Extraordinary Case of "Boycotting" a Gentleman Farmer.

TRIAL OF THE LAND LEAGUERS. Great Loyal Meeting at Mon-

POPULARITY OF THE THREE F's.

aghan.

Captain Boycett Makes a Claim for Indemnity.

INTERFERENCE OF HER MAJESTY.

DUBLIN, Dec. 15.

The case of Mr. Wm. Bence Jones, a gentle-The case of Mr. Wm. Bence Jones, a gentle-man farmer near Bandon, county Cork, who is now being "Boycotted," is even more re-markable than that of Capt. Boycott him-self. He farms nearly a thousand acres, and has lived in Ireland since 1840. He has spent £25,000 on improvements and his rents are about double the Government valuation. He states that his tenants were willing to pay the usual rents, but on December 2nd they received notices forbidding them to do so. day notices were posted on his front door, and a grave was dug in the grass near by. Later on notices threatening his tenants were stuck all over the town. They were consequently obliged to refuse to pay more than Griffith's valuation. Last Saturday some oats which Mr. Jones had sent into Bandon could not find a purchaser, and they still lie there unsold. On the same morning thirty labourers employed on his farm received the following notice:— "Strike on Monday, Mr. Bence Jones
Boycotted." God save Ireland." M Jones on learning this sent notices to the police, who visited the place and assured the workmen that they would be protected if they remained, but on Monday all left, including a mason, a carpenter, a gamekeeper, and a coachman; but the baker, gardener, dairyman, and another domestic remained as they did not receive the notice to leave. Mr. Jones' son and daughter had then to endeavour to supply the wants of the cattle on the farm as far as they could, and in this work they were protected by two policemen. The local traders will not supply Mr. Jones, and his house has to be guarded at night. Things were quiet to be guarded at night. Things were quiet to-day, but a long siege is expected to take place, as Mr. Jones is a man of considerable

resolution and strength of purpose. Some REMARKABLE INCIDENTS in connection with his "Boycotting" occur red to-day. Thirty head of cattle and forty sheep belonging to him arrived at Cork yesterday for shipment to Bristol. When the cattle arrived at the steam packet company's yard, they were recognized as belonging to Mr. Jones, and several cattle shippers went immediately in a body to one of the directors of the company, and said that if Mr. Jones' attle were allowed on board the vessel they would cease to have any further dealings with the company. The officials acceded to these representations, and refused to allow the

beasts on board. The animals were then turned out of the pard. Two drovers asked if the Clyde Shipping Co. would take them on board one of their vessels, but this appliefused to have anything more to do with th beasts, and the cattle and sheep were allowed to stray about the streets. Eventually a number of policemen succeeded in gathering them together and drove them into the premises of the Great Southern and Western railway, whence they were transmitted to Dublin. During the detention of the cattle at Cork no fodder would be supplied by the local tenders. The animals arrived at Dublin this morning in charge of Mr. Jones' agent, Mr. Brown, who took them to the Glasgow Packet lines yard, and then there was a general commotion among the drovers. Secretary Barry Mann in the course of the day was called on by several dealers who usually forwarded cattle by the company's boat, and they stated that they would not send over their beasts by that line if Mr. Jones' cattle were allowed on board. Mann went at once to the city and consulted with some of the directors as to the course to be pursued. Meantime the man in charge of the vard received two threatening etters by the mid-day post, one of which warned him that his life would not be worth a day's purchase if he had anything to do with the cattle. The document was signed by a "Molly Maguire" who had followed the beasts from Cork. At four o'clock it was decided that the cattle could not be sent by the steamer as there was no room for them. The other lines also refused on the same grounds, and the cattle remain in a Dublin yard under police protection. The Glasgow

that the company were intimidated. Mr. Brown will try again, and if unsuccessful, will take them to Belfast. Tarbert, county Kerry, has been "Boycotted" by his parishioners for three weeks. He can get no smith in Tarbert to shoe his horse, and the smith was even warned at his peril to do the like a second time.

people of the parish long since refused to give the usual half-penny or penny on Sundays for seats in the chapel, and it is thought that he will not be paid his dues at Christmas. Father Folev has freently denounced the League, and persistently refused to join it.

DUBLIN, Dec. 16. To-day counsel for the Crown and counse for the traversers each struck off twelve names from the forty-eight previously ballotted for, leaving twenty-four from which the jury will be selected at the opening of the trial. The Crown solicitor challenged three Catholics and nine Protestants, each side alternating in striking them off name by name. At each name struck off by the Crown, Mr. Dillon, of traversers' counsel, and a cousin of Mr. John Dillon, cried "another Papist," or otherwise called attention to the fact, though the master of the Crown office severely reprimanded him. Some Catholics are in-cluded in the remaining twenty-four persons in the panel, but the probability is that a great majority of the jury will be Protestants. Opinions differ regarding the probable inclinations of the jury, but it is not generally considered favourable thus far for

the traversers. THE LEAGUE AND COERCION. A Dublin despatch says:—The action of the Cabinet in regard to the Irish question is awaited with intense anxiety by the loyal classes, but with affected indifference by the Land League and its sympathizers. The most strenuous and desperate opposition may be expected to coercion. All that physical rance can do to prevent the suspension of the Habeas Corpus Act may be anticipated. Some members of the Irish party in Parliament who don't approve of the League will make common cause with them in the strugstone for shortcomings and attain popularity without directly committing themselves to the policy of the League. The organs of the League affect to disbelleve that the

contends that crime is no more prevalent now than a month ago, and that if the Government adopts coercion now after refusing to do so before it would be regarded as a tardy acknowledgment of error. THE GOVERNMENT SNUBBED.

The authorities at Dublin appointed a peron as High Sheriff of a certain county for next year. But that person declined the appointment because, owing to the state of the country, his rental is so diminished that he cannot afford the expenses of the office. He stated that, the Government having allowed the country to verge on a state of anarchy and rebellion, the responsibilities and dangers of office are more than he is willing to incur. INTIMIDATING JURYMEN.

A Dublin despatch says :- Several commercial travellers representing Dublin firms, whose names have been down on the jury panel, have received warning from their customers all over the country that if a ver-dict of guilty is found against the Land Leaguers they need expect no more business with them. A Dublin merchant has been ammoned before the Land League to answer or an old eviction and threatened with Boycotting" in case he should fail to appear. This has caused profound excitenent in business circles.

A LANDLORD PROTECTION FUND. executive committee of the Grand Drange Lodge of Ireland at a special meeting yesterday adopted resolutions to raise a fund for the purpose of providing means of protection for loyal men in remote districts.

THE CALLAN-SULLIVAN LIBEL SUIT. Mr. Philip Callan, member of Parliament or Louth, convicted of libelling Mr. A. M. ullivan, has been fined £25

ANTI-LEAGUE MEETING. A great anti-League meeting was held to ay at Monaghan, Lord Rossmore presiding. Resolutions were passed declaring that an equitable settlement of the land question was necessary—a settlement giving the landlords a fair rent and the tenants protection from rack rents and capricious evictions.

A BELLMAN ARRESTED. At the Manor, Hamilton, county Leitrim air on Monday a man, by order of the local branch of the Land League, went about telling the people not to buy or sell cattle to any one not a Land Leaguer. He was arrested by the police yesterday, and brought up in the petty sessions charged with intimidating the public. After hearing the case the magistrate committed him to gaol for one month. This has caused great excitement in the district, as Boycotting" was frequent and belling people at fairs is very common.

BEINSTATING AN EVICTED TENANT. About a thousand persons assembled in Kilmore, county Mayo, and rebuilt a house from which a woman named McNicholas had been evicted. The rebuilding occupied four hours. They then reinstated Mrs. McNicholas and left her three months' provisions.

There was a large number of police at the scene but they did not interfere, and when all was over the people quietly dispersed in marching order, each section of the Land League headed by its own band.

HER MAJESTY STEPS IN. It is stated that there was a painful scene between the Queen and Mr. Gladstone at Windsor over the Irish question, the Queen urging the Premier very decidedly to resort at once to force and to crush the disorder. The Liberals ascribe the Queen's interference to the influence of Earl Beaconsfield. SCARCITY OF WORK.

A Cork despatch says:—There is great want of employment throughout the country owing to the disinclination of the landlords owment to the labourers. The agent of the Earl of Cork was requested to provide labour on the Earl's estate, and he intimated that he will open works and give employment

until march. A MEETING BROKEN UP. A tenant right meeting was held at Lough gall, county Armagh to-day, those present being principally Orangemen. A mob of fifty persons took possession of the platform which they destroyed. The meeting was then held in an adjoining field, and a resolution passed in favour of a peasant pro

DUBLIN, Dec. 19.

A very significant movement is afoot with regard to the land agitation, which may have an important influence on the final settlement of the question. I refer to the attitude sud-denly adopted by numbers of the Irish landlords, both Liberal and Conservative, favouing what are called the "three F's," meaning "fair rents, fixity of tenure, and fair sale." The landlord opposition to these measures has been sensibly lessening in many quarters for some time. The first public expression given to them was during last week at a Monaghan Orange meeting, presided over by Lord Rossmore. This meeting made the "three F's" its platform. This action shows on the part of the young nobleman and the other landlords associated with him a public spirit and wisdom far in advance of their class. Some Armagh landine steamer sailed to-night with 168 head of lords have done the same thing, and many prominent English members of Parliament cattle; but it can accommodate 350, showing have also spoken out clearly on this point. Furthermore, the London *Times*, which has heretofore opposed concession and favoured an out-and-out policy on the part of England toward Ireland, printed on Saturday a remarkable article arguing vigorously in favour of the fixity of tenure and the other "Fs," saying, "The easiest way to establish a peasant proprietory is through that plan." To properly understand the importance of this change of attitude it must be remembered that fixity of tenure was denounced everywhere a year ago as utterly inadmissible. Anyone proposing it was considered a madman. Of course the three "Fs" do not satisfy the Land League, but if the landlords should generally adopt them they would be going half way in concession to the League.

THE PROHIBITED MEETINGS. In accordance with a proclamation issued on Saturday night the military went to Queen's county early this morning, to three places where League meetings were to be held. The fact of the Government's action, however, is robbed of the significance first given to it as the meetings were prevented for purely local reasons. It seems certain that a landlord near Cullshills had incited the hatred of the people and an indignation meeting was gotten up by the Central League, of Dublin, to denounce him. The landlord thereupon announced that he would break up the meeting by force, at any cost, if the attempt were made to hold it. The Government, hearing this, resolved to prevent the meeting. If only Cullshills were proscribed the League would have marched into the adjoining district to hold the meeting there, as Mr. O'Kelly did at Brookborough. They, therefore, proscribed the entire county, and the meetings through-

out the county were stopped without dis Correspondence is published between Capt. Boycott and Mr. Gladstone, in which the former asks the assistance of the Government to indemnify him for losses caused by his having to quit Ireland. Mr. Gladstone replies that the Government has already largely assisted Capt. Boycott with troops. To this Boycott replies that an army was sent to Lough Mask against his wish, and merely to preserve the peace, and regrets that the Government refuses him compensation. The following lowing is the text of Mr. Gladstone's letter :-" Mr. Charles Boycott:

Cabinet is resolved on coercion. One paper | the 8th inst. He desires me to say that he | consider the influences brought to bear on his is not sure in what way he is to understand your request for assistance from the Government. It has been very largely afforded you in the use of the public force. Beyond this, it is the duty of the Government to use its less exertions in the enforcement of the excitation of the exercise of th isting law, which they are endeavouring to enforce through the courts, and by asking, when necessary, the assistance of the Legislature to amend or enlarge the law, a matter of much importance, on which you can, of course, only receive information together with the public generally.

> "Private Secretary." A PUBLIC BOYCOTT INDEMNITY FUND. In consequence of the refusal of Mr. Gladstone to assist Mr. Boycott, the English public will be appealed to for aid. A list will soon be published of the committee which will organise a subscription.

> > ANOTHER BLUNDER.

The Times says :- "The Government's last

nnecessary blunder is Mr. Gladstone's reply Capt. Boycott's demand for assistance. Public opinion cannot but be affected by the letter, which is devoid of natural sympathy, letter, which is devoid of natural sympacity, and conceived in a spirit of pettishness against Capt. Boycott for having necessitated the employment of troops. Unsatisfactory as themselves up when the time for legislation

ORANGEMEN ARMING. The Grand Orange Lodge has issued a cirular urging the brethren to take measures for meeting by means of signals at any time, day or night, under any emergency, and to take means to protect themselves. Another rcular announces that a subscription has been opened for organizing defence and gives information in regard to the cost of arms.

omes, however limp may be their attitude as

an executive Government

MR. PARNELL TONING DOWN. It is stated that Mr. Parnell will not insist on attending the opening of Parliament on January 6th at the risk of a collision with the overnment authorities. It is said he hopes y submission to induce the authorities to stpone the trials to enable him and the ther indicted Land Leaguers to reach Pariament in time for the opening.

> NEW YORK, Dec. 19. MR. GLADSTONE

has gone to Hawarden, and other members of the Cabinet have departed to their respec-tive homes to spend a "Merry Christmas," eaving, alas, a more sorrowful Christmas to thousands in Ireland.

POVERTY-STRICKEN REFUGEES. London meanwhile is getting full of Irish efugees, and to-day a lady writes to the papers begging that some vacant sheds in the uth Kensington Museum may be set apart the use of her fellow-exiles. There is not o much exaggeration in this request as your readers may think, because these people arive in London without money or friends, and wander about the streets of the great strange city utterly destitute. Families that were omfortably off, or even rich, three months ago, are now in actual poverty.

APPEALS TO THE QUEEN. The Queen went to Osborne House, in the The Queen went to Osborne House, in the Isle of Wight, to-day. Mr. Gladstone was her guest at Windsor Castle on Thursday, and, it is to be hoped, satisfied his royal entertainer that Ireland was still under her rule. I hear that many appeals have been made to her Majesty from Irish ladies, but, of course, she is unable to do anything in the

It is said that during the holidays the Land League is to give the English people a onvincing proof of its power and of the secrecy of their organization, and will strike "a startling blow" in the heart of London itself. It is certain that the authorities at Scotland Yard have received some alarming intelligence on this oint. This is kept as secret as possible, and here is no allusion made to the subject in the newspapers, but the fact, I can assure you, is none the less unquestionable. In so large a city it is necessarily difficult to guard against langer, and especially an unknown danger. at all points; and people, remembering the Clerkenwell explosion of December 13th, 1867, are naturally nervous and apprehensive. The police are constantly on the watch, but do not know where to watch or for what to keep a lookout. It is a time of great unasiness with all who are responsible for pub ic peace or safety.

