

Listowel, 1880. 17.

GEORGE ZILLIAX,

GROCER & GRAIN MERCHANT,

Wallace Street, Listowel,

Invites the attention of the public to his new and fresh stock of

Groceries, Crockery, &c.,

which he is selling at bottom prices.

He deals extensively in Flour, Feed, Grain, Pork and Vegetables

Prime Oatmeal, Cornmeal, Cracked Wheat, Pot Barley, &c., always on hand.

Oats, Seed Grain, Horse-tooth Corn, and Seeds supplied in any quantity.

Potatoes, Field Roots and Garden Vegetables, and all descriptions of Farm Produce, bought and sold.

Land Salt & Shingles For Sale.

The highest market price paid for all kinds of Grain, Hides and skins.

Remember the stand—two doors south of the Royal Hotel. Wallace street Listowel.

NEW INDUSTRY
IN LISTOWEL.

The undersigned take this opportunity of informing the public that they have recently started a

FURNITURE

and MUSICAL INSTRUMENT MANUFACTORY in Listowel, and are now prepared to supply

ALL KINDS OF FURNITURE
AT LOWEST PRICES!

Superior Hand-Made Furniture
A SPECIALTY!

CARVING,

and all descriptions of ornamentation in wood executed to order.

PICTURE FRAMING.

All kinds of mouldings kept in stock, and pictures framed in first-class style and at cheapest figures.

We have just received a large stock of

CHROMOS, LITHOGRAPHS,

&c., which will be sold very cheap.

As we are about to commence the manufacture of

ORGANS AND PIANOS,

and having had many years experience in some of the best manufactories of the Old World, we invite the public to reserve their orders until they have had an opportunity of examining our instruments, feeling assured that we can compete with any instrument manufactory on this continent, in style of finish, quality of tone, durability and cheapness.

DULCIMERS of our own manufacture can be had at all times.

WAREROOMS—Crystal Hall, nearly opposite the Commercial Hotel, Main St., Listowel.

A call is respectfully invited.

PATERSON, WOODS & Co.

Listowel, November, 1880. 42.

New Book Store.

We beg to announce that we have opened a

Book and Stationery Store!

In the Post Office, Campbell's Block,

Where will be found a large and well selected stock of

BOOKS.

STATIONERY,

FANCY GOODS,

X-MAS PRESENTS,

&C., &C.

The stock is entirely new and having been bought for CASH in the cheapest markets, we are prepared to

SELL CHEAP!

—Remember the place—

The Post Office Book Store!

C. HACKING & CO.

Listowel, 1880. 48.

MONEY TO LOAN!

PRIVATE FUNDS to lend in sums to suit borrowers, at very reasonable interest. Apply to

FENNELL & DINGMAN,
Barristers, &c., Listowel.

Dated 8th March, 1880. 7.

UNION FLOURING MILLS,

LISTOWEL.

A. MOYER & CO.

Having put their mill in first-class order by the introduction of the best and latest improved milling machinery, are now prepared to do Gristing, Chopping and all kinds of

CUSTOM WORK,

on short notice, and to the best satisfaction

Family Flour sold and delivered to any part of the town.

All Kinds of Chopped Feed Sold.

A. MOYER & CO.

Inkerman Street, Listowel. 16c.

CHANGE OF BUSINESS!

—AT—

ADAM'S HARDWARE!

Stove and Tinware department given up. The proprietor is now able to give his whole attention to the

Shelf and Heavy Hardware!

Lanterns,
Axes, Chains,
X-Cut Saws,
Grain Scoops,
Spades, Shovels,
Table Cutlery,
Pocket Cutlery,
Shelf Goods,
Powder, Chilled Shot &c., &c.

LANCE and DIAMOND SAWS

AT 70 CENTS PER FOOT,

every saw warranted not to be soft.

Before purchasing elsewhere be sure and call and get prices at

ADAM'S HARDWARE,

Opposite Hess Bros. Factory, Main Street.

LISTOWEL.

Listowel, 1880. 47.

TRUTHS.

Hop Bitters are the Purest and Best Bitters ever made.

They are compounded from Hops, Buchu, Mandrake and Dandelion,—the oldest, best, and most valuable medicines in the world and contain all the best and most curative properties of all other Bitters, being the greatest Blood Purifier, Liver Regulator, and Life and Health Restoring Agent on earth. No disease or ill health can possibly long exist where these Bitters are used, so varied and perfect are their operations.

They give new life and vigor to the aged and infirm. To all whose employments cause irregularity of the bowels or urinary organs, or who require an Appetizer, Tonic and mild Stimulant, these Bitters are invaluable, being highly curative, tonic and stimulating, without intoxicating.

No matter what your feelings or symtoms are what the disease or ailment is use, Hop Bitters. Don't wait until you are sick, but if you only feel bad or miserable use the Bitters at once. It may save your life. Hundreds have been saved by so doing. $500 will be paid for a case they will not cure or help.

Do not suffer yourself or let your friends suffer, but use and urge them to use Hop Bitters.

Remember, Hop Bitters is no vile, drugged, drunken nostrum, but the Purest and Best Medicine every made; the "Invalid's Friend and Hope," and no person or family should be without them. Try the Bitters to-day.

Try Hop Cough Cure and Pain Relief.

For sale by all druggists.

SELLING OFF!

C. J. GUNDRY,

Will sell up to the 1st of December, *any article out of his stock at*

WHOLESALE PRICES FOR CASH!

Call early and secure some of the bargains in

Electro-Plated Ware,

all of which will be sold without reserve at

Manufacturers' Wholesale Prices.

Jewellery of all kinds also to be sold very cheap!

Shirt Studs at Half Price.

Cuff Buttons at Half Price.

Also a very large stock of fine Gold Setts, which will be sold regardless of cost, at half price.

Call and see for yourself and get a bargain.

C. J. GUNDRY,

Main Street Listowel. 32

West End Grocery.

ALEX. MORROW asks every one requiring Good Teas to inspect his stock and prices before purchasing elsewhere, as he is giving bargains that cannot be beaten. SALT sold by the barrel or load, at the lowest price.

SEWING MACHINES of different kinds, and of the best make, sold below Grange price for cash. Sewing machine needles of all kinds sold wholesale and retail. Best sperm oil for sewing machines kept on hand, and sewing machines repaired.

ALEX. MORROW,
Main Street West.

