

[illegible]

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An address to Her Majesty, based on the resolutions, was adopted.

The House adjourned at 2.45.

THE NEW BRUNSWICK SCHOOL QUESTION.

SPEECH BY HON. MALCOLM CAMERON.

During the debate on Mr. Cosigan's motion on Monday night, Hon. Malcolm Cameron said he felt a practical difficulty in dealing with the question, because all his past history, feelings, and convictions were in favour of the object sought to be attained by the mover of the resolution, and yet he could not see his way clear to vote for it. He was one of those who voted for separate schools at their inception. Hon. members knew he was driven from Lambton because he supported separate schools, and he warned the people of New Brunswick to guard against hasty legislation on this subject. He objected to the resolution, however, because it proposed that the Imperial Parliament should step in and assist in the management of the affairs of New Brunswick. He warned hon. gentlemen who for party or other reasons would vote to support the resolution, that the local constitution, that they were "sowing the wind to reap the whirlwind," and that the obstruction would be caused by the very storm they were now raising. We had a right to ask the Imperial Parliament to change the federal, but not to interfere with the provincial constitution. The Government had been made, he had laboured twenty years to have the Senate made a respectable body by having it elected by the people. He was opposed to the Imperial Parliament being asked to interfere in the New Brunswick affairs, because the people of New Brunswick would not give up their rights to the Imperial Parliament for any interference. If such were attempted we would hear more than we did about Downing Street rule, three thousand miles distant, because the Province of Ontario would not permit its constitution to be changed, except by the authority of the people's Parliament; and asking the Imperial Parliament to legislate on the local affairs of any Province in the Dominion.

EXTENSION OF THE CANADA CENTRAL.

Under the new contract for the extension, the road will ascend the Bonaventure, from Douglas, via Golden Lake, Round Lake, thence by a distinct line to Burnt Lake, and thence to the eastern terminus of the Georgian Bay branch of the Pacific about 85 miles from Burnt Lake. The Government will give to the Company in which it satisfies the Government that they have entered into a bona fide contract for building the road and have provided sufficient means with the Government bonds to complete the line by the 1st of January 1877. Running powers are to be granted to all other companies that may intersect the line, and the Government will give to the Northern Colonization. The payment of the subsidy shall be made when sections of 20 miles have been completed or a longer distance which in value shall be equivalent to 20 miles. Payment on rails shall be made by the Government to the extent of 75 per cent of the value of the rails, and for every section of the road, the rails to become the property of the Government until they are laid upon the road for use.

The closing pages of the forty-third Congress has granted to Colorado, its long preferred request by passing the bill for its admission as a State. There was a good deal of difficulty as to its title to admission on the score of population, but its great industrial resources, finance, and intelligent and progressive population more than make up for its weight. According to the census of 1870, the population of Colorado was but 39,864. Now it is claimed, it equals 150,000, and thus exceeds the limit of 125,000 required for admission as a State. There can be no doubt as to the rapid growth of the territory. The value of the agricultural products of the railways in the territory, costing thirty million dollars, and nearly all built within the past four years. And up to 1873 it had yielded more than sixty million dollars in gold ore. The value of the agricultural products in that year was computed at twenty million dollars, and the value of the stock raised by it as a dairy and grazing country. Colorado is chiefly celebrated abroad for its salubrious climate which makes its elevated plains the resort of thousands of invalids.

Mr. Petty has introduced a bill into the Assembly to enable wives and husbands to testify for or against each other. This bill, of course, is intended to make Mrs. Tilton eligible as a witness on the Beecher trial, it is a measure that would save the State a great deal of money. Because Mr. Beecher is such a great and good man that the State Legislature ought to change the law whenever he is on trial for adultery and thinks such change would be a convenience to him, but because it is essentially absurd that a person who, like Mrs. Tilton, knows all the facts of a case, should be denied the right to testify merely because she is the wife of one of the parties. We have wholly abandoned the old common law theory that a man and his wife are one, and that she, having no legal existence apart from him, cannot testify in cases in which he is concerned. The theory having been abandoned the practice has not been changed, and if the interest felt in the Beecher case should lead to a change of the law in this matter we should perceive that the scandal after all had had its uses.—N. Y. Paper.