A BLOODY CHRISTMAS. Another London correspondent telegraphs . Thos. O'Connor, M.P., has just return to London from a very successful tour of the covinces, during which he delivered many ectures on the present condition of affairs in Ireland and the aims and objects of the Land League, very much in the line of his graphic and absorbing paper in the last number of the Contemporary Review. Mr. O'Connor said to me that he believed the situation in Ireland was most grave and threatening, and that a loody Christmas was not at all improbable In his opinion the greatest danger was to be apprehended in the west, where every man is armed to the teeth, and where all have revolvers, many rifles of the most approved pattern, and no inconsiderable number carry both kinds of weapons. It had been asserted, he said, that a Fenian movement was organizing, and he admitted the presence of Fenian agents at work among the people, but he denied mphatically that the people were organizing and said that in his opinion a distinctly Fenian uprising was highly improbable. The further successes so far of the Land League, which is winning all along the line, makes a Fenian movement entirely needless. Speak ng of the stories of violence put about, Mr. Connor denied that the League had harmed or intended to harm people. The arms now in the hands of the people, he said, may have been obtained through Irish-American socie

PARNELL BURNED IN EFFIGY. The Orangemen of Portadown are celebrat-ng this evening their victory of yesterday. During the day nothing was talked of but the attack on the Land Leaguers and their subsequent dispersion. In the evening the en-thusiasm took a more tangible form, and the leading spirits imitated the action of their English cousins on Guy Fawkes' day last month by burning Mr. Parnell in effigy amid the wildest excitement.

AMERICAN SYMPATHY. The resolution of the United States House of Representatives expressing sympathy with the Irish tenants elicited little attention and less comment except from journals always nostile to America and eager to seize on every discreditable incident to magnify the dissension between England and America. Englishmen generally perfectly understand that the resolution is "buncombe," is intended to conciliate the Irish-American voters, and is devoid of political meaning, and while regret-ting the possible mischievous effect on Ireland of such a platonic declaration, they regard it as complacently as they do General Butler's proposed invasion of the Irish courts. The rish-Americans now at the head of the League are regarded as far otherwise than formidable, the authorities agreeing that these adventurers are giving little real trouble by placing their unscrupulous ability at the service of sedition.

LONDON, Dec. 20. Mr. Plunkett, member of Parliament for Dublin University, at a Conservative meeting at Chesterfield yesterday, said the Government was bound to fall. While deploring the outrages in Ireland, he asked his hearers to Rochester, N.Y. See another column. " Mr. Gladstone has received your letter of

countrymen by agitators seeking to serve their own purposes.

WHAT THE GOVERNMENT IS RESPONSIBLE FOR. The Times says :- "Law-abiding citizens have to submit to ten orism which not only defies but supplants the law, and after looking long and anxiously for help from the Gov ernment, they have began to resign all hope, and no longer venture to resist the Land Leagne. Cases in which the police are able to arrest and the magistrates able to commit seem to become daily rarer. Even when a trial is secured the witnesses fear to speak and the jurors are afraid to convict. To deliver the peasantry themselves, as well as the upper and middle classes, a vindication of the aw has become imperative.'

THE SUPPRESSED MEETING. The Freeman's Journal says the suppression of the meeting at Callowhill on Saturday was one of the greatest intrusions on public right and liberty ever committed, and accuses the overnment of postponing the announcement of its intention to suppress the meeting to the ast moment so as to provoke a collision with the troops.

A FLATTERING UNCTION Mr. Stansfeld, Radical member for Hali-Mr. Stansfeld, Radical member for Haliemployment of troops. Unsatisfactory as
the action of the Government is, and unable
them, if for no other reason than that we
should 'not change horses while crossing a
stream.' It is to be hoped they will brace
themselves up when the time for legislation

Mr. Stansfeld, Radical member for Halifax, at Sowerby-Bridge said, as a member of
the Commission on Agriculture, he spent
some time Uncland studying the Irish questo the proportion of the Prince
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state of things would be found. A JURY TERRORIZED.

> The jury in a murder case in Ireland is ormed the judge that they dared not give a verdict according to their conscience, as a verdict of guilty would cost them their lives.

London, Dec. 21.
There was an enthusiastic demonstration by the Orangemen and Protestant farmers vesterday at Coleraine, county Londonderry. Resolutions were passed denouncing the Land League agitation and the inaction of the Gov-ANOTHER MURDER.

A tenant farmer named Mullen was shot and killed by six men concealed behind a wall near Hollymount. Mullen's wife has The murder was not an agrarian affair, but was merely owing to a querrel between Mullen and his wife. DRIVEN FROM THE COUNTRY.

The Marquis of Lansdowne, one of th largest Irish land owners, has abandoned his intention of spending the winter in Ireland in consequence of the condition of the

AMERICAN INTERFERENCE. The Standard this morning, editorially referring to the resolution of Congressman King, of Louisiana, calling upon the United States Government to use its good offices with the Government of Great Britain on behalf of the people of Ireland, says :serious attent ion need be paid to Mr. King's mpertinent notice of his motion, nor is it worth while even to resent the ludicrous pre mption of such a meddlesome proposa upon which no American statesman of the ank and quality of Secretary Evarts would dream of acting.

THE TRAVERSERS' WITNESSES. A Dublin despatch says the traversers in tend, if allowed, to examine nearly a thousand witnesses at their trial, including tenants and evicted persons, to show that their language and conduct were justified.

ANOTHER JUDGE THREATENED. A Cork despatch says :—Judge Fitzgerald, in closing the assizes to day, said the lawlessness had not diminished since the assizes between He had the same than assizes between the had the same than t ITEMS.

The Parnell defence fund now amount to Captain Boycott wrote to Mr. Gladstone asking for £6,000 as reparation due him from the State. It is confidently stated that Michael

Davitt's ticket-of-leave is about to be canelled, and Davitt arrested. The Daily Telegraph says that the Government contemplates proclaiming martial law in the disturbed districts of Ireland. The loval farmers and traders in many

the pressure to join the Land League. It is stated that 300 experienced London ice have been selected to strengthen the ivil force in certain parts of Ireland. A troop-ship has been ordered to get ready nediately to go to Gibraltar to convey the 97th Regiment thence to Queenstown. . The volunteers from the second battalion Scots Guards from Windsor to reinforce the

first battalion have started for Ireland. The master of the Kilmurry, county Clare, harriers has received notice from the Land eaguers of their intention to "Boycott" Lord Kenmare, who has large landed states in Killarney, has discharged three

Land League. Judge Dowse, in closing the Connaught Assize, said of the 212 jurors summoned only half had attended. The absentees will be fined £20 each. A sensation was created yesterday by the news that the Irish Privy Council had pro-claimed against the land meetings in Queen's county, Leinster.

nundred labourers for connection with the

Mr. Parnell has issued a circular altering he date of meeting of the Home Rule party com January 4th to December 27th, the day pefore the State trials begin. A Paris despatch says :- A consultation of rish Nationalists is expected on Monday, at

which the celebrated Fenian head-centre, James Stephens, will be present. The police at Ennis yesterday took forcible sion of some cars which the owners had refused them the use of because they were to

A mob of two thousand persons attempts on Saturday to wreck the residence of Mr. Downing, justice of the peace, at Bonnicolan, County Mayo. He had served writs of eject-nent on some tenants. The police kept the The police kept the people back at the point of the bayonet while Downing escaped on a car to Ballina, where he took train for Dublin. The police occupy his residence.

e employed to convey prisoners.

CIRCUMVENTING THE LAW. How a Sharp Jury Escaped Being Locked up Over Sunday. Belleville, Dec. 20.-Some extraordinary proceedings in connection with a jury occur-red in court on Saturday. At eight o'clock o.m. they returned into court, stating that hey were unable to agree, eleven being in avour of the defendant, and one for the plain iff. The Judge directed them to retire again, and if they could agree by eleven o'clock to submit a sealed verdict; if not, they were to be locked up until this morning. At eleven o'clock they gave in a sealed verdict, and when they assembled again this morning it was found to be for the plaintiff, with \$61 lamages. The jury was then polled, when it was found that there was still a majority for the defendant. They were severely repri-manded by the Judge, and sent back to re-

onsider their verdict. We are pleased to say that our baby was permanently cured of a serious protracted rregularity of the bowels by the use of Hop Bitters by its mother, which at the same time restored her to perfect health and

Reported Turkish Intrigue in India.

A RUSSIAN STUDENT RIOT. Critical State of Affairs in South Africa.

THE CAPE TROOPS DEFEATED.

LONDON, Dec. 16.

A FALSE ACCUSATION ANSWERED. A Vienna despatch says the Emperor and Crown Prince have declined the ball tendered y the city on the occasion of the marriage of the Prince, and requested that the money be given to the poor, offering a liberal contri-bution themselves. This is the result of the Town Council appointing a Committee of in-vestigation into the rumours that the Prince

The second report of the trustees of the Glasgow Bank shows a much more honeful ondition of its affairs than had been antici-ated. The total dividends so far paid pated. amount to seventeen shillings on the pound sterling of indebtedness. It is also stated that after the payment of the remaining three shillings on the pound, there will remain a surplus of not less than £300,000 sterling for vision among the shareholders upon whom calls were made. It is believed this sum will be utilized by investment instead of being returned in money to the shareholders.

LONDON, Dec. 17. Mr. Hartland (Conservative) was to-day leclared member of the House of Commons Mr. Ratcliffe (Liberal) was unseated for bribery and subsequently Mr. Lehman (Liberal) was elected. Mr. Hartland claimed the seat and Mr. Lehman was unseated for

TURKISH INTRIGUE IN INDIA. A sensation has been caused by a rumour hich has reached London that the Sultan is rying to divert the attention of England com Greece and her relations with Turkey by attempting to rouse the native Indian popu ation into rebellion. Turkish emissaries are known to be all over India, keeping a sharp watch everywhere for the interests of Porte, and this rumour, therefore, has sufficient ground to render its belief quite easy, and to cause a good deal of excitement here. LONDON, Dec. 18.

AFRICAN RISING SUPPRESSED. Advices from Accra. West Coast of Africa. November 18th, state that disagreements grose between the colonial governor and the native king. The population assumed a hostile attitude towards the Europeans, but when the situation became critical two British gunboats were sighted. The king was privately arrested, taken on board one of the

vessels, and sentenced to sixteen years' im-

THE ROCHEFORT AFFAIR. Royal, of Le Pays, refuses the challenge not allow a member of his staff to fight M. Reinach, as the latter refused to fight Roche

> A RUSSIAN STUDENT RIOT A Moscow despatch says :- About four nundred medical students assembled yesterday in the court-yard of the university seek-ing an explanation with the rector concerng a misunderstanding with two professors The rector proceeded to the residence of the Governor-General, and the chief of police went to the university and ordered the stu

dents to disperse. They refused, and a serious conflict with the police and gendarmes ensued. All the students were arrested and escorted to the House of Detention. ATROCITIES IN MACEDONIA. A Constantinople correspondent says : From Macedonia the most heart-rendin accounts of the condition of the people con tinue to be received, and the Turks there are carrying on a system of extermination differ

ing only in degree from the havoc they wrought in Batak four years ago. A NEW CABLE COMPANY. Two new cables to America are now known be secured, and the effort at monopoly through the capture of the French cable is, therefore, doomed to defeat. The Messrs. Siemens, the famous submarine telegraph onstructors, have closed their contracts with a New York syndicate and begun the manufacture of the first cable. The contract requires it to be of the best quality, and to be

finished and laid, ready for work, before July 1st, 1881. The second one is also to be laid during the summer of 1881. LONDON, Dec. 20. In the case of the Attorney-General against the Edison Telephone Company, to compel the defendants to take out a license to use the telephone on the ground that it is an infringement of the Government's monopoly regard-

A \$900,000 FIRE. A Rangoon despatch says :—A disastrous fire has occurred here. The damage is estimated at nineteen lacs of rupees (\$874,000). The principal fire engine completely broke down during the fire.

LONDON, Dec. 21. The General Post-office has issued a notice stating that it is prepared to establish in any town telephonic inter-communication, at the same time holding itself ready to make arrangements for the establishment or continu-ance of the inter-communication introduced by existing private companies. MORE RITUALIST CONTUMACY.

Lord Penzance to-day passed sentence of deprivation against the Rev. De Labere, vicar of Prestbury, who contemptuously disobeyed the order of the Court of Arches suspending him for six months for ritualistic practices. THE CZAR'S LIFE AGAIN THREATENED.

A St. Petersburg despatch says:—It is stated that before the Czar left Livadia the police found a newly dug tunnel running from a barn near the railway. The owner of the barn, who has a son exiled in Siberia, shot himself on the discovery. NOTES.

The Empress of Austria has given up her unting box in Ireland. Mr. Samuel Plimsoll has been invited to stand again for Parliament. The editor of the Leeds Mercury, an influ-

ential Liberal paper, has been knighted. Disease among sheep is spreading all over England, and causes agriculturists serious alarm. A Cape Town despatch says the Basutos were repulsed at Dordrecht on the 10th inst.

with great loss. A New York book trader has been causing a commotion among the London publishers by selling an American reprint of "Endymion" at the very small price of tenpence. The

price charged by the English olishers for their edition is thirty-one s' ags.

The crew of the Britis' & P City of Montreal, from Quebec, recent bandoned, passed five days in the rigging before they were

In the last consistory the Pope formally announced the appointment of Cardinal Jacobini to be Secretary of State and administrator of the property of the Vatican. The Duchess of Westminster died at Bournemouth on Friday night. Her Grace was a daughter of the second Duke of Suther-land, and Mistress of the Robes to the Queen. Le Triboulet and Le Monde Parisien of Paris have been sentenced to pay a fine of 2,000 francs for libelling Colonel Rien, comnander of the Guards at the Chamber of Deouties, who ejected M. Baudry d'Asson. Mr. John J. Mechi, the well-known Engish agriculturist and razor-strop maker, has His liabilities are estimated at £130,-000. His assets comprise the stock at Tip tree Hall to the value of about £27,000.

THE ROCHEFORT FLASCO. THE EX-EDITOR OF THE "LANTERNE" IN TIMATED TO BE INSANE-HIS CAUSE CHAM-PIONED BY THE BONAPARTIST PRESS. LONDON, Dec. 16.

The Paris Intransiquant, Rochefort's journal, calls M. Gambetta a liar, a robber, a forger, a false Genoese, and a wretch worse than Thiers or MacMahon.

La France states that in consequence of rumours about Rochefort's sanity it suppresses an article in type. A despatch from Paris to the Times says:— Of the effect the recent disclosures regarding Henri Rochefort in connection with the Commune will have on his followers it is too sudden to judge. The Socialist papers de-fend him but rather languidly, while the Bonapartist organs side with him.

AFFAIRS IN SOUTH AFRICA. BOER AND BASUTO SUCCESSES-HEIDELBERG CAPTURED AND A REPUBLIC PROCLAIMED-REINFORCEMENTS URGENTLY NEEDED, LONDON, Dec. 20.

