than the move in the text. K x K 2 have been equally bad.

Threatening K x K3, and to check K x at K 7 should Black retake R with

They seem to have nothing better. B would obviously lose a piece.

Best, but their game is past redemp-

Thus:—

R x Ch.	26. K R 2
R x Ch.	27. K R 3
R x P ch.	28. R x Q
R x P ch.	29. R R 7

It will be noticed that White's Q R has not moved throughout the game.

INTELLIGENCE.

BELLEVILLE V. WHITBY.—These clubs held a second consultation came by telegraph a few evenings back, which resulted in an obstinate and protracted contest, in the. The players for Belleville were, H. Canfield, and Messrs. D. J. Walsh and A. M. Terwilliger; and for Whitby, Mr. Eastwood and Mr. G. Yule. The first and final game is arranged to take place this (Monday) evening.

BRATFORD.—SARNIA.—A telegraphic match between these powerful clubs was commenced on the evening of the 6th inst. consisted of four games between four individual city clubs, as follows:—

1. Mr. W. H. Judd	1. Dr. H. Vercoe.
2. Mr. W. T. Taylor.	2. Mr. G. E. Jackson.
3. Dr. J. Byall.	3. Dr. W. R. Smith.
4. Mr. D. Davis.	4. Dr. Coleman.

The game at board two has resulted in war of Mr. Jackson, that at board four, in favor of Mr. Davis, the other two are unfinished and yet in progress.

THE NORTHFLEET.

CURIOUS CIRCUMSTANCE.—A very curious circumstance has come to in connection with the loss of the fleet called Captain Oates, who was her actual Captain up to within a few hours of the sailing, had been fretting and fuming at his ship which the Tichborne case had found him at being an important witness against the "Claimant." Captain Oates is the only man living who saw Roger Tichborne sale on board the *Bella* at Rio, bound New York, and he was subpœnaed by counsel for the young heir as soon as he claim of the popularity estimated Sir Roger was put in. When the *Northfleet* was ready for sea, Captain Oates secretly been detention, but as he had already able a deposition which was in the hands of leading counsel for the prosecution, he put hold face on matters, and went on with his preparations for the voyage, as if no subpœna was hanging over his head. When the sawyers heard that the *Northfleet* was about sail they intimated to Captain Oates that he was "wanted" in April, and must not sail, under heavy penalties. "Fine me £200 or £500 if you like," said Captain Oates; "but I must sail in the *Northfleet* on Saturday next. "No," said Mr. Hawkins, the counsel for the Crown, "we must have your body in Court, and if you attempt to sail, you will be arrested." After a hasty consultation with his brother owners (Captain Oates had a share in the ship), it was decided immediately. Qualification and salary. Colchester, to give the command to Captain Knowles, who had sailed with Captain Oates for five years, and of whom a very high opinion was held. All the personal effects Captain Oates and Mrs. Oates were at home when the news came, and it was a shorter period than ever Captain Oates had to make ready for sea. Captain Oates had a share in the ship, and was deeply interested in the success of the venture. He was a very popular man, and on a given day, Mrs. Knowles joined the ship at Gravesend, taking up her residence in the cabin to which Captain Oates had especially fitted up for himself and wife. The rest of the story the world knows.

FRESKY CAMELS.—Girard, Erie County, is not a very lively place ordinarily; but there are one or two menageries wintering there, on occasion, and they contribute a little life on the general monotony. Last week the keeper of the elephant Empress turned her into the yard, together with two camels, to take a little fresh air or recreation. The elephant, however, that there is a spirit of enmity existing between the camels and elephants, and the latter being much the stronger of the bite of its lunch-back enemies. No sooner had the animals crossed the threshold of their pen, and sniffed the fresh air, than a mischievous disposition took possession of them. One took after the majestic Empress, who ingriously fled, and tore up and broke off several fruit trees, and passed an adjoining large field by demolishing a rail fence as though it was a spider web. The great keeper equal to that of the fleetest horse, she was able to preserve a safe distance between herself and her pursuer. The other camel, the quietly, who happened to be on the grounds, was the object of its chase. The boy is said to have made the liveliest time ever made by a boy of his age. Had he been overtaken by the animal, serious injury, if not worse, would have been his fate. Fortunately the keeper and assistants were near by, who promptly checked the wicked sports of the camels. Camels are accredited with a will not to be liable for mischief, but this pair seems to be an exception to the general rule.

There was an extraordinary shooting affair between an Albany policeman and a rough a few nights since. The policemanhad shot a troublesome dog at the request of a lady; the rough interfered, and the policeman attempted to arrest him. The ruffian thereupon drew a pistol and fired twice, the first ball grazing the officer's left ear, the other taking effect (the *Journal* asserts) in a knot in his comforter and lodging there. The officer, by this time, commenced to retreat, drawing his own revolver, and took refuge behind a hay window, while the rough darted behind a stoop. Indian tactics were resorted to on both sides, and kept up for some time, until finally the rough left his hiding place and came toward the officer, pistol in hand. The officer commenced to drive from the approached, and kept it up until he had emptied all the chambers that were loaded, fire in session then, which began to get the better part of valour, took to his heels and ran down to the station house, where he related his experience. The ruffian was subsequently arrested.

A chimney of 205 feet high, belonging to the Lawrence Mills, at Lowell, Mass., was lately found to have been thrown fifteen feet from the perpendicular by a high wind and continuous rains. The leaning, however, ceased, and, from the shorter height of almost 100 feet had been reached, the lower portion being still upright. The remedy employed was to fill the mortar between the bricks, by which method the inclination was corrected at the rate of three inches in twenty-four hours, and the chimney was thus gradually restored to its proper position.

ASK FOR PLUMMER'S MANILA DRAKE and Dandelion Pills. Best in the World for Sick Headache, Constipation, Biliousness, Sold everywhere. CHAPMAN, Proprietor, Chatham.