FRIEND W. BLACK,

The famous, favored, fortunate fellow, furnisher of four Ferrotypes for fifty cents, having taken possession of the

PHOTO GALLERY

One door west of J. Armstrong's Grocery, and having thoroughly refitted and refurnished the same, putting in the best instruments, back-grounds and accessories that can be procured, is now prepared to supply the public with First-class Photos at the lowest possible prices.

From an extensive experience in some of the best galleries in Ontario, he feels confident of being able to give entire satisfaction to the public.

AMBROTYPES.

Having the latest and most improved instruments for making this popular style of picture, I defy competition, as I give

Four Large Ambrotypes for 50 CENTS.

Just as large as you get anywhere else for 25c. each.

All work guaranted first-class or no charge.

W. BLACK.
Photographer.
39.

HOLIDAY GOODS!

Holiday Goods!

—AT THE—

TORONTO

TT

STORE!

Just opened, a large assortment of

CHINA TEA SETS,

Granite and Oaken Ware.

Also a large assortment of

FANCY LAMPS

Glassware, &c.,

suitable for HOLIDAY PRESENTS.

OUR 50 CENT TEAS

ARE UNSED SURPAS

A full stock of

ALES, WINES & LIQUORS

of all kinds constantly on hand.

D. W. PALMER,

Main Street, Listowel. 46.

R. MARTIN,

REAL ESTATE
AND
INSURANCE AGENT.

Buys and sells Lands, loans money and does a general Insurance business.

$1,800 Will purchase lot number 37 in the 2nd concession of the township of Minto, containing 100 acres, 35 cleared balance rolling land. There is 6 acres of fall wheat on the lot, 2 acres of orchard bearing, good well and pump, hewn log house. Terms of payment $700 cash, balance to remain on interest for 11 years at 8 per cent. Apply to R. MARTIN.

$1,700 Will purchase 100 acres in Wallace, 3½ miles from Listowel, 30 acres cleared, balance mostly hardwood. Terms, $500 cash, balance in 4 years at 8 per cent. Apply to R. MARTIN.

$3,400 Will purchase lot 28, in the 8th con. of the Township of Elma in County of Perth—containing 100 acres. $1,500 cash, balance on time for 3 years at 8 per cent. 75 acres cleared with a bank barn and stone stable, inside 56x36; frame barn 20x36; dwelling house with good frame kitchen. Apply to R. MARTIN.

Lot 28 in the 5th con. Howick, containing 100 acres, 80 cleared, balance good hardwood bush, well watered, with frame barn 60x36. New frame house 20x22, stone cellar. Will be sold at a bargain. Apply to R. MARTIN.

MONEY TO LEND.

PRIVATE FUNDS to Lend, in sums from $200 to $3,000, at

6 Per Cent.

Interest payable yearly, with the privilege given to the borrower of paying off the whole loan or any part, at any time. On such payments of Principal, Interest shall cease.

R. MARTIN.

INSURANCE.

The best Companies represented, such as the WESTERN, LANCASHIRE &C.

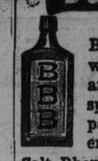
Apply to R. MARTIN.

Office on Main St.,

LISTOWEL.

Opposite the Grand Central Hotel. 21

BURDOCK BLOOD BITTERS



The only Medicine that successfully purifies the Blood, acts upon the Liver, Bowels, Skin and Kidneys, while at the same time it allays Nervous Irritation, and strengthens the Debilitated System, perfectly and speedily curing Biliousness, Jaundice, Dyspepsia, Constipation, Headache, Rheumatism, Dropsy, Nervous and General Debility, Female Complaints, Scrofula, Erysipelas, Salt Rheum, and every species of Chronic Disease arising from Disordered Liver, Kidneys, Stomach, Bowels or Blood.

THE BEST BLOOD PURIFYING TONIC IN THE WORLD.

Sample Bottle, 10c. T. MILBURN & CO., SOLE AGENTS, TORONTO. Regular Size, $1.00

Mrs. Freeman's Worm Powder is a safe, sure and effectual destroyer of worm in children or adults. Price 25 cents or 5 for $1.

Mrs. Freeman's New Domestic Dyes are perfect in every color. For brightness and durability they have no equal. Price 15 cents per package.

HOLIDAY GOODS!

FINE ELECTRO-PLATED WARE,
FIRST-CLASS CUTLERY,
ELEGANT LAMP GOODS,
SKATES FOR THE MILLION,

And other Choice Goods Suitable for the Holiday Trade.

S. BRICKER & CO'S HARDWARE,

MAIN STREET, LISTOWEL. 45

1880. ONTARIO HOUSE. 1880.

I have much pleasure in announcing that my stock of

AUTUMN AND WINTER GOODS!

In British, Foreign and Canadian, are now arriving, and in many lines will be found unusually attractive, and AT LOWER PRICES than have been offered in previous seasons.

SPECIAL ATTENTION

will be devoted to the

Millinery and Mantle Department,

which for style and quality will surpass anything ever offered in town.

A FIRST-CLASS CITY MILLINER ALWAYS EMPLOYED.

Purchasers from town and country are cordially invited to examine goods and prices before purchasing elsewhere.

LIQUORS—WHOLESALE & RETAIL,

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(CONTINUED FROM FIRST PAGE.)

mates of the cost of the various sections, and showed how they were affected by reductions and modifications of the character of the road He contended that a reduction of expenditure was in the interest of the country. Coming to Mr. Blake's objection against selecting the Union Pacific as the standard, he contended that the contract meant the Union Pacific as completed. He had traveled over it in 1871 at high speed, and found it a good road. Its history showed few accidents. The Central Pacific and other roads had much higher grades than the Union Pacific. There were steep grades, but such would not be necessary on the Canadian Pacific owing to a lower elevation of the pass through the Rocky Mountains. A company owning and bound to operate the railway would build it thoroughly. The exemption from duty did not apply to iron rails, hence the company would use steel rails. If the Government had not allowed exemption from taxation they must have given more money to build the road. Last year the Opposition complained that the country would be ruined by being compelled to operate the road; now, when relieved of it by the present scheme, they were not satisfied. The Northern Pacific had a right of way, 400 feet wide, free of taxation, while the syndicate were only allowed 100 feet free of taxation, and we did not want to have the syndicate coming to us for more money. We return to the scheme of last year—only the lands sold would be taxed. He argued that it would be to the interest of the syndicate to sell their lands and, once sold, they would be taxed and the country would not lose by exemption. Any part of Canada, where there was no railway, would grant exemption from taxation if railways could be obtained in that way. If the lands were now worth $5 an acre, the leader of the Opposition should apply that calculation to 50,000,000 acres proposed to be set aside by the late Government; that would be $275,000,000 the road would then cost. The country would judge favorably of the scheme as the best that could be got. There were things in the Confederation scheme that he would have had otherwise, and in this scheme too, but the question was, could we do better? The leader of the Opposition had contended that the syndicate would make millions out of these lands, while the Government's alternate lots would be of little value. Could not we sell as fast and well as they? The cost of the survey was only an outline of the sections which we should make in any case. He contended that the penalty was ample for compelling the syndicate to complete the work if they had such a good bargain.