A Cape Town despatch says the Boers have gained a great victory and captured Heidel-berg. This places the colonials in a very rilous situation, and it is understood that ey have notified the Government that it will be necessary to forward troops from England without delay. On the whole the Cape news is most alarming. The Pall Mall Gazette of this morning says there is no doubt that the Pondomese have seriously defeated the burghers. Private telegrams from Cape Town confirm the official despatches, and state that the colonial authorities are panictricken, and that Paul Krugher has been oclaimed governor of Heidelberg. This ews is all the more surprising inasm only ten days ago the Orange River State was ported entirely clear of rebels, and the ondomese entirely routed. At that time he President of the Free State informed the South African colonial authorities that the neck of the Basuto rebellion was broken, and the war could not last six months longer. ace that date it appears the majority of the Basutos in whose loyalty the Government had eviously confided have joined the rebels. If urther news does not prove that the present intelligence has exaggerated the situation, and should the sending of troops from England be really necessary, the Home Govern-ment will be placed in a most embarassing position. For the hour the disaster in South

Africa takes the place, as a topic in the clubs, of the muddled state of affairs in Ireland. The news from South Africa has produce profound excitement, almost amounting to consternation, on the part of the Govern-ment. Mr. Gladstone and the Earl of Kimberly, Secretary of State for the Colonies, are now arranging a conference with the Duke of commander-in-chief of the army, and with the War Office regarding the situation, and it is probable that Council to discuss it will be held immediately. Owing to the number of troops already sent to Ireland the re-arrangement of the military so as to meet the demands from the Cape will cause great inconvenience. In Conservative circles t is caustically said that there is evidently a secret understanding between the Basutos and the Land League, the former having

undertaken to produce a diversion in tavour of Mr. Parnell and his compatriots. What the effect will be upon England should an-other South African war break out, as seems likely at the present time, it is not easy to LONDON, Dec. 21. The news of the Boers' revolt in South frica has caused a sensation. Another war South Africa meets with great favour in

ilitary circles, but owing to the number of troops already sent to Ireland the re-arrangement of the military so as to meet the demands from the Cape will cause great incon-A telegram from Pieter-Maritzburg dis-

ses that a state of war exists in the Transvaal, and that the resources of England are ow apparently pledged to the task of subjugating the Dutch Boers. There are only 8,000 whites capable of bearing arms in the Transvaal, and of these 5,000 have ranged themselves under the banner of the republic at Heidelberg. The rumour of the defeat of the burghers by the Pondos is unconfirmed The rebellion of the Boers can hardly fail to ncourage the Basutos to greater resistance.
It is stated that the 97th regiment, which was to have been brought to Ireland from Gibraltar, is now ordered to Natal. Though the Governor, Sir George Colley, did not ask for re-inforcements he intimated that he night want them, and it was thought better ing telegraphs, judgment was given for the to despatch a regiment to the Cape at once without running the risk of any graver emergency. A battalion of rifles from Aldershot ordered to Ireland instead of the 97th

### regiment. FRIGHTFUL VENGEANCE.

Robber and Murderer Burned to Death for Outraging the Laws of Hospitality. TUFILO, Miss., Dec. 21.—Brown Riding, a roung man whose family consisted of his wife and daughter, two years old, on Saturday night permitted two men giving their name as Miller to stay all night. They occupied a bed in the same room with the family, ing the night the neighbours discovered the house on fire, but could not save it. The remains of the family were found in the ruins. but the two visitors had fled. The officers captured one, who confessed that he and his mpanion chloroformed the family, robbed the house, and set it on fire. The crowd then bound the prisoner and burned him to death.

EPPS'S COCOA. -GRATEFUL AND COMFORT-NG.—"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful ap-plication of the fine properties of well-select-ed Cocoa, Mr. Epps has provided our break-fast tables with a delicately flavoured beverage which may save us many heavy doctors' bills. It is by the judicious use of such articles of diet that a constitution may be gradually built up until strong enough to resist ery tendency to disease. Hundreds of subde maladies are floating around us ready to attack wherever there is a weak point. Vanay escape many a fatal shaft by keeping ourselves well fortified with pure blood and a properly nourished frame. —Civil Service Fazette. Sold only in packets labelled 'JAMES EPPS & Co., Homosopathic Chemists, London, Eng." Also makers of Epps's Choco late Essence for afternoon use. 101-35

The Roman Catholic bazaar at Kingston for the benefit of the poor realized \$900.

PRICE THREE CENTS.

### POSTSCRIPT.

MAIL OFFICE, THURSDAY Dec. 2J, 1880.

BY CABLE.

Affairs in Ireland. LONDON. Dec. 22.—A disturbance is apprehended to-day at Derrygonnelly, county of Fermanagh, where a Land League meeting is announced to be held. Captain Archdale has issued an address summoning, all the loyal men to his side to oppose the extension of League principles in that locality. Troops have been sent to keep the present have been sent to keep the peace.

It is stated that the Bantry Branch League has decided to "Boycott" Lord Lennox's agent and bailiff, also Mr. Manning, the pro-secutor in the case against Healy, Walsh, and

A New Tunnel Opened. GENEVA, Dec. 22 .- The Leggistem tunnel, near Wasen, the first spiral tunnel on the St. Gothard line, is completed. It is 1,000 metres long, and has been bored through granite en-

ely by hand. Failure of an English Banking Firm CONSTANTINOPLE, Dec. 22 .- The ol lished English banking form of have suspended. The liability

£150,000. The losses are chiefly divances made to the Porte. The Lond of Henry Hanson has also failed. UNITED STATES.

Break in the Chicago Market. CHICAGO, Dec. 22.—Several parties here have been somewhat strained by the heavy drop in grain, but if prices recover they may go on. A continued decline would, however, very probably swamp a considerable number of firms. It is stated that New York speculators are largely responsible for the shaky condition of many commission men here. Impressed with the high prices of stocks, and believing that grain and provisions should be equally high, they sent in orders, reckless in amount and price. The commission men who have done their business have in many instances been compelled to sell them out, or stand in the gap, or margin their deals. By these manipulations prices have been forced to an unwarranted altitude. Many people look for a continuance of the fall in rates. The weakness yesterday was assisted by news of a failure in St. Louis, and the calls for margins from all quarters. To-day's developments are looked for with much

Bad School Accommodation NEW YORK, Dec. 22.—It is stated that on account of lack of accommodation thousands of children here are unable to attend the public schools. It is also asserted that the rooms are now overcrowded and badly ventilated. The sewering is said to be defective, and some of the class-rooms are underground.

A Ferocious Wrestling Match. NEW YORK, Dec. 22.—The wre ship of the United States, between Bi Whistler, ended after a desperate structure four hours. Neither contestant got. The men were stripped to the wait when the contest and the structure of the str when the contest closed were oblood from the neck to the waist

CANADA

tively short time was a he It is supposed to have been fired, a taker extinguished the fires about en last night. The building was v \$3,000, and was insured for irectors do not intend to rebuild, as i not been profitable.

The Canada Southern's Earnings.
The net earnings of the Canada South
railroad this year will be \$1,324,000, an crease of \$777,000 over last year. The earnings of the Lake Shore is officially nounced at \$15,326,000, an increase of 053,000 over the previous year. The Opposition Leader.

LONDON, Dec. 22.—In response to numerous requests, the Hon. Edward Blake will deliver an address on the Pacific syndicate terms in the City Hall, London, on Monday, December

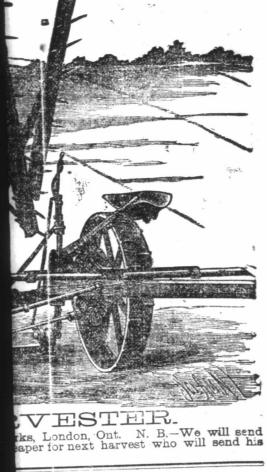
Collapse of a Grain Warehou CHABLOTTETOWN, P.E.I., Dec. 22. - Wright & McNutt's grain warehouse collapsed yes-terday. One man was killed and another seriously injured.

An Insane Murderer PLANTAGENET, Dec. 22.-The parties sup posed to have been connected with the nurder of Pierre Brunet, in September last. inurder of Pierre Brunet, in September 1909, are now in custody. It will be remembered that at the inquest nothing was elicited to attach guilt to any person. About two months ago a young man from this village named David Provost, who had left the day after the old man's disapproper returned home partially insane. He pearance, returned home partially ins had been up the river in one of Messrs. J. R. Booth & Co.'s shanties and had to leave consequence of this. Getting no better, was committed to L'Orignal gaol, and have confessed to some thefts, was senten the magistrate to four months' ment. Suspicions were entertain was in some manner implicated wit murder. He had been closely watch those in charge of him, and yesterday ing he confessed to Constable Costello he, in company with Damaz Brunet, a so the murdered man, had committed the de Provost states that he met Damaz in the village, who broached the matter to him and induced him to go to the old man's house.
This they did in broad daylight, and he Prothe son, standing by. The old man to death, Damaz the son, standing by. The old man had alone and had come in from his work and change his clothes, the day being very wet. accounts for the light clothing or when found. Provost then went to his bro ther's place, about a mile distant, and re-turned after dark with a horse and cart, and took the body and threw it in the hole where it was found, and Damaz afterwards covered with branches. Constables Costello and Wright came up from L'Orignal last night and arrested Damaz Brunet.

The Strathroy Age says that many will regret the demise of Mr. Angus McTavish, a well-known resident of Lobo, in the seventyseventh year of his age. He came to this country in 1833, and has lived in Lobo ever He leaves a wife and four children all of whom are married and in good circum

The Verdict of half the World. The entire western hemisphere pronounce MURRAY & LANMAN'S FLOBIDA WATER the most delicious perfume for the boudoir, the ballroom, and the bath, that chemistry yet succeeded in extracting from living

Wanzer's new "Gothic" sewing ma woodwork is having a large run and their factory is working nights to fill the many urgent orders. For a Christmas present there is nothing that will excel the goods offered this winter, both in style of finish, and beauty of workmanship. Every part will undergo the minutest in



cal Instruments.

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A never-failing, certain, and permanent cure for all Diseases of the Kidneys, Bladder, and Urinary Organs. Are you suffering from Lame Back? Starr's Pad is a sure cure. Nervous Debility, Gravel, Bright's Disease, or Diabetes? Ask your druggist for Starr's Kidney Pad, and the relief will be sure and speedy. To ladies who suffer from diseases peculiar to their sex we say, procure Starr's Kidney Pad, it acts like a charm. Nervous Debility. Young men suffering from loss of memory, and so forth, have in Starr's Pad a positive cure. The Child's Pad never falls to cure incontinence of Urine, or Bed Wetting. A Boon to Mothers. Testimonials from people of the highest character and standing. Read our pamplet on Kidney Diseases, sent free. Write for it. Child's Pad, \$1.50; Regular Pad, \$2;

AGE

Child's Pad, \$1.50; Regular Pad, \$2; Special Pad, \$3. Sent free by mail on re-ceipt of price. For sale by druggists. STARR KIDNEY PAD CO.,

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New Brunswick Cotton Mills,

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COTTON YARNS, white and coloured, single CARPET WARPS, white and coloured BEAM WARPS, for woollen mills, in all the HOSIERY YARNS of every description. BALL KNITTING COTTON, superior in uality and colour to that imported.

These goods have been awarded FIRST PRIZES for each of the above articles at the Toronto Exhibition of this year, and A GOLD MEDAL at the Dominion Exhibition at Montreal. oma and Seven first class Prizes at Hamil-AGENTS:





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THIRD SESSION OF THE FOURTH PARLIAMENT

From Our Own Reporters.

THE SENATE. OTTAWA, Dec. 15.

In the Senate to-day,
Mr. CAMPBELL introduced a bill intituled
An Act to amend chapter 15, 39 Vic., 1876, entitled 'An Act to make provision for the crossing of navigable waters by railway and other road companies incorporated under provincial Acts.'".

THE DEATH OF MR. CHRISTIE. Mr. SPEAKER informed the House that

Mr. SPEAKER informed the House that he had received a telegram announcing the death of Mr. Christie to-day.

Mr. SCOTT—Fam sure we all feel deeply grieved at the melancholy intelligence that his Honour the Speaker has conveyed to the members of this House. The late gentleman filled important positions in this country, having been, I believe, first elected to the old Parliament of Canada in 1851, and almost consecutively since that period occupied a position in one or other branch of the Legislature. The deceased gentleman also held the position of Privy Councillor, having been sworn in in 1874. held the position of Privy Council-lor, having been sworn in in 1874. He was my predecessor in the office of Secretary of State, and subsequently oc-cupied the position which you now fill. We all remember that although loyal to his party; although having strong feelings of allegiance to those with whom he was in sympathy poli-tically during his incumbency of that chair, his decisions were received in this House as coming from one who pronounced them judicially. I am aware that it is the rule in this Chamber that when a departure takes place among the members of the Senate, it is not customary of late years for an adjournment to be moved. However, considerng the exceptional position which the deceased gentleman occupied, that of having filled the chair in this body, I think the rule might with all prepriety on the present occasion be departed from, and I am quite sure that this Chamber will mark its feeling of regret at the loss it has sustained by adjourning out of respect for the memory of the late Hon. David Christie.

Mr. CAMPBELL concurred in the remarks of his hon. friend (Mr. Scott), and suggested that he should amend his motion to appoint two members to be present at the funeral of the late Senator on the part of the Senate. Mr. SCOTT accepted the suggestion. The Senate adjourned at 3.50 p.m.

## HOUSE OF COMMONS.

OTTAWA, Dec. 15. The member for Joliette, Mr. McConville,

THE PACIFIC RAILWAY. Mr. BLAKE moved for copies of the contract or agreement entered into with certain contractors for the construction of the Pacific railway last summer, during the visit to England of the First Minister, the Minister of Railways, and the Minister of Agriculture. He said that the cable from time to time and the property of the beauty of the Minister of Minister. ed during the absence of the Ministers

nounced during the absence of the Ministers in England that an arrangement had been arrived at with European capitalists.

Sir JOHN MACDONALD said he objected to the motion on the same ground that he objected to the previous motion of the same character introduced by the hon. gentleman. The hon member had said that a number of cations had come across the Atlantic. lose communications he was not rewell known in England that no ing on. It was a matter that occurion of the Stock Exchange.

the statements on one side and the statements on the other. It was contrary to all rule and precedent that anything but the final result should be submitted, in view of which he declined to accede to the motion.

Mr. CASEY said the House had a right to have all the research for the Contract of the con knew all the reasons for the Government arriving at the decision which they reached, and to have communication of all the offers and negotiations which had taken place between the Administration and the capitalists

divided; yeas, 53; nays, 120.

The members were called in and the House divided; yeas, 53; nays, 120.