Alexandria, Va., March 9.—The *Gazette* has a report from Fauquier county, Va., stating that on Saturday last a coloured man named Hames went to the house of his mistress, between the towns of Piedmont and Oakton, and there, with a knife, made an assault on the inmates, a woman and two children, cutting them terribly. The woman resisted him, and fought him from the house to a rack near by, where it was ended by her splitting his head open with an axe and killing him. The woman, too, was severely wounded, and the children so badly that they will probably die.

A valuable loan exhibition of modern apparatus for scientific teaching and research will be opened early in June at the South Kensington Museum, London.

PERTH, 4TH MARCH, A. D. 1875.
Pursuant to notice, a Meeting of the Assessors of the several Municipalities within the limits of the County of Lanark, was held at the Town of Perth, in Council Chamber, on the hour of Two o'clock p.m.

Assessors present at said meeting were as follows, viz: Messrs. Thomas Brooke, Alex. H. Tait, M. S. Currie, P. Driscoll, Peter McLaren, Jr., Thomas Dunlop, E. Chalmers, James Hamilton, John Christy, James Noonan, James Deacon, James S. Moore, and Francis McNeill.

The following Municipalities were not represented, viz: Beekwith, Pakenham, Lanark, and Darling.

On motion duly made and seconded, Thomas Brooke, Assessor of Perth, was appointed Chairman, and Jas. S. Moore, Assessor of North Perth, was appointed Secretary of the meeting.

The Chairman having taken the Chair, stated that the object for which the Meeting had been called, was for the purpose of taking the present Assessment Law of the Province of Ontario into consideration, with a view of deciding upon a correct and proper mode of assessing Real and Personal Property so as to meet the requirements of the said Law, and have, as near as possible, a general and uniform system of valuation throughout the several Municipalities of the County of Lanark.

The several Assessors present then proceeded to consider the matter in question, and after some discussion, the Secretary being allowed to take part in the discussion, after a free and amiable debate wherein, the following resolutions were put and carried unanimously, viz:

Moved by Mr. Driscoll, seconded by Mr. Noonan, and *Resolved*, That in order to carry into effect the Assessment Law of the Province of Ontario, and in accordance with the said Law, and in order to the assessing of Real and Personal Property within the limits of the County of Lanark, in a correct and proper manner, this meeting deem it highly desirable, and actually necessary, that some uniform system of valuation in the assessment of such Real and Personal Property, should be adopted, and to entrust thereof, to the Assessors of the several Municipalities within the limits of the said County.

Moved by Mr. Deacon, seconded by Mr. Dunlop, and *Resolved*, That this meeting deem it advisable to assess Real and Personal Property in the several Municipalities of the County of Lanark in accordance with the said Law, in accordance with the law; and in order to clear out the several Assessors for so doing, this meeting trusts that the Councils of the several Municipalities within the said County, as Courts of Revision, will most cordially co-operate with the Assessors of the Municipality, and maintain the same, and refrain thereof, in any manner, for any extra time or labor he may have suffered by reason of the same.

Moved by Mr. Driscoll, seconded by Mr. Hamilton, and *Resolved*, That an agreement relative to the assessing of Real and Personal Property in accordance with the foregoing Resolution, be entered into, and signed by the several Assessors present at this meeting; and that a sufficient number of copies of the Resolutions passed at this meeting, be printed and furnished to the several members of Council and Assessors in the County of Lanark for their information, and that the same be also entered into, and signed by the several Assessors in accordance with the foregoing Resolution, the following Agreement be drawn up and signed.

We the undersigned Assessors of the several Municipalities in and for the County of Lanark, in the Province of Ontario, for the year one thousand eight hundred and seventy-five, present at the meeting of the said Assessors held in the Town Council Chamber, in the Town of Perth, on Thursday, the fourth day of March, in the said year, do hereby accept, each severally for himself, to assess Real and Personal Property in our respective Municipalities according to the actual cash value thereof, in accordance with the said Law, and in accordance with the Law of the Province of Ontario in such case made and provided, to the best of our judgement and information.