It being six o'clock the Speaker left the chair.

After Recess.

Hon. Mr. LANGEVIN resumed his speech. He expressed surprise at the statement made by Mr. Blake that the division of money and lands between the various sections was not fair, nor calculated to serve the public interest. The Government had given this matter very close attention in their negotiations with the syndicate. The division was fair and the interests of the country were thoroughly protected. After reading from the contract the figures for the different sections, he quoted from the speech made by Mr. Blake last year, as reported in the *Hansard*. The hon. leader of the Opposition had reckoned then that the cost of the central section of the road would be $12,500,000, while the ends would cost $77,000,000; altogether, about $120,000,000. Now when it was proposed to have the road built for $78,000,000 it was condemned as too much. He thought the truth of the matter was that the Opposition did not want the railway built at all. The interest of the company would be to build branch lines in order to procure traffic for their main line. But the same privilege was obtainable by any other company or corporation. The effect of these lines being built would be that the country would be filled up with settlers, and not only would the railway be benefited but the whole country would reap advantage. He contended that it would result in great good to the country that the power of building branches was given to the company. Replying to the objection that the company would only invest five millions and would soon recoup themselves by the sale of lands, he contended that there could be no unfavorable results from such procedure. The sooner the lands were sold the better, for that would inevitably mean a speedy settlement of the country, and that was precisely what the Government wished to bring about. Another objection made by the Opposition leader was that there would be a monopoly given to the syndicate, who could lock up the whole of the Northwest. He wondered how that could be, if they had to recoup themselves soon by selling their lands; and again, there were 250,000,000 acres of land in the Northwest, while the company were only to receive 25,000,000 acres. According to the leader of the Opposition, no Irish need apply in the Northwest. He (Mr. Langevin) refused to subscribe to any such doctrine. If Irishmen wished to leave their own land to go anywhere else, by all means let them come to Canada. The leader of the late Government had declared his preference for Chinese labor. Doubtless the hon. gentleman would prefer it to Irish labor, but he (Hon. Mr. L.) would say that there were lands enough to make homes for all the Irish people who would come out to Canada. The railway, he claimed, would be essentially a Canadian railway, a road for the benefit of our own country. The leader of the Opposition wanted the Sault Ste. Marie branch built so as to make connection with the American lines, but what the country wanted was a line which would build up the Northwest. That would bring immigrants to the Dominion instead of sending them to the States. He read extracts from Mr. Blake's Pacific railway speech. Strong bids had been made for the support of the Quebec members. Though he (Mr. B.) was an Ontario man he had said, in effect, that if they would support him for another five years he would be in favor of giving them such railway facilities as would bring the trade of the Northwest down to Montreal. Most of the objections of the hon. gentleman (Mr. B.) he had met, and as there were other gentlemen on the Ministerial side to speak such objections as he might have omitted would be answered by them. He had claimed that the bargain made was a good one for the country, and he had shown, he believed to the satisfaction of the House, that it was so. There might be some minor features of the scheme which would be objected to by some, but the great question was, Would the measure as a whole be a good one for the country? Would it result in beneficial effects to the people of the country, bringing increased wealth and prosperity to the nation? He believed Parliament and the country would say the bargain was a good one, and that the interests of the country had been well conserved. Not long ago, when another great measure had been brought down, certain provisions were objected to by one and another, but as a whole all approved of it. He expressed his pride at being in the House and in the Government at this time, and of being one of those who had taken part in perfecting a scheme which would infallibly result in grand and magnificent effects to the Dominion. (Cheers.

Sir RICHARD CARTWRIGHT said that for seventeen years he had had a seat in Parliament, and had heard Mr Langevin from time to time make clear and forcible speeches. His failure to be clear and forcible now was doubtless owing to the difficulties of the position. There was a wide difference of statement between the Minister of Railways and the Minister of Public Works. The former had represented this to be the best bargain ever made. Had he said for the syndicate he (Cartwright) would agree with him. The Minister of Railways had said it would be a substantial legacy which he could leave to his children.

Sir CHARLES TUPPER rose and said that the hon. gentleman was making a statement which the House knew and which he himself knew to be entirely at varience with fact. It was a piece of gross and deliberate misconstruction.

Sir RICHARD CARTWRIGHT endeavored to defend himself by reading from the *Hansard*, but was compelled to acknowledge that the words were "proudest legacy." He was sorry for what he had said and sorry for the poor children too. (Groans). He went on to say that the Minister of Public Works admitted that it was not as good as he wished, but the best they could do under the circumstances He (Cartwright) held that the people of Canada would view it differently. It was almost as hard to find out what the Ministers mean as to find out what become of the $32,000 in connection with the former contract. (Hisses). Were there no other than personal objections he would say let this bill pass; it would be an election bonanza to the Liberal party, though the promoters of the scheme would perhaps find it a bonanza in another sense. (Groans). He had always admitted there were in the Government men of questionable ability and unquestionable unscrupulousness. (Laughter). He could only account for them bringing down this scheme on the ground that they were temporarily demented. Was the Minister of Railways signing the contract as the party of the first part, or really as the agent of the party of the second part. (Renewed laughter). He read from the speeches of Sir John Macdonald and Sir Charles Tupper in England, and quoted from the London *Examiner* in condemnation of their course. Ignorance and incapacity he said characterized the proceedings of the Government. The contract was a capitulation without the honors of war. Lessons of the past were set at naught. We bought out a land monopoly in Prince Edward Island, and now set to create another an hundred fold more dangerous in the Northwest. The price paid was exorbitant and much of the work undertaken would be valueless. The Government had abdicated all power in the Northwest, and it only remained for them to give the syndicate power of life and death. The first and greatest blunder was to undertake the construction of the line north of Lake Superior. Other things being equal he would prefer the road through British territory, but considering the cost of $25,000,000 it was a piece of utter stupidity and blindness to undertake this part of the work. He did not believe the syndicate intended to build it, and they could evade the bargain by a small penalty. He read a detailed account of the cost of the Northern Pacific from Bismarck to Puget Sound, which would be an average of $17,000 per mile, against an average cost of $36,200 per mile, which we pay for the Canadian Pacific. He strongly object to monopoly of connecting lines, and he doubted whether any member knew how much was contained in that clause which gave the syndicate power to locate the road where they pleased. (Sir Richard here produced a map, which was held up by two pages, to illustrate his remarks.)