YEAS—Mesers. Anglin, Bain, Bechard, Blake, Boeden, Bourassa. Brown, Burpee (St. John), Burpee (St. John), Burpee (St. John), Burpee (Sunbury), Cameron (Huron), Cartwright, Casey, Casgrain, Chanton, Cockburn Maskoka), Dumont, Fiset, Fleming, Flyan, Geoffrion, Gillies, Gilmor, Glen, Gunn, Haddow, Holten, Huntington, Kilham, King, Lanne, Laurier, Macdonell (Lanark), Mackenzie, McLaurier, Macdonell (Lanark), Mackenzie, McJaurier, Macdonell (Lanark), Bourier, Sagrain, Sowell, Brokerson (Brail), Pogerson, Soushard, Rimfret, Robertson (Bladimand), Welon, Weler, Wiser-Si, Raker, Beaty, Beauchesne, Beoth, McJaurier, Caron, McJaurier, Bergeron, Bergin, Bill, Bolduc, Boultbee, Sourbean, Bowell, Brecken, Brooks, Buhster, Junting, Cameron (Victoria), Carling, Caron, Jiron, Colby, Connell, Coughlin, Coursol, Chries, Cuthbert, Daly, Dawson, Desjardins, Jonnille, Drew, Dugas, Elliott, Farrow, erguson, Fitzsimons, Fortin, Fulton, Gault, Manti, Girouard (Jacques Cartier), Girouard, Kanti, Grandbois, Haggart, Hay, Hesper, Houde, Lyes, Jackson, Des, Hopper, Houde, Lyes, Jackson, Des, Kaulhach, Keeler, Kilvart, Kirk, Errick, Kranz, Landry, Lane, Langeyin, McJonald (Oge Breton), McDonald (Bir John), cDonald (Oge Breton), McDonald (Bir John), cDonald (Oge Breton), McDonald (Picton), cDonald (Victoria, N.S.), MacMillan, McCaller, McLennan, McLeod, Chuade, McCorry, Manson, Masson, Massue, erner, Mongenais, Montplaisir, Mousseah, Litart, O'Connor, Orton, Patterson (Essex), Brand, Montreal, Shaw, Porouper, Richey, Itar, Kirk, Plumb, Pope ompton), Pope (Queen's), Poupore, Richey, Itar, Strange, Tasse, Tellier, Tilley, Tuppen, Lies, Vanasse, Wade, Williams, Wright—120, McHessey, Williams, Wright—120, McHessey, Milliams, Wright—120, McHessey, Williams, Wright—120,

Rochester. Rois (Dundae). Evolution. Routher, Royal Ryan (Montreal), Shaw, Spronder. Strange. Tassay. Tellier, Tilley, Toppes the Strange. Tassay. Tellier, Tilley, Notfolk, Wallane Ffork, Wallane Ffork

ster of Railways than the fact that the Minister of Kallways should have supposed he was securing what the Allan contract secured, when in fact he was securing something altogether different and very inferior? The Union Facific had been constructed under very discreditable auspices. The company had resorted to the device of the contracting it with themselves for contractors. The company had resorted to the device of contracting it with themselves for contractors, building the road, issuing bonds to the full extent, and then dividing the bonds and proceeds. This was the report of a Committee of the House of Representatives on the Credit Mobilier agandal. It was reported the United States was fast filling with gigantic corporations, wielding and controlling vast powers, influencing largely the State Legislatures, and in fact becoming the ruling power of the State; and within a few years Congress, to some extent, had been brought under similar influences. The same thing, he feared, was becoming true of this country. The men entrusted with the management of the Union Pacific bargained with themselves to build the line for about twice the actual cost, and pocketed the profits, estimated at about \$30,000,000, taken out of the pockets of the tax-rayers, of the United States. If for "themselves" was substituted the "Government," then they would have a quotation equally selves" was substituted the "Government," then they would have a quotation equally applicable to the present circumstances. (Hear, hear.) According to last year's estimates the Canadian Pacific railway would cost \$61,800,000, exclusive of interest under the proposed arrangement. The total expenditure, according to the present estimates, would be \$88,500,000, leaving \$26,700,000 to be provided by the syndicate. If they adopted this year's estimates the cash provided by the country would be reduced by \$3,500,000, and this would leave the total cash expenditure for the country at \$58,300,000. The cost of the whole work was reduced by \$9,000,000, so the total cost was \$79,500,000, which would leave the difference between which would leave the difference between \$58,300,000 and \$79,500,000 to be provided by the company, a sum of \$21,200,000 only. He was not disposed to let the Minister of Railways take one line of estimate for the Government and another for the syndicate. Whatever estimate was applicable to one was applicable to both. The provision of freedom from taxation on the road alone, if nothing was said about the freedom of taxation of the lands on the whole railway, was worth far more to any company owning the road than these twenty-one or twenty-six nillions. One railway company had already refused for a large portion of their lands \$5 per acrc. This line was to be constructed for \$15,000 a mile, and the fortunate stockholders would then be able to build the road

free of cost, and probably have four or five millions besides out of the sale of their lands. If the lands were valued at \$4 an acre, the value of the concessions would be found to be \$162,000,000, and if at \$2, \$101,000,000 for a cres. if at \$2, \$101,000,000 for a cash expenditure on the part of the syndicate of \$26,700,000, according to last year's estimates. Accordto this year's estimates. According to this year's estimates, the country was to expend in cash and works \$58,300,000 only, and taking \$101,000,000 as the value of the land, they found the total would be \$159,300,000. This subject could be examined in another light, that of the amount realized from the lands to be sold. The Government settimated last were that 10 800 only. estimated last year that 10,880,000 acres of railway lands would be sold in ten years; and if that quantity was sold under the present arrangement the syndicate would get in \$11,000,000 in ten years and \$8,580,000 subsequently, or \$19,580,000 in all; while the Government would only, if it sold its lands at the rate they had already laid down as the proper rate, get in \$12,000,000 in the ten years, or not enough to nay the interest. ten years, or not enough to pay the interest on the capital account. The syndicate had therefore an immense advantage. But it was said that the limit of the country's liability inds of rumours were set afloat, some mich were correct and some incorrect, could see, it was the limit of the syndicate and some incorrect, could see, it was the limit of the syndicate and th the company \$9,000,000 in money, leaving a they went to England, where they difference of only \$1,800,000 between the cash met with failure. On their return difference of only \$1,800,000 between the cash me subsidy and the actual cost. But to meet to this difference of \$1,800,000, the Government gave 11,260,000 acres of choice land, which

gave 11,259,000 acres of choice land, which valued at \$4 an acre, would be worth \$45,000,000, and at \$2 an acre, \$22,500,000. Thus, valuing the lands at the highest rate, the company after building the road would have a surplus of \$43,600,000, or at the lowest valuation of the lands of \$20,000,000. At the highest calculation the company would clear \$48,000 a mile, and at the lowest \$23,000 a mile. But if the acceptance which is the second of the lands of \$20,000,000. he was bound to make some sort of a bargain, for how could he meet Parliament and confess that he had failed? The meu, therefore, who had him in their grip secured pound of flesh upon pound of flesh until the monstrous bargain now before the House was completed. bargain now before the House was completed. The contract only deserved to be rejected. That it would be rejected by the House he could not hope; but he had no doubt that an indignant country would take the earliest opportunity to inflict the penalty upon these offenders for the second time, who, having once betrayed the country's honour and having been forgiven, had taken advantage of a too confiding people to again betray their \$23,000 a mile. But if the section was constructed upon the lower estimate, the company would receive a surplus of \$44,850 a mile at the highest estimate of the value of the land, or \$23,520 at the lowest estimate. the land, or \$23,520 at the lowest estimate. Now the next section was from near Jasper House to Kamloops, a distance of 420 miles. The cost of that section was estimated at \$18,200,000. The cash subsidy given was \$6,000,000. The deficiency, therefore, was \$12,200,000. To meet that 7,500,too confiding people to again betray their material and vital interests. (Loud Opposition cheers.) given was \$12,200,000. To meet that 7,500,000 acres were given. If this land was valued at \$4.05 an acre the entire grant would be worth \$30,300,000. If they were valued at \$3.15 the grant would be worth \$23,350,000. If they were valued at \$3.15 the grant would be worth \$15,000,000. Thus, by valuing the land at the highest rate, the acompany would, after building the road, have a surplus of about \$23,000,000, while at the lowest rate ther would be a surplus of nine millions. Calculating by the mileage, the surplus per mile on this section which the company would realize would be, reckoning the land at the highest estimate, \$40,000 a mile; reckoning at the lower estimate \$20,000 per mile; or reckoning them at the lowest estimate, \$6,222 a mile. This was supposing the total cost of the section was \$18,200,000. But supposing the construction would cost as estimated by the Minister of Railways in the new estimate. Mr. LANGEVIN moved the adjournment

The House adjourned at 11.45.

ance. The Minister of Railways had stated

OTTAWA, Dec. 16. FIRST READING.

The following bill was introduced and read a first time:

An Act to repeal the Supreme and Exchequer Court Act and the Acts amending the same.—Mr. Keeler.

PREVENTION OF FRAUD.

Mr. CASGRAIN introduced a bill for the letter prevention of fraud in relation to constracts involving expenditure of public moneys. He explained that for a number of years contractors in connection with Government contracts had resorted to various means to defraud the Government for the benefit of the lowest tenderer. Also recently in the Public Departments private information had been given to tenderers detrimental to the public interests. It appeared that the Government owing to these practices had lost \$219,000, which had in fact been fraudulently extracted from the public treasury. The bill was intended to prevent the recurrence of these acts, and it would forbid, under pain of severe penalties, contractors subscribing directly or indirectly to election funds. The penalties would be inflicted both by fine and imprisonment. PREVENTION OF FRAUD.

and imprisonment.

Sir JOHN MACDONALD said he had no objection to the first reading of the bill. It was desirable that members should be allowed was desirable that members should be allowed as far as possible perfect freedom of discussion regarding any matters that might arise; but he thought that his hon friend might just as well have reserved the remarks he made until the bill was presented and they could enter on a discussion of its principle.

The bill was read a first time.

The bill was read a first time. THE PACIFIC CONTRACTS Mr. BLAKE moved for copies of all the 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 October last, and referred to in the contract brought down this session. He understood that modifications had been made in the contracts which the Government were to finish, and it was in-order to find out what these modifications. were that he asked for the papers mentioned were that he asked for the papers mentioned in the motion. The papers, in his opinion, should have been brought down by the Government before the House was asked to adopt the contract.

Sir JOHN MACDONALD—My hon, friend is getting reasonable. I shall therefore have no objection to the passage of this resolution, and shall see that it is attended to immediately

diately. The motion was carried. SOUTH-EAST BAY.

Mr. BLAKE moved for copies of any reports of surveys made since last session on

RAILWAY LAND GRANTS.

much from every man's business as possible without compelling him to shut up. In this case the company had not only the opportunity of exercising all the power which other companies exercised for getting high freight rates, but it was secured from competition. This was, to his mind, one of the worst features in the measure; for it would no doubt keep up the freight rates. Why, if there was a provision in the law fixing the rates with due regard to the actual cost of the enterprise providing for a profit of 20 per cent. even it would not be so bad, for the reasons already given. He objected Mr. BLAKE moved an address for a copy of the order-in-Council granting about 1,328, 000 acres of land in the North-West and Manitoba to the South-Western Colonization Sir JQHN MACDONALD said there could be no objection to bringing down the order in-Coungil respecting the route of the railway. In regard to the grant of land for railway, in regard to the grant of land for railway purposes, he might say it was not correctly described as a grant. The land was sold in the ordinary way to the company just as it would be sold to any individual. The Honse would remember that the whole scheme regulating the sale of the land was submitted to Parliament, and that it provided for the sale of lands in belt A at \$1, and in belt E at \$1. The railway company came as ordinary purchasers and bought lands in belt E, and had no advantage that other purchasers could not get. It was of very great importance that the land should be sold, not to speculators, but to a railway company, whose object was to build and own a line through the country and open it up. The motion was carried.

Mr. BLAKE moved for the copy of an order-in-Council granting tracts of land in the Next W. for the reasons already given. for the reasons already given. He objected to the undertaking per se, but he objected also for the additional reason that in his opinion the interests of the country demanded the construction of the Sault line. In his apinion a company could be easily secured to build, that one for the subsidy offered now for a line from South East Bay to Sturgeon er. An offer he was aware had been man the Government for the construction of the line, but he believed that a company would undertake the line upon even more favourable terms than those offered, and upon far more reasonable terms than those one now proposed to the

than those offered, and upon far more reasonable terms than those now proposed to the House. The Sault line would give a through line to the North-West in three years, or seven years earlier than a through route would be provided under the present proposal. Besides, that, it would take the freight of hundreds of miles of American territory with a population of 1,200,000, and it would connect with the Northern Pacific and have thereby the trade of the Wastern States. order-in-Council granting tracts of land in the North-West to any railway company other than the Manitoba and South-Western Colo nization Railway Company.
Sir JOHN MACDONALD said that from Sir JOHN MACDONALD said that from his point of view, and he thought from that of his hon, friend the member for Bothwell, when they could get money for lands they had better sell them; and if any of these railways ran through any of the belts, they would be very glad to sell the railways land in odd-numbered sections at the prices set for each belt, whether it be five or one dollar an acre.

The motion was carried. have thereby the trade of the Western States in the future. Moreover, they could get con-nection with San Francisco by this line, He advocated the shortest and best route, whether north or south of Lake Nipissing. This route was of vital importance to Canada. The distance from Glyndon to Montreal by the Sault was 1,307 miles, and the line by Sault mines, by south-east bay and thence to Brockville and thence to New BRITISH COLUMBIA LANDS.

York was the shortest line by our projected means of communication that could be ob Mr. BLAKE moved for copies of the orders means of communication that could be obtained. The distance from Glyndon to New York was 1,506 miles, a saving of 249 miles. Of course gigantic efforts would be made by the existing lines which controlled this trade to retain it, but with 300 miles by rail and 200 miles by water of advantage, we were bound to win if we only acted in time and strethed forth our hands to the fortune that in-Council and correspondence touching the lands appropriated for the construction of the Pacific railway in the province of British Columbia,
Sir JOHN MACDONALD said he had no objection to the motion. There had been some correspondence the subject, and he fancied that it would end satisfactorily. was awaiting us. This was the time. These connections should be made as soon as possible. This was matter of great importance and immediate action was of prime import-The motion was carried.

THE ISLAND RAILWAY. Mr. BLAKE moved for the correspondence with the Government of British Columbia or with any person in that province respecting that we could obtain American trade by the Sault line, and then could we not keep our own trade if this line was built? This inevitably followed. It was not wholly an Ontario question. The business and the national interests demanded a nearer route for freight and immigrates in this direction and the route which the Island railway.

Mr. RUNSTER said he was glad to see the leader of the Opposition taking such an in-terest in the affairs of British Columbia, which he had so much libelled. He believed the hon, gentleman would rather see British Columbia go than stay in the Union.