Given under our hands at the Town of Perth, this 4th day of March, A.D. 1875.

THOS. BROOKE, Town of Perth.
ALEX. H. TAIT, Carleton Place.
MARTIN S. CURRIE, Smith's Falls.
PETER MCLAREN, Jr., Lanark Village.
THOMAS DUNLOP, Dalhousie, Ac.
E. CHALMERS, Montague.
JAMES HAMILTON, Ramsay.
JOHN CHRISTY, Drummond.
JAMES NOONAN, Bathurst.
JAMES DEACON, South Strabrook.
JAMES MOORE, North Strabrook.
JAMES MCNEILL, Elmley.
JAMES O'NEIL, North Burgess.

Moved by Mr. Driscoll, seconded by Mr. Hamilton, and *Resolved*, That the thanks of this meeting are hereby tendered to Mr. Brooke for calling this meeting, and for his courtesy in presiding as Chairman thereof.

Moved by Mr. Currie, seconded by Mr. Brooke, and *Resolved*, That the thanks of this meeting are hereby tendered to Mr. Moore, for his services as Secretary thereof.

The meeting then adjourned.

THOS. BROOKE, Chairman.
JAS. S. MOORE, Secretary.

COUNCIL CHAMBER.
Carleton Place, 10th March, 1875.
Council met and adjourned till tomorrow at 7 p. m.

Council met pursuant to adjournment the Reeve in the chair, and present Councilmen, Currie and Sibbett.

Minutes of former meetings were read, approved of and signed by the Reeve.

The following accounts were read, viz:—John Calk, \$1.10; W. B. Grey, £2.00; John McLaren, 62s.; Dr. McClellan, \$7.87s.; Crampton & Wilson, \$2.30; Alvin Livingston, \$15, and Dr. S. McKenney, \$10.00. The Council attended a conference, and professional visits upon John Forrest; an account from Alvin Livingston for services as fire warder amounting to \$10.

Mr Sibbett gives notice that he will at the next meeting of council introduce by-law for the organizing, promoting, and carrying out of a company for the improvement of the municipality of Carleton Place.

Moved by Mr. Cram and seconded by Mr Sibbett, that the account of the fire warder be paid, and that the Reeve grant an order on the Treasurer for the payment of the same. Carried.

Moved by Mr. Currie, seconded by Mr. Sibbett, that James Nowlan, be paid the sum of \$150 on his contract, and that the Reeve grant an order on the Treasurer for the payment of the same. Carried.

Moved by Mr. Cram, and seconded by Mr Sibbett, that the account of Mr. Nowlan be paid, and that the Reeve grant an order on the Treasurer for the payment of the same. Carried.

The council on motion duly made and seconded, adjourned till Thursday, the 18th inst., at the hour of 7 o'clock p. m.

ROBERT CROMPTON, Clerk.

under these relations that holds the
center of half a continent spellbound.
and it is because we are human beings
ourselves, and dealing with the same
emotions and passions and perplexities,
and weaving the same strange web of
experience, and working outworn figures
to the changeless fabric after one
fashion or another, that we are riveted
to the loom where other human beings
are so terribly tangled their skeans being
and tied their heart threads together. Hu-
man sympathies preponderate in all
things. We may lose our interest in
pursuits and institutions, but we never
draw away from ourselves and the huma-
nity which binds us to our kind. And
at every great revelation of human
nature and experience, however mingled
with weakness and tinged with depravity,
people, insensibly imbibe warnings and
suggestions, checks and cheer. The
misadventures of others point out dangers
to be avoided; the follies of others are
arguments pointing to a wiser way.
even the poor novel that is thrown aside
as the critic as trash doubtless drops a
ray of light somewhere to somebody,
and however strong the feeling of con-
tempt or disgust may rise in the mind
sometimes at disclosures of folly and
weakness and even baser things, the
wise and wholesome way is to accept
the revelation and extract its lessons.
There is no use in trying to succeed
where everybody fails, and it would
be useless to them that there is no need of failing
when so many of what we call morality
lie in the race. What availing power
the aggregate of human experience,
and the pains and penalties of genera-
tions enforce the simplest precepts of
virtue, and show where pleasure can be
found. It is the study of human life
that makes a rich, successful human life
possible, and every great trial like the
we now in progress is a lesson written
in living, with personal illustrations to
confirm its teachings.