Sir LEONARD TILLEY said the terms of the contract provided that the location was subject to the approval of the Government.

Sir RICHARD CARTWRIGHT, resuming, stated that he believed the company intended to deflect the line southward in a manner that would carry all the traffic by way of Duluth, and render useless the line north of Lake Superior. If this was done but a very small portion of the latter would be built. The lowest figure at which the value of the lands could be placed was $2.50, and the company might exact tolls amounting to 10 per cent. on a capital of $150,000,000 before the tolls could be reduced. If the Government parted with the road they should reserve power to resume the road at a fair valuation. In Australia the government roads are operated at a profit to the country. He called attention to the gradation of the road. It might be for the interest of the syndicate to thoroughly construct the prairie section when the traffic would be large. The balance could be built, keeping within the terms, yet making a road worthless for traffic. There were ten objections to the scheme, all of sufficient importance to lead to a division of the House. He hoped to hear from the Minister of Finance as to the financial arrangements. There existed still an arrangement, signed by a late colleague of the Ministers, binding them to recoup Sir Hugh Allan for his assistance in the election of 1872. Was there an understanding? He read from the *Hansard* what Sir John said in 1878 against railway land monopolies in the Northwest. He (Cartwright) only saw one chance for the people of the Northwest. From personal acquaintance with the members of the syndicate and some of their sleeping partners, he hoped they would not abuse their power. But they might sell out to others. At any rate the monopoly would outlast the lives of the present members. The Government had deliberately turned their backs upon the good features of the American system and adopted the worst one. The Northwest had cost in various ways $87,000,000. Up to last July all the possible land sales would not pay the interest on this sum. Under such circumstances we should pause before committing the country to further enormous expenditures. The question had not been before the country at the last election, and the opinion of the country had not been expressed on it. A great monopoly was to be given over to a country as large as France, Spain, Germany, the British Islands and half a dozen smaller principalities. He argued that when half a million of people were settled in the Northwest there would be great danger of rebellion, and he did not believe the Government would be able to control them. Sixty million dollars, he claimed would go as far to day in the construction of a railroad as $100,000,000 would go ten years ago. He admitted that Mr. Foster had been unable to go on with his contract for 85 miles, notwithstanding the large subsidy in money and land which had been given him. He urged that time should be given the members of the House to consult their constituents so as to ascertain their feelings and opinions on the subject. He stated that the St. Paul & Manitoba Railway Company had already sold over 600,000 acres of their lands at an average price of about $7 an acre. There was, he said, great interest taken in this matter all over Canada, as there was scarcely a township in which there were not men who had personally made examination into the state of that country. He complained of the absence of the leader of the Government from the House while the Opposition speeches were being delivered. 'Such a course was scarcely fair. Referring to the price of lands, he maintained that the estimate made by the hon. leader of the Opposition was correct. In conclusion he warned the Government that in passing the railway contract they were but inviting defeat--such as had befallen them in 1873.

Sir CHARLES TUPPER rose, he said, for the purpose of noting the remarks made by the previous speaker at the commencement of his speech. He believed he was in the judgment of the House when he stated that that hon. gentleman had, by reading from the *Hansard*, convicted himself of having given utterance to a gross and utterly unwarranted misconstruction of language. (Applause.)

Sir LEONARD TILLEY—Nothing better could be expected of him. It's his nature.

Sir CHARLES TUPPER, continuing, condemned in the strongest terms the course of the member for Centre Huron, which he characterized as disgraceful and unmanly, and degrading to the dignity of the House. Vile and baseless insinuations had been made against himself, such as had been made against him in the columns of a certain newspaper from time to time. He was glad the editor of that paper was in sound of his voice, as it gave him an opportunity of saying that these insinuations had been manufactured by the venom of his own black heart. (Cheers and uproar). Two years ago gentlemen on the opposite side of the House had every paper and every document placed before them in reference to a department with which he had been connected. They had not had the courage then to formulate a single charge against him in a way in which it could be met. Last session a similar opportunity of making charges against him on the floor of Parliament was offered, but they had not taken advantage of it. He now challenged any gentleman on the Opposition side of the House to formulate a single charge such as had been insinuated against him in the base, lying and slanderous utterances of the paper he had referred to. (Cheers). If he had been in the position of the man occupying the position of Minister of Finance, and had gone to England to negotiate the sale of three millions of bonds, and had departed from the usual practice of putting these bonds up for competition, and instead had sold them to private parties, whose names he had to this day refused to disclose, then he would be willing to admit that the insinuations thrown out against him were as well deserved as they really were by the hon. gentleman who had made them. (Tremendous cheering).

Sir R. CARTWRIGHT arose amid hisses and groans from the Ministerial side of the House. He said he could well understand the indignation of the hon. Minister, with a ten thousand dollar man on one side and a thirty-two thousand man on the other side. Whether really guilty or not he held the hon. Minister as an accomplice after the fact in the Pacific scandal. (Renewed groans and hisses).

Mr. PLUMB said he had been seven years in the House, five of which had been spent on the Opposition side, and during all that time he had never seen the dignity of Parliament so outraged, the proprieties so violated as by the member for Centre Huron. (Loud cheers). That hon. gentleman had persisted in his degrading system of vitriol throwing, and he had time and again deported himself in a manner which was degrading to the dignity of the House. He was glad to see his hon. friend the Minister of Railways have an opportunity of vindicating himself, and of hurling back in the face of those who had uttered them the vile insinuations made against him. (Cheers). The member for Centre Huron had spent years vilifying the right hon. leader of the Government, but had it done him (Sir John Macdonald) any harm? (Voices, "no, no, no"). His right honorable friend stood to-day more firmly in the affections of the people of the country than ever before. The tactics of the member for Centre Huron had been disastrous to himself and party through the speeches delivered by him in the campaign of 1878, the effects of which had been intensified by their publication in extenso in the columns of his favorite organ, for it was chiefly through those agencies that the late Finance Minister and his friends had been driven from a place of plenitude and power to the position they now occupied. (Loud cheers.)