The motion was carried. THE SALE TO MR. BRASSEY. vocate that this province or the province of Quebec had separate interests in this matter, the general interest should alone be considered. Moreover, this great object could be obtained in three years. It was of the highest importance to advance the fortunes of the North-West. A short rail and water route, by the Sault Ste. Marie and Pembina branch, should be secured as speedily as possible. The freights which would pass over this route would go to Montreal, and of course return freights would be commanded. This route would be of advantage to Ontario, but great advantage would go to Quebec. We could control the trade of the North-West legitimately, and on no account would he advocate such control on other terms in the interests of posterity. The other ground of argument Mr. BLAKE moved for copies of the orders-

troi on other terms in the interests of posterity. The other ground of argument was wholly indefensible. He thought the Michigan, Minnesota, Montana, Idaho, and Washington Territories could be commercially annexed by this scheme. He only desired that Ontario should not be placed at a disadvantage. He could not understand why it was that this monstrous bargain was brought down to Parliament; a bargain which involved great liabilities and handed over all the profits the nation might derive from the appenditure to a corporation. Had the Government power for dispose of such lands. Mr. Brassey, who, he might say, had no desire to be a monopolist, and quite understood that all these portions of land fit for agricultural scale that are that are larged tracts of blocks would be sold to anyone. That was the rule, and the Government adhered to it. As the House knew, there were large tracts of country fit only for cattle ranches. Land

having alarmed the country by their premature policy, they were forced to devise a scheme by which to get rid of the road; so focuntry fit only for cattle ranches. Land they went to England, where they met with failure. On their return to Canada, the Premier announced that his negotiations in England had been successful. Some people believed him; many did not; but having made the announcement, he was bound to make some sort of a bargain for how could he meet Parliament and confess that he had failed? The men, therefore,

ranches.
Sir JOHN MACDONALD said he thought there was.
Mr. BLAKE—At what price do you propose to sell?
Sir JOHN MACDONALD said Mr. Bras sey was quite willing to pay the regulation prices—about a dollar an acre, he supposed. Sir RICHARD CARTWRIGHT said he was glad to hear the explanation of the Mir ister. He had seen some statements made, and he had thought it would be an astonishing thing if lands fit for settlement should be sold in large blocks. He hoped care would be taken to see that the lands sold for cattle

ranches were not agricultural lands.
Sir JOHN MACDONALD said every car would be taken to provide against that. Some land which had been thought unfit for for settlement had, he was happy to say, turned out to be really good land. The motion passed. THE CUSTOMS LAW.

Mr. CASEY moved for a statement respect ing all the seizures of goods made by the Customs authorities since the introduction of the present tariff.
Mr. BOWELL said the Government could have no possible objection to bringing down the papers, but he would suggest an addition to the motion calling for the result of ap-

praisement.
The motion was carried.

MR. BODWELL'S CASE. Mr. ROSS (Middlesex) moved for copies of Mr. ROSS (Middlesex) moved for copies of all correspondence and other papers on which was based the commission issued on the case of Mr. E. V. Bodwell, then superintendent of the Welland canal. Mr. Bodwell, he said, was an efficient officer; he had performed his duty satisfactorily on the canal, but was nevertheless removed from his office, and, at great inconvenience to himself, sent to British Columbia. He wished to find the reasons why Mr. Bodwell was removed. If Mr. Bodwell was unworthy to hold office, it was certainly strange that he should have been given another position under the Government. another position under the Government.
Sir CHARLES TUPPER said he was a little surprised that the motion had come up. Still he had not the slightest objection to bringing down the papers. There was an extraordinary circumstance in connection with this motion. It was on the paper last year. Mr. Bodwell was at that time in Ottawa for the purpose of acquisiting himself with the duties of the office to which he had been appointed but the paties. pointed, but the motion was removed from the paper by the political friend of Mr. Bod-wall who put it on the paper. It was re-moved no doubt at his own request. He (Sir Charles) had reason to believe that Mr. Bod-well did not complain in the least at his treat-ment by the Government for the

secured the transference.
Sir JOHN MACDONALD said that as he nnderstood it, there were certain com-plaints against Mr. Bodwell. These com-plaints were sent in, there was an enquiry, and Mr. Bodwell retained counsel. When the papers were brought down it; would be seen that Mr. Bodwell had hean treated with every consideration. been treated with every consideration, that he had been appointed to a respectable office of accountability, and that he was made a civil servant, which he was not before. a civil servant, which he was not before. Hon, gentlemen opposite might say that his salary was less than was his salary as superintendent of the canal. It was, but the salary of the present superintendent was less too, for the Government thought the salary previously paid was altogether too high. Hon, gentlemen might also say that the cost of living is dearer in British Columbia than here. If it was, there was this to be said, Mr. Bodwell had the chance of rising in the Civil Service, which he did not have when on the canal.

the canal. The motion was carried. NEWSPAPER POSTAGE. Mr. CHARLTON moved for a return show ing the postage paid in each month of the year ending June 30th, 1880, by the daily newspapers of Ontario and Quebec. Sir JOHN MACDONALD asked the hon.

sir JOHN MACDONALD asked the hon, gentleman to explain. Such information had always been refused in England and by the Post Office Department here. This concerned matters of private enterprise among the newspapers, and a general return would be an interference with private business. He was quite sure that it would not be granted in the States. e States.

Mr. CHARLTON said he believed that this

information was always given in the United States. It was in the public interest, as there were disputes as to circulation in which advertising was solicited. Mr. MILLS remarked that it was nothing nore than a committee could compel under

ertain circumstances, Sir JOHN MACDONALD—A newspape is a private enterprise surely. This is really a most unwarrantable request though, perhaps, it shows laudable curiosity in the honmember for North Norfolk. The information annot be granted. The motion was lost.

The House adjourned at 10.40 p.m.

OTTAWA, Dec. 17. The Speaker took the chair at 3 p.m. PETITIONS AND BILLS. Mr. BEATY presented a petition in favour

of the bill to incorporate the Saskatchewar and Peace River Railway Company. Dr. BERGIN introduced a bill to regulate the hours of labour in workshops, mills, and factories of the Dominion of Canada and for

other purposes. Read first time. THE SYNDICATE DEBATE. Mr. LANGEVIN resumed the debate, He said he felt the responsibility resting upon him in answering the arguments of the leader of the Opposition. This question was one of the greatest, and probably the most important, which could occupy the deliberations of the House, and the greatest ever submitted to Parliament. The importance areas from the Parliament. The importance arose from the fact that this great subject had occupied the attention of Parliament during the last ten years. The construction of the road must lead to the greatest and most happy consequences to this country. The subsidies in money and land to be given to the undertaking were of great magnitude, and though offers were requested in this connection so were ago, none were received, while to-they found a number of capitalists bold eno-to undertake the construction of the wo respecting which Parliament and the Gove respecting which Parliament and the Government, and probably the people themselves, entertained great apprehensions, fearing the amount of money required in accordance with the old plan would deplete our resources so that for many years we should be unable toundertake any other important public work. These capitalists, gentlemen of high standing and respectability, of largeneans, backed most likely by others of equal pecuniary strength, came to the Government and stated that they were ready to take the position of the Government so far as this railway was conthey were ready to take the position of the Government so far as this railway was concerned and undertake the construction of the Pacific railway, and moreover, work it for all time to come, provided that they could agree to terms which they submitted. These terms had been laid before the House. Before entering into details of the measure he asked permission to go back to the time when this great enterprise was fer the first time mooted, and see what had been done in this relation from that date until the present. elation from that date until the present. relation from that date until the present. He touched upon the conditions under which the province of British Columbia entered into the Union, and pointed out that the late Government had fully committed the country to the construction of this railway by building certain sections of the road, without the completion of which the money expended would have been entirely theory. certain sections of the road, without the completion of which the money expended would have been entirely thrown away. Certainly, the leader of the Opposition last year sneered at the idea of pushing the road into British Columbia, on the ground that the population of that province was small. It was a pity the honourable gentleman looked upon this matter from a sectional point of view. Why could he not look upon it as a national question? The population of British Columbia was small. The population of the North-West was insignificant, but there was no reason why this country should not increase as rapidly as had that of the neighbouring Republic. (Applause.) The leader of the Opposition had announced that in ten minutes he would demolish the first two and a half hours of the Minister of Railways speech, but ten minutes lengthened into an hour and a half, and he left it to the House whether the hon gentleman had failed in his task. (Applause.) The hon, gentleman had said that this was the second time that the Government had sacrificed the honour of the country.

Mr RLAKE—What I said was that the

country.
Mr. BLAKE—What I said was that the

Mr. BLAKE—What I said was that the last time you were in power you sacrificed our honour, this time our interests.

Mr. LANGEVIN—The hon. gentleman said that this was the second time that we had sacrificed the honour of our country.

Mr. BLAKE—No, no,

Mr. LANGEVIN—It may have been a lapeus linqua, but I heard the hon. gentleman say so. I took down his words. He went on to point out that the Opposition had always opposed the great schemes which had been broughs forward and had been assented to by Parliament in the interest of this country. They opposed the Grand Trunk railway and they opposed the Intercolonial railway. They asserted that the building of the Intercolonial would ruin this country, and they advonial would ruin this country, and they advonial

could induce immigrants to come to Canada. How then could it be a matter of surprise that the speech and beautiful photograph of the hon. gentleman had been circulated in thousands of copies over England and Europe by the railway companies of the United States, in support of their immigration schemes? Immigration to our North-West was not aided by the efforts of hon. gentlemen opposite. The speech of Lord Beaconsfield and the announcement made regarding the intentions of the Gladstone Government showed the interest taken in Canada as offering favourable opportunities to emigrants from Great Britain. The hon. gentleman declared that Charles Paruell had more to do with the proposed policy of emigration as offering havourable opportunities to emigrants from Greaf Britain. The hon, sending the company could easily forfeit their man declared that Charies Parnell had more to do with the proposed policy of emigration than Sir John Macdonald and Sir Charles. Tupper. There was no doubt that if the Irish people were contented they would not emigrate, but as it happened that was not the ease. They made good clizens, and as we encouraged Englishmen, Scotchmen, Scandinavians, and Germans to estitle in this country, it was equally desirable that efforts should be made to attract Irish immirration to Canada, in which the most favourable opportunities for settlement were, effered. A namber of reductions had been made on the estimate of the Pembina branch last session was \$1.700,00.00 on the road from Fort William to Selkirk, which had been reduced to \$14,675,000. This year the estimate was \$3,620,000. This year it was \$3,306,300. The total last year was \$32,715,000, and this year \$27,962,000, to which adding \$33,000 for the Year. The reductions were from Fort William and Prince Arthur's Landing railway, made \$25,000,000. The Selkirk, \$2,330,000 for this year. The reductions were from Fort William and Prince Arthur's Landing railway, was \$30,000. The total last year was \$32,715,000. The reductions from last year's estimated at \$10,345,000. The total last year was \$32,715,000. The reductions from last year's estimated were as follows:—Fort William and Red River, owing to improvements and modification of design, \$1,335,000, in cost of workshops, etc., \$200,000, making a total of \$2,330,000 fees the increase from the purchase of the Prince Arthur's Landing railway, \$35,000, reduction in rolling stock, \$745,000 ; in cost of the Prince Arthur's Landing railway, \$35,000, reduction in rolling stock, \$450,000; in cost of the Prince Arthur's Landing railway, \$35,000, reduction in rolling stock, \$450,000; in cost of the Prince Arthur's Landing railway, \$35,000, reduction in rolling stock, \$450,000; in cost of the Prince Arthur's Land

matter had been carefully considered by the Government when they were negotiating with the syndicate, and he was surprised at the position taken by the hon gentleman. Having read the terms of agreement for the building of the different sections, he stated that, valuing the land at \$1 a mile, the 900-mile section to Jasper House was aided, in lands and money, to the extent of \$22,500 a mile, the section in the British Columbia mountain region at \$30,000 a mile, and the Lake Superior region at \$25,000 a mile. Nevermountain region at \$39,000 a mile, and the Lake Superior region at \$25,000 a mile. Nevertheless the hon. gentleman argued that sufficient guarantee was not provided for building the road in its entirety. The hon. gentleman should remember that he made a speech last year in this relation, and had then made the cost as high as possible. The hon gentleman then urged that according to the old system the central section would cost altogether over forty-two and a half millions, leaving out both ands, the certion roun Edmonton to Burrard Intel 18 the West, would cost torty-five millions, and from Fort William to Nipissing on the east, about sixty-two miles, according to the estimate of the hon. member for Lambton, had an opportunity of judging between them. the east, about sixty-two miles, according to the estimate of the hon. member for Lambton, thirty-two and a half millions, making a total of one hundred and twenty millions. (Hear, hear). The hon. gentleman estimated the cost at seventy-seven millions. Last year the hon. gentleman cried out that the road would cost so much that it would ruin the country, and now a vast monopoly was to be enriched. Hon. gentlemen opposite were never satisfied. In fact these hon gentlemen did not want the Pacific railway built at all. ("Hear, hear," and applause.)

The Government had ample security for the The Government had ample security for the The Government had ample security for the building of the eastern as well as the western section. The fact was that under the contract the building of these three sections must go on simultaneously and vigorously. (Hear, hear.) On the first of next July beginning must be made on the eastern, as well as on the central section, and at the termination of ten years the whole railway, must be tract the building of these three sections must go on simultaneously and vigorously. (Hear, hear.) On the first of next July beginning must be made on the eastern, as well as on the central section, and at the termination of ten years the whole railway must be constructed faster, and so much the better. (Hear, hear.) It would open the country sooner, and immigrants would flow into the country settling it up and developing our tuity?" who suspects his neighbour of country, settling it up and developing our lands, which in that case would be sooner disposed of. The hon gentleman stated that the company would invest five millions, and would soon recoup them-calves by the self their land. millions, and would soon recoup themselves by the sale of their lands. What objection could be taken to this? The lands
would belong to the company, and if sold
settlers would take them up, and the precise
object which the Government had in view
would thus be attained. (Applause.) The
country would thus be opened up and developed. (Cheers.) The company could not
be landlords of the North-West in the sense
mentioned—first, because in their own inbe landlords of the North-West in the sense mentioned—first, because in their own in-terest they must sell their lands, and secondly they must do so to recoup themselves. The company only received twenty-five million out of 250 millions acres —one-tenth of the lands at the Government's disposal. The hon, gentleman said the set-tlers in the North-West would be less than man if they allowed such a law to stand men if they allowed such a law to stand.