ASK FOR AND OBTAIN CHAPMAN'S Patent Horse Worth Powders, for they expel all injurious worms from the Horse. Sold by Druggists.

AGENTS WANTED—$150 PER month, to sell the Tinker, the wonderful household article ever invented. Address H. K. ANDERSON, P. O. Box 380, Montreal, P. Q.

AGENTS—TO SELL NEW MAP of the Dominion of Canada. Profits $10 to $15 per day. ZIPPY & CO., Toronto.

AGENTS — NEW AND FAST selling BOOKS. Pleasant, healthful and remunerative occupation. Sell paid. MAGLEAR & CO., Publishers, 17 Melinda street, Toronto. 27-m.

A FIRST-CLASS FARM FOR sale, being part lot 19, third concession, Burford, containing 100 acres, nearly all cleared, free from stumps. Good orchard, new frame house, good barn and stabling. For more information apply on the premises, being part lot 14, fifth concession Burford, 36 acres cleared, with good house and stable. The above property is within four miles of Princeton station, Great Western Railway. For further particulars apply to W. S. MILLER, Gobo's Corners, P. O., Ont. 45-tf

BARKEEPERS' GUIDE, SHOWING how to mix fancy drinks, manufacture bitters, wines, cider, &c., and other information for saloon keepers. Price 25 cents. Box 220, Toronto.

FARM FOR SALE—THE SUBscriber offers for sale the rear or south half of Lot 8, in the 1st Con., Townsend, containing 100 acres, 80 with about eighty acres cleared and in a good state of cultivation. Thereon are a good house, frame, weatboarded and painted, a log stable, and other necessary buildings erected thereon. There are two never failing springs of water on the said premises. Tea farm is slightly situated within one and a half miles of Oxford Mills and four miles from Kemptville. This indisputable. For further particulars apply to the undersigned, on lot 8, in the 4th concession of Oxford. SAMUEL NORTON. 475

FARM FOR SALE—THE WEST half of lot No. 11 in the 10th concession, Township of Nottawasaga, County Simcoe. There is forty-five acres cleared and fenced, with a good two story log house and stable thereon. The Farm is well watered and of the very best quality; only 14 miles from the thriving village of Stayner, in the flourishing township of Sinclairmacton. For further particulars apply personally, or by letter (post-paid) to HENRY MCCUTCHEON, Sinclairmacton, P.O.

FOR SALE, IN THE FIRST CONCESSION of the township of Adelaide, the following property:—Seventy acres of highly improved land, being a clay loam, and good wheat soil; thirteen acres are now down with fall wheat; there is a good frame house, containing three bedrooms and kitchen, nearly new, on the property; two good wells adjacent to the house, and a great running through the farm. A good orchard containing choice grafted fruit trees commenced. The farm is in a good state of cultivation, well fenced, about one mile from the village of Appin, and from Glencoe, three from a good market, and one from a saw mill. WILLIAM DAVISON, Proprietor, Appin.

L. BRIDGMAN, M.D., 134 DUKE Street, cor. of Berkeley street, Toronto. Specially treatment of diseases of the Throat and Lungs by Inhalation. Books sent free.

TURKISH UNGUENT, A NEVER failing remedy for forcing moustaches or whiskers. Sent free on receipt of 25 cents. Box 720, Toronto.

TEACHER — FOR S. S. NO. 2, Colchester, County Essex. Qualification and salary. Colchester, to give the command to Captain Knowles, who had sailed with Captain Oates for five years, and of whom a very high opinion was held. All the personal effects Captain Oates and Mrs. Oates were at home when the news came, and it was a shorter period than ever Captain Oates had to make ready for sea. Captain Oates had a share in the ship, it was decided immediately

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AGENTS—TO SELL NEW MAP of the Dominion of Canada. Profits $10 to $20 per day. Address, Toronto.

AGENTS NEW AND FAST selling BOOKS. Pleasant, healthful and remunerative. Address, BROTHERTON & CO., Publishers, 12 Melinda street, Toronto.

A FIRST-CLASS FARM FOR SALE—Being part of Lot 15, third concession, Raleigh, containing 100 acres, nearly all cleared, free from stone, well watered, and a frame house, good barn and stabling. For more this farm is well worth inspection. For further particulars apply on the premises to WILLIAM H. BLAKE, Raleigh.

BARKEEPERS' GUIDE SHOWING how to make the best cocktails, sling, julips, punches, cobblers, fizzes, nogs, &c., &c. Other articles for the bar. Sent by mail for 25 cents. Address, BARKEEPER, Box 1, Station D, Toronto.

FARM FOR SALE—TOE SUB. Lot 10, 6th concession of Gosfield, 80 acres, 40 cleared, balance good hardwood bush, good orchard, good water, good fences, good barn, 40 by 60, with stone stable under it, frame house, 1½ miles from Gosfield station, 4 miles from Essex Centre, on the Canadian Southern Railway. For further particulars apply on premises, or address SAMUEL NORTON, Essex Centre.

FARM FOR SALE—THE WEST half of lot 14, in the 2nd concession of Malahide, containing 100 acres. There is about 35 acres cleared, the balance is well watered and fenced, and in a good state of cultivation. For further particulars apply to the proprietor, HENRY MARTIN, Port Talbot.

FOR SALE, IN THE FIRST CONCESSION of Raleigh, Kent County, 100 acres of land. Seventy acres of highly improved land, the balance well timbered with hardwood timber, are now down with fall wheat, there is a good frame house, and a good bank barn, with other outbuildings on the premises, the land is adjacent to the Chatham market, and is well adapted for market gardening purposes, it is bounded on one side by a good gravel road, and is only one mile from the Chatham post office. For further particulars apply on the premises to the undersigned, or address, WILLIAM PRICE, Chatham, P.O.