The management and mismanagement
of steamships, in crossing the Atlantic
ocean, between Europe and America is
at the present time, engaging much
attention, on both sides of the water.
It is very much to be regretted that the
unhappy position of Financial affairs in
the United States, and the general de-
pression which prevails has made the
discussion between that country and Europe
in ports less remunerative than former-
ly. At one time, we remember, that
the trans-Atlantic trade was one of the
most profitable in the world. Steam-
ship companies grew like the mushrooms
upon its profits, and added vessel after
vessel to their fleets, each ship more
magnificent than its predecessor. They
thought that a time of depression
would not last long enough to be
of any service, and would demand all
the skill which management and economy
could furnish the superintendents of these large
enterprises could bring to the task
in order to tide them over the shoals of
diversity.

But economy in the management of
steamships can very easily degenerate
to a penuriousness which may become
financially suicidal. The expense incurred
by one of the large ocean steam-
ships while sailing across the Atlantic
is very large. If the voyage is delayed
by a single day beyond the usual time,
it implies an extra loss through the
consumption of coal, the tear and wear
of machinery, the wages of the men,
and by the month, the food necessary
for all on board, like few steamship
companies like to pay. Captains, when
their voyages are prolonged, receive high
pay, and the evident inference from
these intimations is, that they must en-
deavor to make quicker trips. It is to
this pressure that the apparent recklessness
of officers in charge of ocean-going
steamships is due in approaching a coast
during snow showers or fogs. It is
because for any ship captain to pretend
that he was unable to take any observa-
tion for so many days on account of
bad weather, and when he came to a
coast he did not know where he was,
is the use of the ordinary sounding line
to ascertain for him the depth of water
and the nature of the bottom of the sea
and by comparing these facts thus ob-
tained with those given on the full and
accurate charts of the American coast,
he can easily tell whether he is at a safe
distance from the land or not. Then
why do steamships keep so close to the
land and to sea shore? The reason is
very plain. The captains know if they
go out and to sea there will be extra
expenses incurred and they will be
reprimanded by the owners. They take the
risk, then, of moving slowly toward
shore when they think their port lies,
and they may "make it," or that the
fog or snow may clear up, and while
inefficiently to disclose some known ob-
stacle, which will enable them to sail for
the harbor directly and certainly. Now,
mistake as to the time of tide, or a
misrecognition of the nature of the bottom,
or a misrecognition of the force of a
current, which their vessels are nearing the
land, and before anything occurs to cor-
rect their error they may find their ships
grounded.

Many take the chance of losing their
vessels, and the lives of those on board,
in order to save a few hours' time, and
when they succeed in getting into port
on time, nothing is ever said, because
nothing is ever known about the real
circumstances. It is only when an acci-
dent occurs, which cannot well be hid,
and at the public be made aware of the
danger to which passengers are need-
less and criminally exposed.

We have endeavored to make this
statement of culpable, parsimonious reck-
lessness in sailing steamships near land

the natural water, as plain as space and the
of these vessels is so stranded, we have
of us do so because every time
of the wrecks has become, we have
of officers and crew in the press to all
officers and praise for their bravery,
rately, and the rest of it, in order to
excuse people who are not able to ex-
amine for themselves regarding the real
cause of the occurrence. If the proper
authorities fail to take the necessary
preventive measures, the public can
simply bring the steamship companies
to account by observing the following
reasons: Refuse to patronize a line whose
ships run ashore on the coast, in thick
weather and a moderately calm sea, until
it is shown that the short-sighted econo-
mical policy is changed.