This was a very peculiar suggestion, but if
the law was changed he supposed the company must be treated like any other corporation in similar circumstances, indemnified for
such interference. The leader of the Opposition now advocated the construction of the
Sault Ste. Marie line, in order that American
pallways might connect with our Coraclinar railways might connect with our Canadian Paoitic. What the country wanted, how-ever, was, not a road to connect with American lines, but a railway on our own soil for our own purposes—a national undertaking, the effect of which must be the maintenance of British institutions on this continent. We did not want a road that would lead im-

they paper by the political friend of Mr. Bodwall who put it os the paper. It weakmoved no doubt at his own request. He (Sir
Charles) had reason to be bilieve that Mr. Bodwell did not complain in the least at his treatment by the Government, for the Governme

company sovereign rights over the country. It only remained to entrust to its new masters power of life and death. Nothing else was lacking for the complete sovereign power to be bestowed on the company. It was the very perfection of stupidity and bijndness to require the construction of the North Shore line when the Sault section would have cost less and would have been far more useful. It was evident to him that the syndicate did not intend to build the Lake Superior section, for they could escape that portion of the underthey could escape that portion of the under taking with no loss. Indeed, the subsidy fo the central section was so great that the company could easily forfeit their guarantee and neglect to build the north shore sections. It was quite pos-sible that if the main line was deflected

Kamloops and Emory Bar section, owing to the modification of the design, \$1,663,200, and in rolling stock, \$250,000; Emory Bar and Port Moody section, owing to the modification of design, \$133,700, and in rolling stock, \$180,000. The hon, gentleman would see that these were fair and proper reductions, saving money to the country, and the hon, gentleman should not find fault because the expenditure, according to the estimates of last year, had been still further reduced, and his hon, friend (Sir Charles Tupper) deserved praise, not blame, for the part he had taken in this matter. His hon, friend had, however, simply done his duty.

AFTER RECESS.

Mr. LANGEVIN, resuming, stated that the division of money and land among the sections of the line, was unfair, and did not offer a sufficient guarantee for the construction in the interests of the country. This matter had been carefully considered by the Government when they were negotiating with the syndicate, and he was surprised at the confers that deanly as I recreat to confers that the remarks which the hon, gentleman who has just taken his seat opened his observations. I say, sir, that I am in the judgment of the House, was obliged, having read the remarks which tell from me on a recent occasion, to convict himself of having attempted to place a gross misson truction upon those remarks. (Hear, hear.) I am in the judgment of the House, sir, when I say that the hon, gentleman was obliged, having read the remarks whic Now, sir, my hon, friend says that it is his nature, and he cannot help it. Well, sir, I am free to confess that, deeply as I regret to see the dignity of this House infringed upon by base and unmanly insinuations (Opposition "hear, hear") coming from a gentleman who ought to be superior to utternances of such things, I say there is no source from which any such utterances bearing upon myself could come, or that it would fall so harmlessly from, or that I would be so glad to hear them from, as from the hon general

emanate, there is no gentleman House from whom I would

glad to have them emanate as from that bon. gentleman himself. (Cheers.) Sir, I can ex-

has ventured to refer to the Canada Pacific railway contract. If there ever was a Minister of Public Works who stood in ar impregnable position it is myself. Before this Parliament met the duty devolved upon me of letting contracts to the extent of six millions of dollars, and when two years ago, at the instance of hon. gentlemen, I brought down every document and paper they asked for bearing on the subject, there was not a single question raised by these gentlemen. The Honse rose, and a paper—a paper, sir, the proprietor of which I am glad to know is within the sound of my voice—drawing venem from the depths of his own black heart, said that in the columns of his paper—(Cries of "coward," and hisses by own black heart, said that in the columns of his paper—(Cries of "coward," and hisses by Opposition members)—said that in the columns of his paper which, if there was a word of truth in it, convicted his party leaders of heing utterly unfitted for the positions of leaders which they occupy. (Applause.) If there was a word of truth in the libellous, slanderous, and false utterances of that paper, it only went to show that the party of which it was the organ had the misfortune of having men representing it in Parliament utterly unfit for their duties. If, sir, gentlemen opposite, with all the facts before them, had no fault to find, how dare their journal to insult the public intelligence by issuing its daily lying public intelligence by issuing its daily lying and slanderous utterances? Well, sir, what happened? We were told, "Let Parliament meet, and then we will see where the Minis-ter of Railways will be." Well, sir, Parlia-We did not want a road that would lead immigrants on the way to the North-West to pass through the United States and be decoyed into settling upon American lands. (Applause.)

Sir RICHARD CARTWRIGHT said, having carefully perused the contract, he thought it would have been utterly impossible for the Government to have made a worse bargain, as far as the country was concerned, in any one particular. There were two hypotheses on which this could be accounted for. Either the Government was crazy, or was bought or had been sold. He hinted that the contract with miner, and then we'll see where the Minise the for farther information. They asked for more papers. They were laid on the table of this House, and then that second Parliament rose, after all these denunciations with which the columns of the press had been filled for years, without a man being found to endorse the lying and slanderous utterances of the lying and slanderous paper. (Applause and cheers.) That is my position in this House, and, sir, this is the first hour, in this the third Parliament, with all this information before the House, by improper means. He did not say that

stood upon any question is ter and position had be instead of standing suppose that this suppose that trusted as a public serva ablic property. (Hear, been put in my hands to see that gone to England, a adopted a new and difference open and public consold them by secret and (Cheers.) Suppose I had after I had come back I show the amount of the many control of the many contro show the amount of the I on being asked to whom had refused to declose it, (Hear, hear.) Why, sir, excused the hon. gentleman unmanly insinuations (che him, not because the insinu me, but because it was (Cheers). Sir RICHARD CARTWI wonder, sir—(derisive cheer Mr. Chairman, I do not the man who only, on his friends and c in their place, and see on man who only wanted anoth thousand—(hisses)—I do

fied as no public man in

these gentlemen do not like to their minds that most in the history of Canada whe Canada was sold and sac men, as far as it was poss do, for Sir Hugh Allan's \$30 of money. And, sir, I con gentleman this, that altho excused him for not having his hour of need, yet the facts were proven least as an accomplice and very nearly as gui who was himself the cris spect to, and as for the in wentures to throw out agai man in London, every man customs of the Stock Excha feetly well that a more unt insinuation-call it what ye ntroduced a new mode of Canada never was made. plan adopted by my prede ov the best authori interest of the country. (A Mr. BLAKE said the Min f he had been aggrieved, he his cause by attacking the n The Minister had also d nity of the House House, who was not to reply. He hoped in fut mentary language would be mentary language would be ment, and that members wo conduct the debate with decomer Mr. BOULTBEE said it with the member for West Durithe House on the proprist (Mr. Boultbee) could not he member for West Durithe Member for

the member for West Durl inspired the member for C R. Cartwright), who was fender. (Mr. Blake shook h ing a negative.) Mr. Boultb have been mistaken in his would say then if the hor honest in what he said, the wanted to bring the debate i he really desired that unparliamentary statements dulged in, he should no House as he did, but himself diligently and ea gentleman sitting beside hi wright). If he should such the member for Centre Hu shape, and inducing him language less frequently, h reform for which the Hor reason to thank him. (Appl Mr. BUNSTER said the d injurious to the Canada Paci would therefore insist that the journ until such time as it

The House adjourned at 11 THE SENAT

PREVENTION OF PRIZE Sir ALEXANDER CAMP second reading of the bill, "ing prize-fighting." He expattention of the Government to the necessity for such a occurrences which had taken mer. On one occasion a pr had been arranged in the Stat took place on Canadian soil. occasion the party of roughs difficulty prevented from fight did not take place. The bill was read a second The House adjourned at 4.

HOUSE OF COM

LOSS OF LIFE BY SHIP Mr. KEELER asked if it w of the Government, in view of life by shipwreck, to estal stations on Lake Ontario. Mr. POPE (Queen's)-I ma not the intention of the Gove tablish life-saving stations the ernment will be quite willing t

at any dangerous points proindividuals there will undertak of the boats and the saving of land nothing is done by the here, when persons perform any or save life, they are rewarded ment. If individuals or mur volunteer to undertake the wor ment will provide the boats. THE PUBLIC DE Mr. CHARLTON asked th to inform the House what crease of the public debt for

figures have not yet been ascert be found that \$9,453,000 is abo of the increase. DUTY ON SALT Mr. FARROW asked if it w tion of the Government to dea as they had with other manufac of Canada, by giving a moder to salt against the large quantit salt brought into the country, ing that for the curing of fish. Sir LEONARD TILLEY—1

ending 30th June last. Sir LEONARD TILLEY

the hon. gentleman that it is tion of the Government to ask deal with that item this sessio MONEY ORDER Mr. LANGEVIN, in reply stated that correspondence was the subject of reducing th money orders issued in Canada, Great Britain, or the A PROPOSED ATLANT Sir JOHN MACDONALD.

money in the estimates to as steam communication between England was engaging the att INSOLVENCY. Mr. WELDON asked whet ernment intended to bring in relating to the disposition of b solvent estates, or for the relie rupt or insolvent. Mr. MACDONALD (Pictou)

Domville, said the subject of p

such measure this session. GRAIN FREIGHT Mr. RICHEY moved for dence relating to the rates for in to England via Halifax, and tor way the question of the tran grain and other commodities ov

tention of the Government to

company sovereign rights over the country, it only remained to entrust to its new masters power of life and death. Nothing also was cking for the complete sovereign power to be bestowed on the company. It was the very perfection of stupidity and blindness to require the construction of the North Shore line when the Sault section would have cost less and would have been far more useful. It was evident to him that the syndicate did not intend to build the Lake Superior section, for they could escape that portion of the under-taking with no loss. Indeed, the subsidy for the central section was so great that the company could easily forfeit their guarantee and neglect to build the guarantee and neglect to build the north shore sections. It was quite possible that if the main line was deflected southward to fifty miles from the American boundary, as he had reason to believe was intended by joining the line, the traffic of the immense region west of the point of junction must of necessity flow to ouluth, rather than by the north shore of ake Superior. He had not the slightest bjection to the St. Paul and Manitoba railvay doing this at their own proper cost or with some reasonable assistance if such course was for the benefit of the country. But would have the strongest possible objecion to give one hundred millions of money nd money's worth to construct a very excel ent branch line for the purpose of diverting or all time to come the traffic of the North-Vest along the line of the St. Paul and Manioba railway. On the subject of freight ates the Government said there was no couble, because the Government could fix the rates. Certainly the Government could ix the rates, but it had not the power to re verse them until the road had paid ten per verse them until the road had paid ten percent on the investment, or about \$10,000,000 a year. Another error was the omission of a clause compelling the sale of the lands given to the company. Still another was the giving of the road to the company in per-petuity. In France, Germany, and in back-Spain no roads were given in per-Hon. gentlemen opposite ought to have taken the opportunity of, at an early stage, consulting public opinion n this subject. Railways were an important factor in the development of a country, deciding the value of farms and contributing to the comfort of the people, &c.
The Government had not been sufficiently live to the changed conditions dependent on

such communication. Sir CHARLES TUPPER-I have no intention of again interposing in debate be-tween the large number of the House on both ides who have not yet had an opportunity f addressing the chair, as I rise for the purpose of noticing on the instant the remarks with which the hon, gentleman who has just taken his seat opened his observations. I say, ir, that I am in the judgment of the House when I assert at once that the hon, gentleman was obliged, having read the remarks which fell from me on a recent occasion, to convict simself of having attempted to place a gross nisconstruction upon those remarks. near.) I am in the judgment of the House, ir, when I say that the hon. gentleman, finding himself in a position in which he was unable to deal with this great question in the manner and spirit that so great a question requires, found it deirable to turn aside in gross and unmanly, bersonalities. ("Hear, hear," and cheers,) Now, sir, my hon, friend says that it is his ature, and he cannot help it. Well, sir, I am free to confess that, deeply as I regret to see the dignity of this House infringed upon base and unmanly insinuations (Opposi-n "hear, hear") coming from a gentle man who ought to be superior to utter-ances of such things, I say there is no ource from which any such utterances bear-ng upon myself could come, or that it would fall so harmlessly from, or that I would be so glad to hear them from, as from the hon. genman. .Sir, I do not forget that during the tleman. Sir, I do not forget that during the past five years that hon, gentleman has violated the dignity of Parliament and the proprieties of parliamentary debate to such an extent as it never was violated perhaps on the floor of this Parliament before, by the vile insignations and utterances which he made with reference to the leader of the present Government. Well sr, what did he accomplish by it? Did he injure that hon, gentleman? Why, sirther the independent people of this country. when the independent people of this country had an opportunity of judging between them, they consigned him to oblivion as far as they were able to do so, as well as the Administration of which he was a without a seat in Parliament, and left the party with which he had been connected and e Government with which he had been connected with a mere corporal's guard. sir, I say that if there is any source from which any reflection on myself could come, and from which unmanly insinuations could emanate, there is no gentleman in this House from whom I would be so glad to have them emanate as from that hon. entleman himself (Cheers ) Sir I can exuse the hon. gentleman. I can make a great deal of allowance for the hon, gentleman. Men judge of other men by their own characters (Opposition cheers), and the man, sir, who is dishonest himself (hear, hear) is the very man who suspects dis-honesty in others. (Cheers.) It is the man who, looking into his own heart, asks him-"What would I do if I had that opportunity?" who suspects his neighbour of doing that which is base, dishonourable, and unmanly. Sir, what is my position? He has ventured to refer to the Canada Pacific railway contract. If there ever was a Minister of Public Works who stood in ar npregnable position it is myself. Before this Parliament met the duty devolved upon me of letting contracts to the extent of six mi ions of dollars, and when two years ago, at hons of dollars, and when two years ago, at the instance of hon. gentlemen, I brought down every document and paper they asked for bearing on the subject, there was not a single question raised by these gentlemen. The House rose, and a paper—a paper, sir, the proprietor of which I am glad to know is within the sound of my voice—drawing venem from the depths of his own black heart, said that in the columns of his paper—(Cries of "cowart" and hisses by poposition members)—said that in the colum his paper which, if there was a word of truth in it, convicted his party leaders of being utterly unfitted for the positions of leaders which they occupy. (Applause.) If there was a word of truth in the libellous, slanderous, and false utterances of that paper, it only went to show that the party of which it was the organ had the misfortune of having men representing it in Parliament utterly unfit for their duties. If, sir, gentlemen opposite, with all the facts before them, had no fault to find, how dare their journal to insult the public intelligence by issuing its daily lying and slanderous utterances? Well, sir, what and slanderous utterances? happened? We were told, "Let Parliament meet, and then we will see where the Minis ter of Railways will be." Well, sir, Parliamet met, and — these hon, gentlemen asked for further information. They asked for more papers. They were brought down. They were laid on the table of this House. They had them in their hands for weeks be-fore Parliament rose, and then that second Parliament rose, after all these denunciations with which the columns of the press had been filled for years, without a man being found to filled for years, without a man being found to endorse the lying and slanderous utterances of the lying and slanderous paper. (Applause and cheers.) That is my position in this House, and, sir, this is the first hour, in this the third Parliament, with all this information before the House, when, goaded on to desperation by my challer. nge on a public platform for any gentleman who ventured to formulate a charge against who ventured to formulate a charge against
my integrity and my conduct as a public
man, and having challenged the investigation in this House or out of it, before
any tribunal—it is only now that the hongentleman, who has been told from platform
to platform that not a man in Parliament had dared to sustain or give the slight-est countenance to these statements, that hon gentleman ventures—what? To formu-late a charge? No. But he ventures to commit the most unmanly and dis-honourable act which one man can do

towards another, and has thrown out ar unworthy insinuation. (Applause.) Sir, I

an impregnable position, and forti-

fied as no public man in this country stood upon any question in which his character and position had been assailed. But instead of standing in that position, suppose that this had been my position—suppose that I had been entrusted as a public servant with the sale of public property. (Hear hear) public property. (Hear, hear.) Suppose that three million dollars of public lands had been put in my hands to sell. Suppose that I had gone to England, and suppose I had dopted a new and different mode from my predecessors, and instead of exposing them dopted a new and different mode from my predecessors, and instead of exposing them to open and public competition, I had sold them by secret and private bargain. (Cheers.) Suppose I had done that, that after I had come back I was not able to show the amount of the money's worth, and on being asked to whom I had sold them, I had refused to declose it, down to this hour. (Hear, hear.) Why, sir, I then could have excused the hon. gentleman for making such unmanly insinuations (cheers), and excused him, not because the insinuation was due to me, but because it was due to himself. (Cheers).