J. BRIDGMAN M.D., THE DUKE of Kent, Church street, Toronto, Diseases of the Throat and Lungs a specialty.

TURKISH ONE CENT, A NEVER ending source of wonder and delight to children, and a source of profit to the Agent. Address, JAMES MOSS, Toronto.

WANTED, A SITUATION AS TEACHER for a young lady, who has had two years' experience in teaching. Address, M. McLEAN, Box 1, Station D, Toronto.

WANTED, A SITUATION AS TEACHER—FEMALE—FIRST-CLASS certificate, 1st class in Music, Address, MUSIC, Post Office, Toronto.

THE NORTHERN HOTEL, COLLINGWOOD, Ontario, Commercial Hotel, Rates $1 per day, Good Stabling, Free Omnibus to and from all trains, JOHN MCDONALD, Proprietor.

THE WEEKLY MAIL.

ON THURSDAY, THE 13TH OF MARCH NEXT,

THE WEEKLY MAIL

Will be published at the Office of the Publishers, Nos. 5 and 7 Front Street East, Toronto, and will be delivered to Subscribers in the City at the following rates:

Single copies ..... 4 cents
Yearly Subscription $1 50
Six Months 1 00
Three Months 50

Advertisements for insertion in the Weekly Mail should be sent in to the Publishers not later than Noon on Saturday of each week.

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THE WEEKLY MAIL will form an excellent medium through which to reach the public, circulating from every Post Office and prominent point in Ontario, Quebec, Nova Scotia, New Brunswick, British Columbia, and Manitoba.

THE NORTHBELT.

TO THE CREDITORS OF WM. MCMASTER, Merchant, Toronto, carrying on business at Toronto.

The creditors of Messrs. McMaster, Gillespie & Co., Wholesale Grocers, Toronto, and also the creditors of the firm of Gillespie, Gardner, Hutton & Co., Wholesale Grocers, Toronto, are hereby notified that a statement of their claims against the firm of McMaster, Gillespie & Co. has been prepared by the undersigned, and that all the parties entitled thereto, having regard to the distribution of the assets of the firm among the creditors, and the value of the assets so distributed, they shall not have had notice at the time of such distribution.

Dated this 5th day of March, 1873.

FRANCIS SILVERTHORN,
SEWELL GARDNER,
Executors.
FERGUSON FERGUSON,
Solicitor.

FARMERS! FARMERS!

OIL CAKE.

THE NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

Capital ..... £2,000,000 Stg.
Funds ..... £1,000,000 Stg.
Income ..... £400,000 Stg.

Fire Risks on Mercantile Property at Lowest Rates.

Policies Issued Free of Duty.

Losses Promptly Adjusted and Paid.

Policies Issued Free of Duty.

Losses Promptly Adjusted and Paid.

HENRY MOORE, Manager.
WM. FALCONBRIDGE, M.A., Barrister, Solicitor, Notary Public, &c., Toronto Street, Toronto.

THE COMMERCIAL COLLEGE

TELEGRAPHIC INSTITUTE

SCHOOL TEN BOOKS

ORR'S DOMINION ACCOUNTANT

AND

Cutter's Anatomy and Physiology.

PITMAN'S PHONOGRAPHY

BEAVER AND TORONTO MUTUAL FIRE INSURANCE COMPANIES.

Head Office, Toronto Street, Toronto.

Insurances on Dwellings, Farm Property, Churches, Schools, Household Furniture, Manufactories, Warehouses, Vessels in Port, Steamers on Lakes and Rivers, Risks on Lumber, Timber, Manufactured Lumber, Logs, Staves, Shingles, Cordwood, Barrels, Tanneries, Potash Works, Woollen Factories, Grain in Elevators, Barns and Contents, Stock, Farm Implements, Buildings in Course of Erection, Steam Boilers, Steamers, Tugs, Barges, Vessels in Port, Vessels and Cargoes, Cargoes in Transit, Hotels, Stores, Merchandise, Manufactories, Churches, Schools, Colleges, Asylums, Public Buildings, Factories, Machinery, Mills, Manufacturing Establishments, Steam Boilers, Furniture, Pianos, Organs, Piano Fortes, Melodeons, Carriages, Sleighs, Sleigh Robes, Furs, Harness, Saddles, Bridles, Trunks, Valises, Boots, Shoes, Rubbers, Clothing, Dry Goods, Hardware, Cutlery, Tools, Stoves, Tinware, Crockery, Glassware, Drugs, Medicines, Chemicals, Dyes, Paints, Oils, Varnishes, Furniture, Upholstery, Furniture Warerooms, Furniture Manufactories, Furniture Stock, Furniture Contents, Furniture Dwellings, Furniture Farm Property, Furniture Churches, Furniture Schools, Furniture Colleges, Furniture Asylums, Furniture Public Buildings, Furniture Factories, Furniture Machinery, Furniture Mills, Furniture Manufacturing Establishments, Furniture Steam Boilers, Furniture Furniture, Furniture Pianos, Furniture Organs, Furniture Piano Fortes, Furniture Melodeons, Furniture Carriages, Furniture Sleighs, Furniture Sleigh Robes, Furniture Furs, Furniture Harness, Furniture Saddles, Furniture Bridles, Furniture Trunks, Furniture Valises, Furniture Boots, Furniture Shoes, Furniture Rubbers, Furniture Clothing, Furniture Dry Goods, Furniture Hardware, Furniture Cutlery, Furniture Tools, Furniture Stoves, Furniture Tinware, Furniture Crockery, Furniture Glassware, Furniture Drugs, Furniture Medicines, Furniture Chemicals, Furniture Dyes, Furniture Paints, Furniture Oils, Furniture Varnishes, Furniture 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The Weekly Mail.

TORONTO, FRIDAY, MARCH 21, 1873.

THE DEBATE ON THE ADDRESS.