Hon. Mr. BLAKE expressed regret at the tone of the remarks made by the member for Niagara and the Minister of Railways. If the latter had anything to complain of, he would have obtained more of the confidence of Parliament by refraining from the use of unparliamentary language. He quoted some of the objectionable terms, which had been used, such as "base," "lying," and "slanderous." (Voices—"Quite right.") He thought the hon. Minister by giving way to such language did not improve his cause in any way. He hoped that during the future debate there would be a better spirit and a more Parliamentary course on both sides of the House.

Mr. BOULTBEE criticized the remarks of the hon. leader of the Opposition, who had, in giving advice to the House, reproved the hon. Minister of Railways and the member of Niagara, but had no word of reproach for the hon. gentleman beside him. (Hear, hear.) If the hon. leader of the Opposition had been honest he would have condemned the course of the ex-Finance Minister, who had been the first to violate the rules of Parliamentary debate and had goaded the hon. members on the Ministerial side into replying. (Applause.)

Mr. BOWSER said the course of the debate was bad for the chances of the Pacific Railway. He asked the House to adjourn till it would get in better shape. (Laughter.)

Sir L. TILLEY moved the adjournment of the debate. In reply to Hon. Mr. Blake, Mr. Tilley said it was probable that on Monday the Government would signify their intention respecting the time of adjournment for the holidays.

The House adjourned at 11 45 p.m,

THE LIME-KILN CLUB.

"Down on de Central Market de odder day," began the old man, "I hearn a man longin' fur a chance to become a hero. He wanted to perform some brave act. He wanted to lay hisself out on suntain' heroic. He wanted to have hisself pinted out as a big gun, and he sorrowed bekase de day of heroics had passed. I moved aroun' him an' looked him ober. He had on a shirt two weeks ole. His ha'r was long an' greasy. His face an' hands needed soap an' water. I 'spect dat his chillen war' bar' futed an' his wife obleeged to take in washin'. He war sighin' to be a hero, an' de chance war right befo' him. Few of us kin be on de spot in time to save railroad trains, steamboats an' hotels from fire and kolishun. We can't dig kiver plots to blow up opera houses. De water am so cold dat we hate to jump into de ribber an' save de lives of a skule house full of chill'en. But since I saw dat would be hero I'se been wonderin' if de man who works steadily, takes good keer of his family, pays his debts, tells de truf, keeps on de bes' side of de golden rule, an' carries a clean mouf aroun' wid him am not about as big a hero as de nineteenth century kin bring forth. It's my opinyun dat he am, an' I'ze gwine to insist on greetin' sich men as entitled to admiration an' respect."

PETITIONS.

The petitions numbered twenty-eight, representing seven different States, and the numbers of elders and deacons were fully up to the average.

ELECTION.

It took just seven minutes by the old eight-day clock to elect the following candidates:

Elder Davis,	Deacon Oban,
Col Fury,	Joab Tool,
Travler White,	Sincere James
Pardon Huber,	Rev. Kyan.

RELICS.

The janitor reported that the Tecumseh tomahawk, lost by him on the street three or four weeks ago, had been found and returned to the hall. He had also received for the club a photograph of the King of the Sandwich Islands, a looking-glass once owned by Queen Elizabeth, and a coffee-pot used by Napoleon when he crossed the Alps. The Secretary was directed to return the thanks of the club to the several donors, and the janitor was ordered to have the coffee-pot put in good repair.

CHILBLAINS.

The Chairman of the committee to whom had been referred the matter of chilblains—their origin, benefit and cure—announced that he was ready to report as far as the committee could handle the subject. They had spent more than a week in research and could not declare themselves satisfied with the result. Chilblains as near as co uld be determined were caused by the presence of frost in the sole of the foot. As a preventative, the sole could be protected by a layer of pitch or tar. As to their benefit, authoritities did not agree. Scratching the sole of the foot had an exhilarating effect on some people and creating a feeling of despondency in others. There were various cures given, but what would work a speedy cure in one case had no effect in another. Much depended on how much of the winter weather had been absorbed by the foot, and more depended on the size of the pedal itself. The committee recommended lime-water, lemon-juice, smart-weed, sweet-oil, peppermint and whiskey as pretty certain to alleviate, if not cure.

RESOLVED.

Elder Standby thereupon offered the following resolution, which was adopted by a vote of fifty-nine yeas to thirteen nays:

Resolved, "Dat it am nuthin' derogatory to de character of a member of dis club an' a gentleman to pull off his bute in prayer-meetin' or on de street kyar an' scratch his chilblains."

THE BEAR-TRAP.

"Hold heah in my hand," said the President as he tumbled over half a peck of correspondence, "a letter from the New York State Agricultural Society axin' me to 'splain how we cum by our B'ar Trap, an' what mem'ries am connected with it dat we hold it so sacred. De day we took possession of dis hall myself an' Sir Isaac Walpole hung dat trap in its present posishun. At dat time dis club numbered only sixteen pussons, while to-day de rolls show a membership of ober 1,300. When poo' old Uncle Kellup Johnson, who has bin under de sod dese many long months, heard of our organizashun, he brought dat ba'r-trap ober to my house. It had bin in his family fur ober a hundred y'ars. It had catched b'ars an' wolves an' 'possums an' coons an' woodchucks for three generashuns. It had brought ebery owner good luck. Whar' dat trap abided ole age was long comin'. Ef de chill'en had de measles dey had em light. Ef thieves broke in dey got shot. Ef de winter was hard de fam'ly had plenty. Dat trap was presented to de club as an emblem of innerence an' good luck. Its aige makes it sacred, an' de strength of its jaws compels respect. It am symbolical of days gone by, an' it will stand all de tests of de fucher."

A CASE OF CONSCIENCE.

A person connected with the Navy Yard at Brooklyn forwarded a communication in which he asked the following question: "If a young man of 20 should steal half a pound of dollar tea and carry the crime on his conscience until he was 40 years old, would it then do him any good to make restitution and ask forgivene s?"

"As a general rule," replied the President, as he put away the letter, "it am nebber too late to right a wrong, but in dis case I shouldn't say nuffin' bout it. If de grocer war live I'd slump inter his sto' some day an' accidentally drap a five dollah bill whar' he'd findit."

NO PARTIALITY.