Sir RICHARD CARTWRIGHT-I do not wonder, sir—(derisive cheers and laughter).

Mr. Chairman, I do not wonder that
the man who only has to look
on his friends and colleagues when
in their place, and see on his right hand a
man who only wanted another ten thousand
and on his left hand a man of thirty-two thousand—(hisses)—I do not wonder that these gentlemen do not like to have recalled to their minds that most infamous passage in the history of Canada when the honour of Canada was sold and sacrificed by these men, as far as it was possible for them to do, for Sir Hugh Allan's \$300,000 or \$200,000 of money. And, sir, I could tell the hon. gentleman this, that although I could have excused him for not having deserted his chief in his hour of need, yet I hold him after the facts were proven and disclosed at least as an accomplice after the fact. and very nearly as guilty as the man who was himself the criminal. With respect to, and as for the insinuation that he ventures to throw out against me, sir, every man in London, every man acquainted with customs of the Stock Exchange<sup>4</sup> knows perfectly well that a more untrue statement or insinuation—call it what you please—that I introduced a new mode of selling bonds in Canada never was made. I adapted the plan adopted by my predecessors, approved by the best authorities in London, and which had every reason to believe was to the best interest of the country. (Applause.)
Mr. BLAKE said the Minister of Railways,

Mr. Blake said the Minister of Railways, if he had been aggrieved, had not improved his cause by attacking the member for Huron. The Minister had also degraded the dignity of the House by attacking another person not a member of the House, who was not in a position to reply. He hoped in future no unparliamentary language would be used in Parliamentary language would be used in Parliamentary languages. mentary language would be used in Parliament, and that members would endeavour to conduct the debate with decorum.

Mr. BOULTBEE said it was very kind of the member for West Durham to lecture the House on the proprieties. But he (Mr. Boultbee) could not help noticing that the member for West Durham (Mr. Blake) inspired the member for Centre Huron (Sir R. Cartwright), who was the first of-fender. (Mr. Blake shook his head, indicating a negative.) Mr. Boultbee said he must have been mistaken in his observation. He would say then if the hon gentleman was honest in what he said, that if he really wanted to bring the debate into better shape, if he really desired that insinuation and unparliamentary statements should not be indulged in, he should not lecture the House as he did, but rather apply himself diligently and earnestly to the gentleman sitting beside him (Sir R. Cartwright). If he should succeed in putting the member for Centre Huron into better shape, and inducing him to use insulting language less frequently, he would effect a reform for which the House would have reason to thank him. (Applause.)

Mr. BUNSTER said the debate was highly injurious to the Canada Pacific railway. He

njurious to the Canada Pacific railway. He would therefore insist that the House do adourn until such time as it was in a better mittee rose.
The House adjourned at 11.40.

## THE SENATE.

OTTAWA, Dec. 20. PREVENTION OF PRIZE-FIGHTING. Sir ALEXANDER CAMPBELL moved the second reading of the bill, "An Act respecting prize-fighting." He explained that the attention of the Government had been called to the necessity for such a measure by some occurrences which had taken place last summer. On one occasion a prize-fight, which had been arranged in the State of New York, took place on Canadian soil. On the second occasion the party of roughs was with some difficulty prevented from landing, and the fight did not take place.

The bill was read a second time.

The House adjourned at 4.10 p.m.

### HOUSE OF COMMONS. OTTAWA, Dec. 20. LOSS OF LIFE BY SHIPWRECK. Mr. KEELER asked if it was the intention

of the Government, in view of the great loss of life by shipwreck, to establish life-saving of the by snipwreek, to establish life-saving stations on Lake Ontario.

Mr. POPE (Queen's)—I may say that it is not the intention of the Government to establish life-saving stations there, but the Government will be quite willing to furnish boats

at any dangerous points providing private individuals there will undertake the manning of the boats and the saving of life. In England nothing is done by the Government, and here, when persons perform any acts of bravery or save life, they are rewarded by the Depart-ment. If individuals or municipalities will volunteer to undertake the work the Government will provide the boats. THE PUBLIC DEBT.

Mr. CHARLTON asked the Government to inform the House what was the net increase of the public debt for the fiscal year ending 30th June last.
Sir LEONARD THLLEY — The exact figures have not yet been ascertained. It will be found that \$9,453,000 is about the amount of the increase.

DUTY ON SALT. Mr. FARROW asked if it was the intenas they had with other manufactured products of Canada, by giving a moderate protection to salt against the large quantities of foreign alt brought into the control of the salt brought into the country, always excepting that for the curing of fish.
Sir LEONARD TILLEY—I can inform the hon. gentleman that it is not the inten-tion of the Government to ask Parliament to deal with that item this session.

MONEY ORDERS. Mr. LANGEVIN, in reply to Mr. Wheler, stated that correspondence was in progress on the subject of reducing the charges for money orders issued in Canada, payable in Canada, Great Britain, or the United States.

A PROPOSED ATLANTIC LINE. Sir JOHN MACDONALD, in reply to Mr. Domville, said the subject of placing a sum of money in the estimates to assist a line of steam communication between St. John and England was engaging the attention of the

INSOLVENCY. Mr. WELDON asked whether the Government intended to bring in any measure relating to the disposition of bankrupt or in-solvent estates, or for the relief of the bankrupt or insolvent.
Mr. MACDONALD (Pictou)—It is not the

ntention of the Government to introduce any

GRAIN FREIGHTS. Mr. RICHEY moved for the correspondence relating to the rates for freight of grain to England via Halifax, and touching in any way the question of the transportation of grain and other commodities over the Intercolonial by vessel to Great Britain. He wished to learn how far the efforts made in

this connection had gone, and to see what caused the delay in realizing the expectations of the people of Halifax regarding the shipment of grain to Europe: This question had long been of great interest to his constituency, and the interest of late had become greatly intensified.

Mr. DALY said this was not a second

greatly intensified.

Mr. DALY said this was not a sectional question. It was a matter which affected the interests of the entire Dominion. He appreciated the generosity of Porliament in having extended the minion. He appreciated the generosity of Parliament in having extended the Intercolonial into Halifax city, but thought the line should have been carried to the waters of the harbour near the western wharf, where proper facilities could be obtained for the development of the grain trade, which was so desirable. If facilities were given for the carrying out of this trade as which was so desirable. If facilities were given for the carrying out of this trade an immence business could be done with the West, as grain could be carried from Montreal to Halifax quite as cheaply as from Montreal to Portland, while the question of time was strongly in favour of the former route.

route.

Mr. FLYNN said this was a question great importance not only to Halifax but to the whole of Nova Scotia. The promises held out at the time of Confederation had not been fulfilled. Its trade advantages had not been reciprocal between the Upper and Lower provinces, and as the object of building the Inter-colonial had not been so much to make money colonial had not been so much to make money as to provide adequate and cheap trade facilities, he urged that cheap freights, proper to meet the end in view, should be provided.

Mr. KILLAM said the members of the present Government promised the people of Halifax, in 1878, that if they were returned to power Halifax would be made a sort of New York. Since these gentlemen had come to office they had exhibited an apathy which, by reason of their previous loud promises, was very peculiar. He attributed the withdrawal of the Allan steamers from Halifax to the National Policy, which being like a millstone round the people's necks, Halifax to the National Policy, which being like a millstone round the people's necks, destroyed shipping, and diverted trade from its proper channels. If the Intercolonial was managed by business men such as those who controlled the American lines, goods from England to Canada would certainly not be imported by way of the United States. He, for his part, did not object to wear clothes or to eat food which came to Canada by way of the United States, but really gentlemen opposite, who did not care to have gentlemen opposite, who did not care to have articles which had been tainted by crossing American territory, should see that this matter was dealt with. If the hon members from Nova Scotia desired to accomplish anything, they should vote against the diabolical railway contract now before Parliament.

Mr. DOMVILLE asked why the hon entleman (Mr. Killam) had not advocated this question while the late Government was this question while the late Government was in power. (Hear, hear.) He deprecated the advocacy of Halifax as the only port to be benefitted by the Intercolonial. The people of New Brunswick had no such idea when they entered into Confederation. When a railway in course of construction was completed, St. John would be 320 miles nearer Montreal than Halifay. He mentioned the Montreal than Halifax. He mentioned the state of perfection to which the rallroad bed of the Intercolonial had been brought under its present management, and alluded to the claims of St. John to be constituted the winter port of the Dominion. He hoped the Government would look into the matter, and he was positive that it would be decided that St. John would be made the winter port

would be made the winter port.

Mr. OGDEN considered that Halifax was he most available winter port, and that their nterests were as safe in the hands of the Govinterests were as safe in the hands of the Government as they would be in the hands of the Opposition. He advocated the claims of Whitehaven, 110 miles east of Halifax, and which could be connected with the Intercolonial by the building of 40 miles of railway. This was the best port on the Atlantic coast, and when the Lake Megantic railway was completed this would form by far the shortest route by rail or water. He urged the construction of an elevator, which was only due to Halifax under the circumstances. AFTER RECESS.

Sir CHARLES TUPPER said it would not

this matter until all the papers were before the House. There was no one who realized more than he did the importance of having a winter port in our Dominion, and there was not a member of the House who would not support the Government in its efforts to effect so desirable an end. The efforts which had been made so far had not been quite so successful as it was expected they would be, and for the reason that Halitax had to compete with an open Atlantic port which could be reached with a very much smaller amount of trouble by rail than Halifax could. The Government had, however, done all in its power to make the Intercolonial what it should be. It had purchased and laid with steel rails the River du Loup section of the Grand Trunk, and it had reduced the cost of carrying grain to a figure very much lower than that which obtained under the late Government. The Government indeed felt it was not necessary to require that the rate should pay, for by lowering the grain rate and making Halifax the winter port, other traffic would be drawn over the line which would give a paying rate. The low rates from Rivier du Loup were, therefore, reduced, and the reduced rates extended to Quebec. It was true the Government did not ask Parliament for an appropriation for the construction of an elevator at Halifax, and for two ressons. The first was the beautiful for two ressons. and for two reasons. The first was the hope, that having fixed a low rate for the transit of grain, private enterprise would provide the grain, private enterprise would provide the necessary conveniences for storage and shipping. The next was, that it was desirable before building an elevator to see how far the erection of such a building would accomplish the object Parliament had in view. He was pleased to hear the hon, member for Rich. pleased to hear the hon, member for Richmond (Mr. Flynn) state that he would deal with the question apart from party considera-tions. With reference to the speech of the member for Yarmouth (Mr. Killam), he could say that there were some things in that speech with which he could agree, and some things with which he could not coincide. The hon. gentleman (Mr. Killam) stated that one reason Halifax was not made the winter port

son Halifax was not made the winter port was because a Government was not able to deal with a railway question in the same vigorous and enterprising manner which would characterize a private company. He (Sir Charles) hoped that in the consideration of a larger question than this, the hon. gentleman (Mr. Killam) would recognize the fact that a private company was able, not only to construct, but to operate a railway more efficiently, and more upon commercial principles, than it was posupon commercial principles, than it was possible for a Government to do. He (Sir Charles) had no hesitation in saying, that from what little observation he had made he did not think a Government could deal with a railway as could a company. A company could enter into speculations, and could purchase large grain cargoes, and do many other things a Government could not. While he agreed with the hon, member for Yarmouth on the subject of the difference between running the road by a Government and by a company, he could not agree with him as to the pany, he could not agree with him as to the effects of the National Policy on the Intereffects of the National Policy on the Intercolonial. The hon, gentleman evidently had
not read the returns brought down, or
he would not have intimated that the
National Policy was injuring the railway. The papers laid on the table
showed that the difference between the
amount of sugar carried over the Intercolonial
in 1878 and in 1879 was as follows:—In 1878,
7809 364 popular were carried, in 1879 7,809,364 pounds were carried; in 1879, 16,071,316 were carried. The papers also showed that during the first three months of

hat Halifax should be the winter port

that Halifax should be the winter port of Canada. This was not the only oity to which before Confederation a vast tide of commerce was promised. To St. John had been predicted similar advantages. He thought that they, too, had a right to claim the fulfilment of these predictions in the way of establishing at least a monthly line of steamers with some port in Great Britain.

Mr. ROYAL held that a better port could be found in the Hudson Bay, and dwelt on the importance of establishing shipping relations between this bay and Europe, as this route would form almost the only safety-valve from the operations of the syndicate, and of the monopoly, and it had almost obtained a monopoly, as to the portion of territory south of the Canadian Pacific railway line. He read from the work of Prof. Hynds as to the value of the Hudson Bay route, as York Factory was actually nearer Liverpool than was New York. He did not desire this factor in connection with communication with factor in connection with communication with Europe to be lost sight of. (Hear, hear.) Sir LEONARD TILLEY said it would be Sir LEONARD TILLEY said it would be very inconvenient to enter on the discussion of questions bearing on the tariff in this relation in the absence of the papers and returns, which would be submited to the House before the tariff issue was taken up. Probably when the returns were brought down, the hon. member for Gloucester (Mr. Anglin) would find the trade in New Brunswick ports was not as stagnant as he represented as compared with previous years, and perhaps the trade for the six months from July 1st to the end of the current year, instead of being stagnant, as was the case a few years ago, it would be found was very largely on the increase. He did not desire to, nor would he, be drawn into a discussion of the tariff at this time, but he rose more particularly to thank the hon. member for Gloucester for his unselfishness in the course he had taken on behalf of St. John. When he considered the urgent manner in which the hon. gentleman from 1867 to 1873 pressed on the consideration of the Government and the House the claims of a port in his own country—

Mr. ANGLIN—That is a summer port.