MEMBERS who have for the first time taken their seats in Parliament are usually selected to move and second the Address. It is not always that the persons chosen for this purpose display so abundantly the oratorical power, the facility of expression, and the excellent good sense which so attracted the attention of the House of Commons in the speeches of Messrs. TOBIN and PALMER. Both gentlemen are great acquisitions to the House; and when we read what after all can give but an imperfect idea of their utterances we are again reminded of the high position of the Dominion Parliament among representative bodies, and how vastly superior it is to the old Parliament of Canada. We can all echo the wish given expression to by Mr. TOBIN that the voices of Prince Edward Island and Newfoundland representatives will soon be heard within the walls of the Ottawa Chambers.

We do Mr. MACKENZIE no injustice in saying that his speech had nothing in it to raise it above the level of commonplace. His assault upon Sir FRANCIS HINCKS, who now occupies the position of a private member, was as contemptible as it was undeserved. But he got a Roland for his Oliver. The attempt to lay to the charge of the ex-Finance Minister the stringency in the money market which prevailed some four or five months ago, only needed the pertinent interrogatory of Sir FRANCIS himself to show its absurdity. "He would ask if "hon. gentlemen attributed the stringency "in England and the United States at "the same time to the same cause?" That was certainly one of the veteran financier's old-time clinchers. The Opposition leader's criticism of the Canal policy of the Government was confined to the objection that the Sault Ste. Marie Canal was not included with the Welland, St. Lawrence and others; but, as Sir JOHN MACDONALD observed, it not being possible to engage upon all these works at the one time, those on which present expenditure is most required, and from which the greatest results will flow, first demanded attention. Besides, the Administration have the assurance from the American Government of the free use of the existing canal. Touching upon the position of the Maritime Provinces, Mr. MACKENZIE had the hardihood, now that he is no longer appealing to an Ontario audience for support, to say that he never opposed the "better terms" given to Nova Scotia. This assertion will sound strange to the ears of Ontario Grits, who have been so often led to believe that a million of money was squandered in dealing with Nova Scotia, and for no other reason than to gain political support, and will give additional point to Sir JOHN MACDONALD's keen sarcasm that, as regards this circumstance, many of us must have failing memories.

It will also appear somewhat strange to the readers of the Grit organ, in view of its hysterical contortions over the correspondence between the Intercontinental and the Canada Pacific Railway companies, to find the Opposition leader using the very words which, when uttered by Sir FRANCIS HINCKS at Montreal, were conceived to be a just ground of censure upon that gentleman. "I have no objection to American capital and American enterprise being used "in the matter," says the leader of the Opposition. Does Mr. MACKENZIE regard the organ speak for the Party? Is it the Parliamentary or the extra-Parliamentary chief who is to be regarded as the true exponent of Grit principles and policy? Mr. MACKENZIE's objection to Americans coming to the extent of protesting against the Canadian line passing under the control of those who own the Northern Pacific. Had he ever proposed such a thing? It is only a dream of the organ's; a bugaboo manufactured on the eve of the meeting of Parliament, with the hope that, perchance, it might seduce some member of the Government following from his allegiance. It will be needless to have on this important point the definitive statement of the First Minister, so fully confirming, as it does, the representations which have appeared in *The Mail*. Let us hear what Sir JOHN MACDONALD says:—

"The Government had to guard "against any injury to the credit of the "project, either in this country or England, and above all they had to guard "against the possibility of any foreign "influence being brought to bear against "Canadian enterprise. (Loud cheers.) And "he could assure the House that if the "charter had been granted there "was a single departure from the word "or spirit of the act of Parliament, or "a desperate way to prevent the possibility "of foreign control. (Cheers.) He would "not say dwell on this, as it would be "the duty of the Government and their "pleasure to prove to the country and "the House that they had omitted no "precaution which could be devised for "the purpose of keeping the entire control of this great Canadian enterprise "in Canadian hands, and to insure its "being dealt with by Canadian means "and Canadian supremacy and skill, and "by Canadian or English capital, or "both. (Cheers.)

The public need no further evidence of the shadowy character of the frequent objections which have found expression and reflection in the columns of the Grit organ upon this subject. We do not doubt, particularly in view of the favourable reception of the scheme by the London Times, that British and Canadian capital combined will be found equal to the present requirements of the Dominion.

The financial needs of New Brunswick were brought to the notice of the House in the able speech of the seconder of the Address. Having followed the general election in Ontario with some closeness, Mr. PALMER felt compelled to say that whatever word of comfort had been uttered on behalf of his Province had invariably fallen from Ministers and their supporters, whose political vision, he might have added, is not circumscribed by any "pent-up Utica" of sectional rivalry or aggrandisement. There is a *naïveté* in Mr. PALMER's way of putting his case which must have been lost upon by the sectionalists. "He thought New "Brunswick representatives ought to "thank the Government for making no "mention of this matter in the Speech, "for whatever the Government proposed "would be sure to be opposed by the "gentlemen opposite." Doubtless, should the Government recognize the justice of New Brunswick's demands for further financial aid, Mr. MACKENZIE and his friends would play the Nova Scotia part over again. The members of Ontario Grits, who have been so often led to believe that a million of money was squandered in dealing with Nova Scotia, and for no other reason than to gain political support, and will give additional point to Sir JOHN MACDONALD's keen sarcasm that, as regards this circumstance, many of us must have failing memories.

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The financial needs of New Brunswick were brought to the notice of the House by

MESSRS. PAXTON AND FAREWELL.