The Secretary announced a communication from a leading colored citizen of Nashville named Pulverized Polk, who stated that he was the inventor of a new sausage named "Polk's Particular Choice." He wanted capital to help bring it out, and in this emergency he bethought him of the Lime Kiln Club. There was money in it, and he was willing to divide.

Samuel Shin moved that the club purchase an undivided one-half interest.

Participate Smith moved that a committee of one be sent to Nashville to inspect and report.

Waydown Bebee thought it would be an excellent idea to send for the photographs of the sausage and inventor.

"Gem'len of de club" replied the President, "nex to capital nuthin' am so sensitive as sassage. It takes alarm at de first word of slander, an' it goes up two cents a poun' at the fust word of praise. Nuthin' would ruin dis club so quick as to pledge itself to one partickler brand of sassage. While we favor all and show partiality to none, de 50,000 butchers in dis kentry am our friends. When we select one make ober all udders all the butchers save one am our enemies. I shall darfore declar' all moshuns out of order an' sot down on de hull sassage bizness. We will now abandon ourselves homewards."—*Detroit FreePress*

—At this critical period in politics more than fifty members of the House of Lords are wintering abroad. A tax was imposed some centuries ago on Englishmen living in France, as it became a custom with many wealthy men to do so. This was alluded to by O'Connell in a speech advocating the taxation of Irish absentees, a measure which Lord North had at one time under consideration.

QUEENIE HETHERTON.

By Mrs. Mary J. Holmes, author of "Tempest and Sunshine," "Ethelyn's Mistake," "Forrest House," etc.

CHAPTER XLVII.

MAGNOLIA PARK.

Thirty years before our story opens, Magnolia Park was one of the finest places in middle Florida. But after the death of Mrs. Hetherton, who had been born and married there, and who spent a part of every winter in her old home, there was no one left to care particularly for it, as Mr. Hetherton had lands enough of his own to look after. So the place began to go down, and when the war swept like a wave of fire over the South, it was left tenantless and unprotected save by an old negro, Uncle Sim, and his wife, Aunt Judy, who lived in the whitewashed cabin on the grounds, paying no heed to the rumors of freedom which reached them from time to time, as the terrible conflict between brother and brother went on. They were as free as they ever wished to be, they said, and all they asked was to be left alone and left to die on the old place. So they staid, and did their best to guard the house of which they were so proud, and which, at two different times, was made a kind of hotel for the soldiery, who were scouring the country. A night and a day the Boys in Blue halted there, carrying off whatever they conveniently could of the many valuable articles with which the house was furnished, and one of them, an officer, having a hand-to-hand fight with old Judy, who tried to wrench from him a pair of silver candlesticks he was stuffing in his pockets. He took away the candle-ticks and also a black eye and a bloody nose which Aunt Judy had given him as a memento of his stay at Magnolia Park.

A week later, and a party of the Boys in Gray swooped down upon the place and spent the night in the house and fed on Judy's corn cakes and bacon and killed Uncle Sim's big turkey and turned the once handsome rooms into barracks, but were prevented from committing as extensive depradations as their predecessors had done, simply because, aside from the six legged piano, on which they pounded Dixie vigorously, and the massive bedsteads and chairs and tables, there was little or nothing to steal. Warned by the lesson learned from their first visitors, Sim and Judy had dug a deep hole at the side of their cabin, and lining it with blankets had filled it with the remaining valuables of the house; then covering them with another heavy blanket, they heaped dirt and sand upon them, and built over the spot a rude hen-house, where several motherly hens brooded over their young chickens. After this, Sim and Judy lived in comparative ease until the war was over and peace and quiet reigned once more in Florida. Then the premises were let to a young Kentuckian, who soon grew tired off his bargain, and gave it up, and the house was empty again.

When Mr. Beresford first took charge of the Hetherton estate, he wrote to Frederick, asking why he did not sell the Florida lands, which yielded him nothing. But this Frederick would not do. Magnolia Park had been his mother's home, and a place where, as a boy, he had been very happy; and, as he could afford to keep it, he wrote to that effect to Mr. Beresford, telling him to let it if he could, and if not, to let it alone. So Mr. Beresford let it alone except when some one wished to rent a few acres of the land, which was the case when Reinette decided to go there. Then he wrote to the man whose plantation adjoined Magnolia Park, telling him that a daughter of the late Mr. Hetherton was about to visit Florida, and asking him to see that a few of the rooms were made comfortable for her. Unfortunately this letter was miscarried or lost, so that Reinette's arrival was wholly unexpected and produced the utmost consternation in the white-washed cabin, where Uncle Sim and Judy were taking their evening meal, and feeding the four dogs hanging around them.

Reinette had traveled day and night until she reached Thomasville, Ga., where her strength gave out, and she was obliged to rest a day or two. Her striking face and foreign air together with her singular escorts, Pierre and Axie, attracted much attention from the guests at the hotel, who were very curious to know something of her. But Axie whose parting injunction from her mistress had been "to keep her mouth shut, and not go to blabbin' about Rennet," was wholly uncommunicative, except to say that the young lady was a Miss Hetherton, of Merrivale, who was going to visit her father's plantation in Florida; while Pierre took refuge in his native tongue, and never spoke a word of English to any one. To question him, therefore, was impossible; so nothing definite was learned with regard to the beautiful stranger, whose manner repelled anything like familiar advances, and who, the second morning after her arrival at the hotel, started for Magnolia Park. Every other day the mail was brought from Tallahassee to Thomasville in an open vehicle, which was neither large nor comfortable, and this was the only overland communication between the two towns. Fortunately, however, for Queenie, a gentleman and his wife, who were returning to their home in the North, had come from Tallahassee in a hired carriage, which was both covered and roomy, and of this she availed herself on its return.

It was a long ride of more than thirty miles, but Queenie enjoyed it thoroughly, the country was so different from anything she had ever seen. When she left Merrivale the snow was on all the hills and winter was everywhere; but here in southern Georgia and middle Florida the warm spring sunshine lay on everything, and the day was like early June, with its clear blue sky and balmy air, filled with the perfume of the yellow jassmine, just in its glory. Thousands of Cherokee roses were climbing over the fences and showing their white faces on the tops of the shrubs and vines, which seemed to embrace them lovingly, while here and there a tall magnolia grew with its wax-like leaves of dark green.