THE POSTAL LAW.—Despite the
efforts of Mr. Young, and other friends
of the country press, the Government
has decided to compel prepayment of
newspapers by the publishers. We are
sorry for this. The country press
serve letters at the hands of the Govern-
ment. And yet this is not the first
ground upon the interests of the press.
For a period of at least thirty or forty
years, the lists of letters lying at the
Post Office uncalled for was published
in this paper. This was an excellent plan,
parties interested were sure to be in-
formed of the fact that letters were
lying in the Post Office addressed to
them. We say for a period of thirty
or forty years; this was the system pur-
sued, and no complaints were ever heard
against the system.

As soon as the present Government
came into power, however, the system
was changed, the publication of the
letters was stopped, and now no notice
of letters lying unclaimed for, and
no paltry sum paid for publishing the
list will be swallowed up by the extra
charges required to look after the dead
letter at the dead letter office.

And now following this comes the law
which compels publishers to prepay the
postage sent from the publishing office.
If, it is intended to bring the law
into force in August next,
we taking from the pockets of publish-
ers directly the amount of postage charge-
able between August and January, as
subscriptions generally expire on the 31st
of December of each year.

The country press ought not to be re-
sented. In times of excitement, and
during elections, it is called upon to
perform many sacrifices and perform im-
portant duties, and leading politicians
are always eager to solicit its services.
It is not fair, therefore, to place heavier
burdens upon its shoulders.—*Recorder*

Additional papers regarding the com-
mutation of Lepine's sentence have been
sent before Parliament. On the 15th
of December Lord Dufferin wrote to Gov-
ernor Morris: "Although Lepine's
fate is still undecided, the capital sen-
tence certainly will not be carried
out to execution," and "if by any mis-
chance there should not arrive orders
from you to stay the hanging of Lepine, this
letter will be your authority for not
proceeding so." On the 6th of January Mr.
McKenzie testified to Mr. Morris:
"In case of any miscarriage of docu-
ments, you are authorized to stay the ex-
ecution of Lepine. Papers will be
mailed next week. Acknowledge receipt."
In this connection we may state that
Mr. Bowell has given notice of motion
for his intention to move for an address
in respect of all minutes in Council re-
lative to the commutation of the sentence
of death passed on Lepine for the murder
of Thomas Scott.

Archbishop McCloskey, of New York,
who, it seems, is to have the honor of
visiting the first American Cardinal, is a
native of Brooklyn, in which place he
was born in the year 1810. After
receiving a liberal education he prepared
for the priesthood, and was ordained in
January, 1934, at St. Patrick's Cathedra-
l in New York. Ten years later he
was consecrated by Bishop Hughes as
Bishop of Aixieres, and coadjutor of
the officiating prelate. At the death
of the latter Dr. McCloskey succeeded him
in 1864 as Archbishop of New York.
The Archbishop is described as a
well-formed erect figure; his counten-
ance strongly expressive of intelligence
and benevolence. His eloquence is of
a tender, religious type, uttered with
conviction, sincerity, in language of sim-
plicity and elegance.

For many years the United States
Government attained the "bad eminence"
of being the country where railroad accidents
were most frequent and most disastrous.
In the last year in Great Britain the de-
struction of life and property through
railroad catastrophes was greater than
in any other country. The causes of
these calamities are, as a rule, easily pre-
vented by very simple precautions, and
at fact makes such catastrophes all
the more distressing to the friends of the
humanity. A cable dispatch brings the
information that 30 persons were injur-
ed by a railroad accident at Litchfield.
This will have the effect of stimulating
the railroad reform in England, to which
recent disasters, the result of bad
management, had directed the attention
of the public and Parliament.

The action of the Dominion House of
Commons in asking for the amnesty of
those concerned in the North-West
Ambushes has encouraged the Fenian Am-
nesty Committee in Ireland to move
main. Mr. O'Connor Power recently
gave notice that he would ask the Home
Secretary whether, in view of the reso-
lution of the Canadian Legislature, he
could advise Her Majesty to expresse
Her Royal clemency in the case of the
persons now in prison for political offen-
ces in England and Ireland.

Governor Archibald's speech at
the opening of the Nova Scotia Legisla-
ture promises measures for the improve-
ment of election laws, the law for the
abolition of convicted elections, and that
providing for voting by ballot.