THE members for North and South Ontario have raised a storm about their ears which will effectually smother them out. Mr. CROOKS forced through the House on Wednesday giving $2,000 a mile to the Whitby and Port Perry Railway has debarred the Town of Whitby and the Township of Whitby, Scugog and Reach from their share in the railway allotment—and the latter have every cause to condemn the action of their representatives. The railway is a miniature Grand Trunk—its powers of absorption are enormous. In June, 1868, it received a bonus from the Town of Whitby of $50,000 on the understanding that it would be completed in a few months after the passage of the by-law. Subsequently Whitby took $10,000 of stock, and the townships subscribed $47,000 in the shape of bonus, making a total of $107,000 of aid to a road 21 miles in length. The Company appears to have failed to complete. The road was not opened for traffic until last summer, and even now it is not properly finished nor equipped. The Sheriff has his eye upon it. Whitby receives no benefit from it, and its directors are altogether one-sided. The first contractor broke up his work; in short, had luck concomitant with very bad management. Another took up the running the spring of the first son. Mr. PAXTON and friends, who are heavily interested in the road, determined to work their way out of the difficulty through the instrumentality of the Government. The member for North Ontario approached the Government, and the Government has designed a scheme to benefit their servile follower at the expense of the country. Mr. CROOKS introduced a bill specially amending the railway Act so as to allow the railway to come under the subsidy clauses—and the Company will now receive $42,000.

One result of this gross job is, that other railways or sections of railways placed under contract before the 7th December, 1870, and for that reason excluded from the advantages of the Railway Act, have now an equitable right to demand a subsidy. This Act has been patched to benefit the Whitby and Port Perry Railway—why should it not be patched on behalf of those portions of the Toronto, Grey and Bruce, the Midland, Lington, Grey and Bruce, the Midland and other roads which were under contract before December, 1870? Another result is that the municipalities which aided the road are by the operation of the fifth of the surplus resolution deprived of the allotment of $1,000 per mile, which otherwise they would have received under the government land bon fide enough to turn a deal ear to their supporter from North Ontario, we propose to expose the job that has clamored like a horse-leech since the day of its nativity, the town of Whitby would have received under the surplus scheme about $10,800, and the Townships of Whitby, Scugog and Reach $10,200 amounting them—according to the allotment of $1,000 per mile for 21 miles, divisable among the municipalities in the ratio of their bonuses.

We are not surprised at the conduct of Messrs. PAXTON and FAREWELL. The former's speech last week, in which he boasted of his patriotic zeal, was full of falsehoods, and admitted that he had voted on several occasions with Mr. SANDFIELD MACDONALD and against his own political convictions, in order to ingratiate himself with that Government on behalf of the railway, leaves him by contrast with the ear for Mr. FAREWELL, his fanatical subservi-ency to the present Administration has become a by-word in the House. His own verdict, his dearest hobby, even Temperance—nay, everything—is thrown aside with the Government asks him to help them through with a job. But we venture to say that the two Ontarios will be ready to relieve him of a sense of their shame at the next election.

THE NEW NORMAL SCHOOLS.

MR. MOWAT announced Monday afternoon that the Government intended to establish *three* new Normal Schools, one at Ottawa, one at Kingston, and the third in the West; but that the Ottawa establishment would be the only one provided for during the present session. The St. Catharines *Daily News*, a strong, well-informed Grit organ, appears to have got wind of the Government's policy. We find the following extraordinary statement in its issue of the 15th inst.:

"So much to hear have these Education Committees, (the Council of Public Instruction) taken the thought of deposition from their shamefully-abused authority, that they have sought to purchase a new lease of power by making the most extraordinary concessions as to their future conduct. Certain of these men have already solemnly pledged themselves to the Hon. R. W. Scott, *they will in any event and against all competitors support certain Roman Catholic nominees of the Bishop of Toronto, for the still unlaid Ottawa Normal School, so as to make that institution a denominational training school.* The particular candidates have already been determined on, and they themselves quote the Hon. Mr. Scott's promise and the Council's pledge, though of course the force will still be perpetrated by some teacher to apply for situations which were really filled before the foundation of the school. The truth is that Mr. Scott appears to consider our School system as an adjunct of the Limber Limits—a mere park, in fact, in which he may hunt anti-Catholic teaching."

THE WEEKLY MAIL.

THE success that has attended the publication of the *Weekly Mail* has never had a parallel in newspaper enterprise in Canada. It is but the simple truth that the sale of this Company which suffered so severely by the Ottawa fire, and by which it lost nearly a hundred thousand dollars, all of which was paid without unreasonable delay. The Directors claim that they have quite recovered from the effects of those losses; a fact which bears favorable comparison with the position of American offices affected by the Chicago and Boston fires. We congratulate them on their perseverance and success, and hope they will thrive henceforward as they deserve. We see that they have in contemplation a Toronto Branch, and insuring property protected by the City hydrants exclusively.

CURRENT TOPICS.

A REMARKABLE WAR.—While so many homicidal persons are moving heaven and earth—in New York—to escape the gallows, and to that end are insisting that they are or were insane, there is actually another who resolutely repudiates that defense set up for him by his legal adviser. One Roger Bleakley is indicted for the murder of an unfortunate creature named Maud Merrill, and is declared by his counsel to be crazy, while in insane he is perfectly sane. This, says a New York paper, presents the rather odd question whether a lawyer has a right to set up a line of defense which his client utterly repudiates. "Perhaps Bleakley is a little proud, thinks that insanity is becoming common and disreputable among murderers, and prefers the honour and glory of being perpetually manslaughtered. We doubt there is a great deal of thirst for this sort of "honour and glory" in the particular locality of Mr. Bleakley. It is from his strong conviction of the fact that Governor Dix refuses to spare Foster, who will be hanged to-day, in spite of the immense pressure brought to bear upon him. Gov. Dix was the author of the celebrated "shoot him on the spot" order, and appears to preserve his courage and sense of. These lofty days.