To Queenie, who loved nature in all its aspects, every turn in the road, or change of scenery, brought fresh delight, and in her enthusiasm she forgot for a time her trouble, and was much like her former self, flashing and sparkling with all her old brightness and talking continually to the driver, a very intelligent young mulatto, who rejoiced in the dignified name of Boston. It did not take Queenie long to get his whole history, for his boyish heart was completely won by her beautiful face, her animated gestures, and the way she had of looking at him with her bright, restless eyes. He was born two years before the breaking out of the *wah*, he said, and his father and mother lived near Tallahassee, on the very spot whar they was raised, and he boasted that of all the hundred blacks on "de ole plantation" his father was the only one who didn't "cut an' run when de Yankees comed an' sot 'em free."

"Spec's though, he wanted to go mightily," he said, "so he wanted to see what sort of ting dat freedom was dey was all gwine to see; but he wouldn't leave his old mistis who was sick in bed, so he staid behime with me and mother, an' has staid there ever since, gettin' very far wages, and laying up a little something every year."

His mother, he said came of another line, and belonged to the "old Marsell estate, which was now run out an' gone to ruin."

"What estate did you say?" Queenie asked, "Do you mean the Marshall property—Magnolia Park?"

"Why, yes, miss," and Boston turned quickly toward her, while something like a smile of scorn curled his lips; "they calls it Magnolia Park, sometimes, but it's more like a swamp dan a park, with all the weeds and truck grown thar higher dan yar head. Mighty big house, though, with heaps of rooms, but looks like old stable now—all de winders broke, an' de do'os off de hinges. My gran'pa, an' gran'ma, lives dar, an' has lived ther always sense dey's born. Dey's drefful proud of de ole hut, too, an' shot three or four dem Federals who's tryin' to carry off de pianner."

Boston had given a rather exaggerated account of Aunt Judy's encounter with the purloiner of the silver candlesticks, but Queenie paid no attention to that, so intent was she upon other matters.

"I am going to Magnolia Park," she said. "I am Miss Hetherton, and granddaughter of the Miss Lucy Marshall, who married a Mr. Hetherton from the North a great many years ago."

"You don't say so, shu nuff," Boston exclaimed, showing all his white teeth. "Does 'em know you're comin'—gran'pa and gran'ma? I's over dar day befo' yesterday, an' they didn't say nothing about it. 'Spects they'll be mighty oversot."

"I don't know whom you mean by your grandfather and grandmother," Queenie said. "Who are they? and do they live at Magnolia Park?"

"Yes, miss. Dey was raised dar," Boston replied; "bred and born many years ago when old Mas'r Marsall lived thar, an' they's stuck by through the wah and everything."

"And are there no neighbors—no people near?" Queenie asked, beginning to feel a sense of lonliness at the prospect of a park like a swamp, and a house like a stable with only two old negroes for companions.

"Neighbors," Boston replied. "Yes, miss, neighbors 'nuff, an' all of dem de quality. Thar's Miss Strong, de ole governor's daughter, what cried when dey pulled de stripped flag down—de governor cried. I mean, not Miss Strong. She's de very fustest quality, wid a head full of brains; writes for every paper in de country, I reckon. She's awful nice; and her daughter, too, Miss Nina, with eyes a heap like yourn, an' de same way of turnin' her head like a bird, an' lookin' at yer till you feel so quar. 'Specs, mebby, sh'es yer kin; she favors you mightily."

And Boston looked admiringly at Queenie, who had bewildered and intoxicated him as she did everyone who came within her sphere. But Queenie knew nothing of Mrs. Strong, or her daughter Nina. She had no relations in Florida, she said, and the resemblance between herself and Nina Strong, if there was any, was merely accidental.

The day was drawing to a close by this time, and the sun was just setting when they at last turned off from the highway into the road which wound through the fields for a quarter of a mile or more up to Magnolia Park.

"Dat's 'em; dat's de place," Boston said, pointing to a huge wooden building standing upon a little rise of ground, and surrounded by tall magnolias.

Once it must have been a little paradise, but now it was stripped of all its glory, and stood there desolate and dreary, with the lights broken from the lower windows, while here and there a door was gone, and the shutters hung on one hinge, or swung loosely in the wind.

Involuntarily Queenie held out her hand to Axie, who took it in her strong palm, and said, encouragingly:

"It may be better inside. Anyway, I can soon fix it up, and the situation is lovely."

Attracted by the sound of wheels, the four dogs now came rushing down the road, barking so furiously that Queenie turned pale with fright, and clung closer to Axie. But when the noisy pack saw Boston, their barking changed into whines of recognition, which brought Uncle Sim and Aunt Judy round the corner of the house, where the latter stopped and with her hands on her fat hips, eyed the strangers curiously.

"Somebody gwine to visit Miss Strong most likely, but why did Boston fetch 'em here," she thought.

But when Queenie alighted, and gong up to her told her that she was Miss Hetherton, granddaughter of Miss Lucy Marshall who used to live at Magnolia Park, and that she had come to stay, her consternation knew no bounds, and while dropping a courtesy to Queenie, and saying to her, "An' shoo' you're welcome, miss," she was thinking to herself. "For de dea' Lord's sake, whatever'll I do wid sich quality as dis, and whar 'll I put her? Thar ain't a room in de whole house fit for a nigger or a cracker to sleep in. An' she's de real stuff dat ladies is made of. Can't chea dis chile."

"Honey," she said at last to Queenie, who was looking ruefully around her. "I's no whar to ax you to sit down jes dis minute but in my cabin, whar I done scoured de flo' dis blessed day. If I had known you're comin' I'd done somethin'."

Queenie explained that a letter had been sent to someone announcing her expected visit, and added, with a little shiver. "Let me go to your cabin. I am very tired and chilly."

So Aunt Judy lead the way to her quarters which were as neat and clean as soap and water and her strong hands could make them. A pine knot was blazing on the hearth, diffusing a delightful degree of light and warmth through the room, and Queenie felt better and less desolate than when standing outside in the chill twilight, which had succeeded the warm spring day. Before entering the cabin, Axie, accompanied by Sim and Judy, made the tour of the house, deciding at once that to pass the night in that damp, cheerless place, was utterly impossible. Queenie might have gone to town and staid at a hotel until something like decency and cleanliness was restored to a few of the rooms, but Boston had gone, and so there was no alternative but to sleep in Judy's cabin. This, however, Queenie did not mind. Reared as she had been in France, she had none of the American prejudices against the African race, and ate her hot corn-cake, which Aunt Judy baked for her, and drank her coffee from Judy's cups with almost as keen a relish as she had ever dined at the St. Maurice. Once, indeed, as she remembered Chateau des Fleurs and Hetherton Place, and then glanced at her humble surrounding, there came a great lump in her throat, and her hands involuntarily struck at the air as if to thrust something from her. But she meant to be very brave, and when at last she was lifted by Aunt Judy into the clean, comfortable bed, which had been made for her upon the low kitchen table, she fell asleep almost immediately, and knew nothing more until the morning sun was shining in at the open door, and she heard Axie and Judy outside consulting together about the propriety of waking her.