CENTRAL ASIA.—A portion of the English press takes a view of the Central Asian question which is not particularly reassuring. They consider that trouble is not at an end, but only postponed. Further, the difficulty of guarding the neutral zone agreed upon is very great, and the duty is fraught with serious future complications. The Paris *Debats* reverts to the subject, also. "Whatever bound to consider," the writer says, "what will be the practical consequences of setting up this neutral territory, occupied as it will be by nomadic Turkoman tribes, between the possessions of the two Empires. Russia undertakes not to outstep the boundary assigned to her. Good! But if she is attacked by Khiva, Bokhara, Backshan, or Yakhan, in the persons of her commercial representatives—and these tribes will be more than ever tempted to do so because they will feel assured of impunity—what must infallibly take place? Russia will not put up with such aggressions, and if she is forbidden to repress them herself she will assuredly make England responsible for the damage done. England, in fact, will have to maintain order in the intermediate zone, from which she has insisted upon excluding the northern Power. This will be a task by no means easy of accomplishment, and one exactly fitted to work up the feeling that she assumed a very heavy responsibility and a very onerous duty. It is very possible that, instead of having simplified the nature of the relations between England and Russia, Lord Granville has rendered them much more complicated, and increased these very considerable difficulties between the two Empires which recent negotiations professed to provide against. In any case, it is certain that the question is not terminated, as the English newspapers are themselves obliged to admit; it has merely shifted upon a new phase, which there is every reason to fear, may prove as critical as the previous one. All of which is, if true enough, but surely the present settlement is a definite gain for the present. What if Lord Granville had not acted as did? There must have still been complications, and worse than those the *Debats* suggests. And if no other advantage had been gained by the late negotiations than placing Great Britain in proper light before Russia and Fewers, and showing that the nation has lost none of its courage or self-respect, that alone would be something.

Beaver and Toronto Mutual Fire Insurance Company.

The annual meeting of this Company was held last week, pursuant to notice, at the Company's office, Toronto Bank Buildings. The President, C. P. Chadwick, Esq., of Imperial, was called to the chair. After the usual introductory proceedings, the following report of the Board of Directors for 1872 was read and adopted unanimously after an interesting discussion:

ANNUAL REPORT.

The Board of Directors of the Beaver and Toronto Mutual Fire Insurance Company beg to lay before the members at meeting this day, their annual statement of the Company's affairs.

The year 1872 has been a very exceptional one in our history as a Company. In the spring of 1869, before the memorable Chicago fire, the Board had intimated the system of insuring farm policies for four years instead of three as formerly. It follows that in 1872 all the three years' policies having run out, and the four years' policies having still three months to run, there was a return over of twelve months, during which our agents had to go during the summer and autumn period to seek new business, or remain entirely inactive as respects farm insurance. They between themselves very well rewarded, rather discouraging circumstances, as our readers will show, the reduction in the number of policies in force being merely nominal, and the difference in cash receipts not material.

It will be easily seen that such a calamity as the Ottawa fire, which, added to the other claims of that year, involved a loss of $103,575.63, all drawn from our premium revenue for three years, must render the duties of its managers very anxious indeed. And the past year has been in large part in consequence, inasmuch as the proceeds of assessments on the sufferers by the fire, while the amount of general business done was smaller, (from the cause stated in the preceding paragraph) than the average of former year since 1869. Fortunately, we have been favored with a very remarkable exemption from heavy losses by fire, and have thus been enabled to reduce our indebtedness, and to pay for our situations which were really filled before the foundation of the School. The truth is that Mr. Scott appears to consider our School system as an adjunct of the Limber Limits—a mere park, in fact, in which he may hunt anti-Catholic teaching."

THE WEEKLY MAIL.

THE success that has attended the publication of the *Weekly Mail* has never had a parallel in newspaper enterprise in Canada. It is but the simple truth that the sale of this Company which suffered so severely by the Ottawa fire, and by which it lost nearly a hundred thousand dollars, all of which was paid without unreasonable delay. The Directors claim that they have quite recovered from the effects of those losses; a fact which bears favorable comparison with the position of American offices affected by the Chicago and Boston fires. We congratulate them on their perseverance and success, and hope they will thrive henceforward as they deserve. We see that they have in contemplation a Toronto Branch, and insuring property protected by the City hydrants exclusively.

DOMINION PARLIAMENT.

Summary of Proceedings.

WEDNESDAY, MARCH 12, 1873.

SENATE.

There was no Senate to-day, the members having adjourned over from Tuesday last.

HOUSE OF COMMONS.

Among the petitions presented was one from certain electors of the South Riding of Renfrew, praying that the returning officer be summoned to the bar of the House to answer for certain irregularities alleged to have occurred during the election.

Mr. Blake moved that the petition be printed, as he intended to bring the matter before the House.

Mr. Mills introduced a couple of bills in reference to dual representation.

Sir John Macdonald stated, in reply to Mr. Cunningham, that the Lieut.-Governor of Manitoba had issued a commission to enquire into the late rising, but he was doubtful that in the distribution of half-breed lands, parents as well as children would participate in the grants.

Sir John, in reply to Mr. Young, of Waterloo, said that the Government intended calling the attention of the House to the insolvency laws during the session.

Mr. Mackenzie expressed the belief that there had been great irregularities in connection with the contract for the fifth section of the International Railway, and he moved for information concerning the same.

After some routine business the House adjourned.

THURSDAY, MARCH 13, 1873.

SENATE.

In the Senate, Hon. Mr. Botsford moved that an address be presented to His Excellency, praying that he will take an immediate and full investigation into the management and working of the European and North American and Intercolonial Railways, between St. John, N.B., and Halifax. A discussion ensued on the motion, and it was finally carried.

HOUSE OF COMMONS.

After routine business, Mr. Blake called the attention of the House of Commons to a question of privilege in reference to the South Renfrew election. He moved a resolution to the effect that the petition which had been received from the electors of the South Riding of Renfrew, be referred to the Committee on Privileges and Elections, with instructions to report thereon. In making the motion, he entered at length into the alleged irregularities and frauds which had taken place, and called attention to the fact that the number of votes polled in the township of Raperty, Sherwood, Richards, Burns and Jones, exceeded the number of male inhabitants as shown by the last census.

Mr. Hillyard Cameron maintained that the petition was one that complained of an undue election but that it had no recognizance attached which was absolutely necessary under the Controverted Elections Act. He contended that in consequence of this omission the petition was null and void, and appealed to the Speaker for his ruling.

Messrs. Blake, Edgar, Bergin, Joly and Blake contended that the House has full jurisdiction to act in the matter notwithstanding the omission.

Sir John Macdonald said the House could not deal with the petition in its present shape. The case was one, mainly or entirely in the court of the matter, what difficulties arose from the entire absence of rules and regulations for the landing of vessels with grain, and experience had shown that some means must be established for the purpose of preventing the frequent occurrence of the lamentable calamities which occurred in the past. Within a period of six weeks seven or eight grain laden screw steamers had been lost, and mainly in consequence of the bad loading of the cargo. The bill he proposed to introduce was very simple. He proposed, its chief provision being that, before any grain laden vessel should be allowed to clear for sea from Montreal or Quebec, the master should be required to furnish to the customs officer a certificate from Port Wardens, whose duty it would be to examine and see that the vessel was properly and safely loaded, and measures had been taken to prevent any shifting of the cargo. It was also proposed to increase the penalty to which masters of vessels clearing for sea with cargoes not properly secured should be liable. One of the principal difficulties in the matter was that the greater portion of the grain trade from Montreal and Quebec, unlike that of New York and more southern ports, was carried in bulk. At New York, Philadelphia and Boston a large part of the grain was required to be carried in bags, while at the same time a perfect system of inspection was in force. He hoped that the supervision which was provided in the measure to be submitted to the House would prevent a recurrence of the calamities of which he had spoken, and he was sure that the object of the bill would commend itself to the mind of every gentleman in the House, for it was founded on the principle of humanity. In addition to this he believed that any measure that would reduce the risk of loss of life and property would add so much to the argument of using the St. Lawrence as the route for the passage of the western trade.

The resolution was adopted and the committee rose and reported, and a bill was introduced and read a first time.

Mr. Mitchell moved the House into Committee of the whole on a resolution declaring it expedient to make better provision for the keeping of good order on board passenger steamers registered in Canada. Mr. Campbell in the chair. He explained that the objects of the bill were to prevent many difficulties which had arisen in the summer traffic of Canada. The chief provisions were to give power to the Masters of passenger vessels to put on shore any person from any board drunk and disorderly; also any person refusing to pay the proper fare, or exhibit his ticket, and also to place authority to any person after the vessel should be full.

The resolution was concurred in, and a bill founded thereon, introduced and read a first time.

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Hon. Mr. Mitchell moved the House into Committee of the Whole on a resolution declaring it expedient to amend the Act relating to the Port Wardens at Quebec and Montreal. Mr. Campbell in the chair. He explained that during the past few years, and especially since the great expansion of the grain trade of the St. Lawrence, great difficulties had arisen in consequence of the manner ships going to sea from Quebec and Montreal were laden. The resolution would not at all interfere with inland navigation, but only concerned itself vessels from the St. Lawrence. It was well known to men conversant with the subject, and he mentioned the fact for the benefit of the treal West on the matter, what difficulties had arisen from the entire absence of rules and regulations for the landing of vessels with grain, and experience had shown that some means must be established for the purpose of preventing the frequent occurrence of the lamentable calamities which occurred in the past. Within a period of six weeks seven or eight grain laden screw steamers had been lost, and mainly in consequence of the bad loading of the cargo. The bill he proposed to introduce was very simple. He proposed, its chief provision being that, before any grain laden vessel should be allowed to clear for sea from Montreal or Quebec, the master should be required to furnish to the customs officer a certificate from Port Wardens, whose duty it would be to examine and see that the vessel was properly and safely loaded, and measures had been taken to prevent any shifting of the cargo. It was also proposed to increase the penalty to which masters of vessels clearing for sea with cargoes not properly secured should be liable. One of the principal difficulties in the matter was that the greater portion of the grain trade from Montreal and Quebec, unlike that of New York and more southern ports, was carried in bulk. At New York, Philadelphia and Boston a large part of the grain was required to be carried in bags, while at the same time a perfect system of inspection was in force. He hoped that the supervision which was provided in the measure to be submitted to the House would prevent a recurrence of the calamities of which he had spoken, and he was sure that the object of the bill would commend itself to the mind of every gentleman in the House, for it was founded on the principle of humanity. In addition to this he believed that any measure that would reduce the risk of loss of life and property would add so much to the argument of using the St. Lawrence as the route for the passage of the western trade.

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Hon. Mr. Mitchell moved the House into Committee of the Whole on a resolution declaring it expedient to amend the Act providing for the appointment of a Harbour Master at the port of Halifax. Mr. Campbell in the chair.

The resolution was adopted, and a bill founded thereon introduced and read a first time.

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The resolution was adopted and the committee rose and reported, and a bill was introduced and read a first time.

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The resolution was concurred in, and a bill founded thereon, introduced and read a first time.

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The resolution was adopted, and a bill

FRIDAY, March 14.

SENATE.

Hon. Mr. Miller complained greatly of the delay in the issuance of the statutes, in his Province copies of the statutes were not received until after the Courts had been held, and the result was that the Queen sejudicated important cases upon laws which perhaps had been repealed the year before. He did not know if the Government or the printer was responsible for the delay. It was certainly the ground of very grievous complaint.

Hon. Mr. Cauchier de St. Just stated that the same complaint applied to his delivery. He believed that the statutes, which were not received by him until a couple of days before starting for Ottawa.