During the night, the old negress and her husband had been busy in the great house, and a small, sunny apartment, which had once been used as a breakfast room when there were no guests at Magnolia Park, had been cleared of its rubbish and cobwebs, and swept and scrubbed until not a particle of dust remained, either on floor, walls, or window seats. As for glass, there was none; neither was it needed that bright morning when the sunlight came in so soft and warm, bringing with it the sweet perfume of the yellow jasmine and the white orange blossoms. The wide-mouthed fire place was filled with clumps of Cherokee roses and branches of the magnolia and pine, while long sprays of the jasmine were festooned over the mantel, giving a very artistic effect to that side of the room. The pit under the hen house, where the valuables had been hidden when the soldiers made their raid upon Magnola Park, had been opened and some of its contents adorned the room, while upon the little round table, placed between the windows, a small silver coffee urn was standing, with bits of rare old china which would have driven a lover of bric-a-brac crazy. Aunt Judy's chintz-covered easy chair, in which Queenie had sat the night before, had been brought into the room, and a soft, white blanket, with a border of lace, spread upon the floor for a carpet. This blanket, which Aunt Judy had bought with the proceeds of her poultry yard, was the pride of her heart and had never been used; but she brought it willingly for Queenie, whose grandmother, Miss Lucy Marshall, she remembered with so much pride as the belle of Tallahassee. Cooking the breakfast fell to Axie's lot, as she was supposed to understand the northern taste and know what the young lady liked, but it was Judy who made the hot corn cakes which smoked upon the table when at last Queenie was ready for her breakfast.

"Oh, this is lovely!" she exclaimed, as she entered the room where so much had been done.

Florida was not so bad, after all, and Magnolia Park was charming; but a close inspection of the premises after breakfast convinced her that, for the present at least, she must seek quarters elsewhere. Rooms there were in abundance, and furniture, but everything had gone to decay; everything was moldy and worm-eaten, and smelled of rats, and must, and foul air. And still, as Axie said, there were great capabilities in the place, and with a little time and money, and a great deal of hard work, a portion of the house could be made not only habitable, but very comfortable and attractive. Meantime, Queenie must go away, for it was impossible for her to stay there while the renovating process was going on. But where to go was a question which troubled Queenie not a little, until Aunt Judy suggested an idea to her by saying, "Thar's Jacksonville on de river. Why not go thar a syell? Heaps of de gentry from de Noff is thar, and a sight of mighty fine dresses at dem grand hotels. Jacksonville is a mighty fine city—bigger dan New Yord, I reckon." Queenie had heard of Jacksonville, for a family from Merrivale were passing the winter there and she at once seized upon Judy's suggestion as something practicable. She would go to that winter Saratoga of the South and see what it was like. Possibly she might be amused with what she saw and so the pain at her heart be lessened a little. She would go that very day, she said, for she was full of a burning restlessness and desire for change. But Judy, who, through Boston, knew something of the running of the trains, told her it was then too late; she must wait until the next day, and pass another night upon the kitchen table, unless they could clean up some of the massive bedsteads which had been so long unoccupied. From this, however, Queenie was saved, for while they were speaking, they caught the sound of wheels, and, shading her eyes with her hands, Aunt Judy saw entering the Park the carriage of Mrs. Strong. The young man Boston, had stopped at the Homestead the previous night to leave a parcel brought for Miss Nina from Thomasville, and he had told of the young lady—Miss Hetherton—whom he had brought to Magnolia Park. Mrs. Strong remembered well the tall, handsome boy, Frederick Hetherton, who, when she was a child, had passed a winter at the Park, which was then one of the finest places in the State. She remembered, too, the stately lady, his mother, who had more than once dined at the Homestead, and she had no doubt that the young girl of whom Boston told her was the granddaughter of that lady and daughter of the boy Frederick. But why had she come to Magnolia Park so late in the season, and how was she to exist even for a day, in that dilapidated, forsaken spot?

"I will go to see her at once and bring her home with me," was Mrs. Strong's first thought, upon which she acted immediately.

Introducing herself to Queenie, who advanced to meet her as she descended from her carriage, she said:

"If I mistake not, you are the daughter of Frederick Hetherton, whom I knew when I was a little girl. Though several years older than myself, he was very kind to me, and I have spent hours with him under the shadow of these trees and those in the grounds of my own home."

The mention of her father by one who had seen and known him brought the tears at once to Queenie's eyes, but she dashed them aside, and explaining that Frederick Hetherton was her father, she led Mrs. Strong into the room which had been temporarily fitted up for her, and sitting down beside her she answered, as well as she could, the questions which her visitor put to her concerning her home in Paris and her father's sad death on shipboard.

"I had heard something of this before," Mrs. Strong said to her, "for the lawyer who has charge of your father's affairs at the North wrote to a friend of mine who is supposed to look after the old Marshall estate, that it belonged to a young lady, the only direct heir of the Hethertons. It is rather a sorry place for a young girl to come to, but I suppose you do not intend remaining here long."

"Yes; always—always. I have no other home," Queenie replied, and her voice was choked with tears which she fought bravely back.

Mrs. Strong was a kind-hearted, far-seeing woman, and as she studied this girl, scarcely older than her own daughter, and, as Boston had said, somewhat like her in appearance, she felt strangely drawn toward her, and felt too, that over her young life some terrible storm had swept.

"I will ask her what it is," she thought, "but I'll be a friend to her, as I wish some woman to befriend my Nina were she here alone with these strange attendants."

Then she said:

"I think I heard Mr. Hetherton's wife died in Rome, years ago. It must have been at your birth."

For a moment Queenie sat as rigid as if turned into stone, her fists clenched, and her eyes staring at Mrs. Strong, who looked at her wonderfully. Then a tremor ran through her frame, and she shook from head to foot.

"Oh, I can't bear it! I can't bear it!" she cried, at last. "My head