Hon. Mr. Alexander stated that in order to avoid the complaint referred to, all special Acts had been consolidated and in the Canada Gazette. The contractor dealt with the Joint Committee on Printing, and the Government had been examining the policy.

Hon. Mr. Simpson said that, though not usually the apologist of the Government, he really could not see that they were to blame in this matter. He had had a good deal to do with printing during the last thirty years, and was in a condition to have some knowledge of this subject. He had opposed the giving of the contract originally to Mr. Taylor, as he did not consider him to be able to carry out the contract. That person had secured the contract, and he would secure the proper facilities, and had given security for the fulfilment of the contract to the amount of $47,000. He had spoken the work and performed it, so far as he knew, satisfactorily. The hon. gentleman (Mr. Cauchier) had alluded to the giving of the contract originally to Mr. Taylor, as the person who was

LEGISLATURE OF ONTARIO.

Summary of Proceedings.

WEDNESDAY, March 12, 1873.

Hon. Mr. Crooks moved the third reading of the bill respecting the position of the Port Whitby and Port Perry Railway Company, under the Act in lieu of Railways.

Mr. Rykert moved in amendment that while this House approves of granting aid to railways, it is not expedient to make any exception in favour of the Port Whitby and Port Perry Railway Company since the claims of other railways similarly situated be taken into consideration; and that the bill be not now read a third time, but that it be read a third time this day three months. When, in 1872, this railway company applied for aid, Mr. Blake said his Government considered they were not entitled to it, and the House had not power to give them aid. Several railways were in a similar position to that of the Port Whitby and Port Perry Company, including the Toronto, Grey and Bruce, the Toronto and Nipissing, the Wellington, Grey and Bruce, and the Midland, but those companies were refused assistance for those portions of their roads which had been placed under contract before December, 1870. If this bill were passed, it would establish a bad precedent, and if the Port Whitby and Port Perry were entitled to aid, so were the Tilsonburg and Delhi pissing and the other roads he has mentioned. He would support a proposition to place all these roads on a similar footing, though he had always been opposed to aid to railways. He said advisedly that considerations were moving the Government in this matter which had better not see the light of day. (Hear, hear.) This company gave out the contract for the building of the road in December, 1869, and out of that contract of $290,000, all but $24,000 had been already paid out, and yet the company came down to this House and asked to be granted a large sum of money. The company had received from local sources no less than $100,000, and if this bill passed, the municipalities which had voted bonuses to the road would be deprived of their share of the surplus. Public meetings had been held in the Town of Whitby, and a deputation was on its way to petition the Government against the measure. But apart from that, this House ought not to encourage such extraordinary legislation as was proposed.

Hon. Mr. Crooks said this railway was placed in an entirely different position from that of the other railways which had been mentioned by the hon. gentleman. The contract with Mr. Dumble, and that with Mr. English were never completed, and the money paid had to enter on and complete the work of constructing the line itself. He contended that this made it quite an exceptional case, and that there could be no dispute between the railway and the Town of Whitby.

Mr. Lander pointed out that the Treasurer had omitted to state how the dispute between the company and the municipalities was to be recognized. The member for North Ontario and his firm were personally interested in this money being granted. He compared this proposal with Mr. Blake's arrangement to return money to his constituents, which had been voted by them to the Wellington, Grey and Bruce.

Mr. Sinclair denied that that arrangement was made by Mr. Blake.

Mr. Boultbee said it seemed that this proposal would give assistance to one railroad while leaving others who were in a similar position untouched, that it would take money from the municipalities in part it in the pockets of the company, and that it would benefit some member or members of this House who were personally interested in this road. For these reasons he must vote against this third reading.

Mr. Wood (Victoria) moved, in amendment to the amendment, that all after "that" in the proposed amendment be expunged, and the following inserted:—"Inasmuch as portions of the said Port Whitby and Port Perry Railway Company has received any aid from the railway fund, and whereas there are special and exceptional circumstances which justify the bringing of the said railway within the provisions of the Act passed in aid of railways, it is right that the bill should be now read a third time."

Hon. Mr. Mowat denied that this was a railway aid bill. He had never had an accession. (Hear, hear, and laughter.) Hon. gentlemen opposite knew what bribery cost them, but they should not make charges which they knew nothing about, and which he stigmatized as utterly untrue. He recited the circumstances of the road, stating that, after exhausting all their means, the Company were utterly unable to complete the road.

Mr. Macdonald protested against the Attorney-General, while repudiating any desire to bribe on his own part, making such charges against his members on the Opposition side of the House. He thought there were very suspicious circumstances about this matter, though he was of opinion that this road might be entitled to receive aid.

The House then divided on the amendment of Mr. Rykert, which was lost. Yeas, 15; nays, 32.

Yeas—Messrs. Bethune, Boultbee, Calvin, Cole, Corby, Craig, (Russell), Ferguson, Lander, Macdonald, (Toronto), Macdonald, (Cornwall), McCrae, Pardee, Williams, Dundas, Wood, (Victoria).

Nays—Messrs. Appleby, Barber, Caldwell, Christie, Clarke, Crooks, Cummings, Cunningham, Dalton, Cook, Coyne, Craig, (Glengarry), Crooks, Crozier, Dawson, Deseronto, Denison, Farewell, Ferguson, Fraser, Freeman, Gibbons, Gibson, Graham, Gunn, Hamilton, Harper, Harrington, Hartman, Hay, Hector, Keller, McKim, McLeod, McNee, Mowat, Oliver, Paterson, Richardson, Richardson, Robinson, Rykert, Scott, Shook, Scottator, Springer, Switzer, Wallace, Sherwood, Wells, Wilkes, Wilkinson, Willson, Winger, Wood, (Brant), Wood, (Victoria).—42.

Mr. Lander moved in amendment that the said bill be not now read a third time, but be referred back to committee for the whole, for the purpose of making provision therein directing that such aid, when granted, shall not be paid over to the railway company without the consent of