Sir LEONARD TILLEY—To which he desired to have a railway track laid down, and no intention to the street of the s

red to have a railway track laid down, and pointed it out as the nearest to Europe of all the ports of the Dominion, he felt obliged to tender the hon. gentleman his sincere thanks, and he trusted that the hon. gentleman would find when the papers were before the House that this section of country before the House that this section of country was not so much neglected as he imagined it

The motion was carried.

WRECKING AND TOWING. Mr. BUNTING, in the absence of Mr. Patterson (Essex), moved for copies of the correspondence between Sir Edward Thornton, British ambassador at Washington, and the Secretary of State for the United States relative to wrecking and towing in Canadian waters which has been forwarded to the Do-

Mr. BOWELL mentioned that it was desirable to leave this matter over until after the holidays.
Sir JOHN MACDONALD—The papers are

ot ready. On motion of Mr. BOWELL the debate vas adjourned. VOTE FOR IRISH RELIEF.

Mr. ANGLIN moved for orders-in-Council Mr. ANGLIN moved for orders-in-Council, etc., etc., respecting the expenditure of one hundred thousand dollars voted by the Canadian Parliament last session for the relief of those in Ireland who were threatened by famine. He stated that they had learned that this vote-had not been used in the manner which the House had desired. The Colonial Secretary had expended it in the purchase of boats, fishing gear, etc., on the coast of Ireland about Galway. This was a very laudable object, but such had not been the intention of Parliament. It had been supposed that famine was staring the unforthe intention of Fariament. It has been supposed that famine was staring the unfortunate people of Ireland in the face, and for such relief the vote had been made. Under these circumstances he moved for this in-

The motion was carried. FISHERY STATISTICS. Mr. ROBERTSON (Shelburne) moved for copies of instructions issued by the Depart-ment of Marine and Fisheries to their officers ment of Marine and Fisheries to their officers throughout the Dominion as a guide in the collection of statistics as to the annual production of the fisheries. He stated that the fishery statistics were manifestly incorrect.

Mr. MILLS stated that this was a very important matter. Prof. Hynd had called attention to the unreliability of the fishery statistics, and no one on looking into them could fail to become convinced of their highly erroneous character. It was important in case of fresh treaty negotiations that these statistics should be accurate, and the Government should take steps to prevent a recurrence of the errors in this relation.

Sir JOHN MACDONALD said that when the papers were brought down the entire sub-

the papers were brought down the entire subject could be discussed. He was not prepared to say that the statistics were inaccurate. He did not think, because Prof. Hynd said so, that they were inaccurate.

MAJOR-GENERAL LUARD. Mr. DESJARDINS moved for papers and Mr. DESJARDINS moved for papers and correspondence in relation to the appointment of Major-General Luard' as the officer in command of the militia of Canada. He called attention to the manner in which this officer was appointed, coming from England, whereas able officers, perfectly familiar with the customs of this country, and able to perform the duties of this office, were to be found in this country. The objections which had been made to this mode of nomination at the time it was instituted had, in his opinion, been sustained by events. He particularly directed attention to the fact that, having received a letter written in French from an officer, the Major-General had returned it with a written request to translate it into English. He derequest to translate it into English. He desired to know whether the Major-General was to treat the Government as his subalterns, or whether he was to be under the control of the Militia Department.

Mr. CARON said that the Major-General was a colonial officer chosen from among the

was a colonial officer chosen from among the imperial officers, who received his instructions from the Canadian Government. The change from the old system had been followed by from the old system had been followed by very satisfactory results. As to the instance mentioned, the Major-General had merely desired to obtain the contents of the letter in English in order to become perfectly acquainted with them. He hardly need say that everybody knew that this gentleman was a distinguished officer, and that he had come out here to fulfil his duties as well as he possibly could. Since this occurrence Major-General Luard had found that the letter could be translated in the Department. Major-General Luard had found that the let-ter could be translated in the Department, and he was perfectly sure that no one could regret more than himself (Major-General Luard) the misunderstanding to which his hon, friend had drawn the attention of the House, and he was convinced that such a misunderstanding would not again occur. As soon as he saw this notice of motion given he had hastened to give instructions to prepare the correspondence required, and this would be laid on the table of the House with the

shortest possible delay. INDIAN INSTRUCTORS.

Mr. CAMERON (Huron) moved for a list Mr. CAMERON (Huron) moved for a list showing the names and nationalities of the instructors to the Indians in the territories of Canada. He understood that the instructors who had been appointed knew nothing of the language, peculiarities, and prejudices of the Indians, and were therefore not competent men, Besides that, they did not understand Indian agriculture.

Sir JOHN MACDONALD said that on the whole the instructions had been seed.

16,071,316 were carried. The papers also showed that during the first three months of 1880 8,181,380 more pounds of sugar were carried over the road than were carried during the whole of the year 1878. The hongentleman would, therefore, see that his view was not borne out by the figures. Other places had been mentioned as desirable winter ports. Regarding them he could say he had no doubt that the completion of our great national undertaking, and the rapid increase of our population, would lead to the discussion of the desirability of securing such a port as would furnish the shortest possible communication between this country and Europe.

Mr. ANGLIN dissented from the view Sir JOHN MACDONALD said that on the whole the instructions had been good, though there had been some failures as to the instructors understanding the Indian language. He might here observe that there were several Indian languages. The instructors did not of necessity require to be familiar with the prejudices of the Indians, for they went up, not to teach prejudices, but the ways of civilized nations. Neither was it necessary that the instructors should understand any Indian methods of agriculture, for it was with the farming practised by white

The state of the s

Mr. CAMERON (Huron) moved for a Mr. CAMERON (Huron) moved for a return showing the name and nationality of the Government land guides in Manitoba and the North-West. The guides, he charged, had exacted illegal charges from the immigrants, which he thought was very improper, and of which the immigrants complained bitterly. Sir JOHN MACDONALD said he knew thing about the circumstances, of which had now for the first time heard. He

he had now for the first time heard. He could, however, state that if any charges were exacted from immigrants in any way this was an impropriety which would be enquired into at once. No guides to assist immigrants had been appointed until this year. It had been represented to the department that it was highly desirable to appoint a corps of guides to aid immigrants in finding the location of their lots.

The motion was carried The motion was carried. THE TRENT CANAL.

Mr. KEELER moved for copies of correspondence between parties in Chicago and the Government respecting the construction of the Trent Valley canal.

The motion was carried.

BRIDGES.

Mr. HAY moved for a return respecting bridge iron and iron bridges entered for duty through the Customs Department of the Dominion of Canada from the United States from the 1st January, 1875, to the 15th December, 1880; also for correspondence, &c., &c., in relation to the seizure of the bridge iron for the Chaudière bridge. He stated he was a sincere and conscientious believer in the National Policy (applause), and he wished to say a few words with regard to the protection of the National Policy from violation! (Hear, hear.) He was satisfied from what he had seen and heard from others in whom he could thoroughly trust, that notwithstanding all precautions of the Customs Department, undervaluation of goods coming into this country was being BRIDGES. goods coming into this country was being made amounting in the aggregate to a very large sum indeed. The motion which he made referred to a gigantic fraud which had been perpetrated within a few hundred yards of the Customs Department. He supperely perpetrated within a few hundred yards of the Customs Department. He sincerely hoped that the matter would thoroughly sifted, and that the parties in plicated would be treated as the law directed. He had been told that the honest trader who would scorn to cheat the Government any more than an individual would be protected, and he trusted that this matter would be examined into with great care, and that justice would be done. (Applause.)

Mr. BOWELL replied that appraisers had appointed experts under the law to value the iron imported for the construction of the bridge, and this board was now sitting. As soon as a decision was given as to the

soon as a decision was given as to the actual value under the law for dutiable actual value under the law for dutiable services as to this iron he would be able to complete the return. He could assure the hon, gentleman that though importations had been numerous last summer in this relation, the officers in this city had their eyes upon it the whole time, and it was distinctly understood with the importer that when the importations ceased proper steps should be taken to ascertain the fair market value of the iron for the duty, and in order to arrive at this conclusion the importer, acting under the law, claimed mporter, acting under the law, claimed the right of appointing two experts, one be-longing to Ottawa and the other to Montreal, and these gentlemen were now investigating

the matter.
The motions were carried. The House adjourned at 11.30.

OTTAWA, Dec. 21. The Speaker took the chair at 3 o'clock. THE XMAS HOLIDAYS.

Sir JOHN MACDONALD said that consequence of a gentle pressure which had been exerted on both sides of the House, he had resolved to move that for the Christmas holidays the House adjourn from Thursday next until Tuesday, January the 4th.

THE SYNDICATE Mr. McLENNAN and the importance of this subject could not be over-estimated. The diestion now came before the House in a form which he thought so far a solution that it became their duty to give it their best consideration, and duty to give it their best consideration, and to deal with it in the best manner which commended itself to their patriotism. (Applause.) On the first reading of the contract they noticed the absence of ordinary conditions and guarantees, and on the second perusal they found that this was a subject to which these ordinary conditions and guarantees did not apply. In ordinary cases these were mutually necessary to enable progress to be made. He would not on the one hand treat of barleycoms and inches and of fractions in the rates of tolls, nor on the other hand would he make fanciful estimates of the hand would be make fanciful estimates of the value of the land which formed the considera-tion to the builders of the road. This value tion to the builders of the road. This value had been stated at various figures up to \$4 an acre, but his idea in dealing with this subject was that they must deal with the land of the North-West in the way in which the question had been treated in the United States, where by common consent the general purpose for which the land grants were made was to facilitate settlement and advance the general prosperity, rather than to make them a mere source of revenue. A fair estimate of their value might be \$1.25 per acre. If they were to make fanciful estimates, he did not see why they should not place the figure at \$40 an acre as well as \$4. It had been represented that the members of the syndicate would accumulate great wealth, but he believed that no one of they would have an idea of the millions this contract would save the country in the matter of emigration alone. (Hear, hear.) There was one point in connection with the question of the country's ability to meet the obligation well worthy of consideration, and that was the probability of emigration. During last session there was a long discussion on that point. The leader of the Opposition stated that we could not expect such an immigration to the Canadian North-West as had been the case in regard to the American north-west. In proof of this he mentioned that we had nothing like the recruiting ground that the United States had. The fact was that the United States was as much the recruiting ground for our North-West as for the American north-west, because, as a rule, great wealth, but he believed that no one of high character and position would undertake such a contract without having freedom of action and freedom from the ordinary conditions and restrictions to which he had referred. As to fixing the value of the land, they might as well put a price on the land, they might as well put a price on the light of the sun and on the rain which fell from the clouds. The great object to be attained was the acquisition of an industrious and well-governed people. Such a work would not be undertaken without the prospect of a very great reward. With regard to the agricultural community, he thought he could safely appeal to every representative in the House as to the cruiting ground for our North-West as for the American north-west, because, as a rule, Americans did not care where they went so long as they could get good land and could make money. (Hear, hear.) It was said in opposition to the idea that we would have a large immigration, that there was a most remarkable and extensive exodus now in progress. But the figures given in proof of the exodus preved what? They proved that the good times had come, and that people had the money with which to visit the United States. During the good times of eight years ago people could visit the States. During the five lean years money was not sufficiently plentiful to enable them to indulge in that luxury. Now, the good times having arrived, the people were once more wealthy enough to travel. to every representative in the House as to the condition of the farmers at the present moment. He believed that every gentleman in the House that came from the country would tell them that the farmer, one of in the House that came from the country would tell them that the farmer, one of whose great privileges as a Briton was the privilege of grumbling, when now asked what his position was, would generally reply that he had nothing to complain of; and when inveterate grumblers had nothing to complain of he considered that a very satisfactory state of things existed. He was a farmer himself, and therefore in this respect spoke with more confidence and freedom. (Hear, hear.) The leaders of the Opposition proposed terms for the handing of the road over to a company somewhat similar to those before the House; but of course with them it depended upon who applied the terms. In this case the present Government applied them, so gentlemen opposite were against them. (Hear, hear.) In 1874 the hon member for Lambton offered \$10,000 and 20,000 acres of land per mile for the construction of the whole line, 2,600 miles, without any limitation as to the choice of lands. According to the present arithmetic of the Opposition, that would be about \$50,000 a mile. But he offered even more than that. He proposed that the contractors should say what further sum they would take in the AFTER RECESS.

plause.) He was glad to say that in the arrangement the Government had assumed that the contractors were honourable men, that their interests would keep them right, and that their interests were the same as the interests of the country. It was to the credit of the Premier that he had dealt with the subject as a statesman, leaving the hair-splitting and the suggestions of possibilities of unfairness to the gentlemen of the other side of the House. In conclusion he would say that the terms were so good that he would give them his full support.

Mr. IVES said the contract was a matter of business rather than of politics, and should therefore be dealt with from a business point of view. Although he had not believed the North-West lands so bad as the Opposition had painted them, although he had not predicted failure for the emigration policy of the Government in regard to the North-West as had the Opposition, he was still of the opinion that a mistake made at this juncture would be a fatal one to the country. The Liberal party, though deprecating this contract, were equally committed with the Conservative party to the policy of building the road, and of building it if possible by means of a company. As far back as the Quebec conference the necessity of acquiring the North-West and of constructing the railway was agreed to. In 1871 the proposal to construct the line was made to Parliament, Sir George Cartier stating at the time that the road would cost not less than \$100,000,000. Sir Alexander Galt, who was acting with the Opposition, did not oppose the construction of the line. The member for Lambton (Mr. Mackenzie) at that time declared that it was essential to the future prosperity of the Dominion that British Columbia should be admitted into the Dominion. The hon gentleman, however, deprecated the violation of the principle of representation by population, and claimed that too large a representation was given to British Columbia. The hon gentleman offered no objection to the construction of the railway except tha fered no objection to the construction of the railway except that he said the Government should not undertake to build it in ten years. Further, Mr. Mackenzie introduced an amendment to the resolution, and surely this re-presented the policy of his party. But this amendment did not denounce the undertak-ing or oppose the admission of British Colum-bia on the terms proposed. The hon. gentle-man urged the prosecution and completion of the road at as early a party of the of the road at as early a period as the state of the finances would justify. If this could be explained away as stern and If this could be explained away as stern and uncompromising opposition to the admission of British Columbia, then members of the Opposition were evidently quite capable of reconciling the difference between their course on this subject last session and at the present time. He found that the hon members of Contra Human (Sir Richard Contra per for Centre Huron (Sir Richard Cartwright) moved an amendment that the Govwright) moved an amendment that the Government would use its best exertions to complete the railway in ten years. (Hear, hear.) The member for Lambton had a few years since negotiated a second treaty with British Columbia, and had guaranteed to expend two millions a year on the Mainland in connection with the railway. It was evident from the history of the undertaking that both parties were equally compitted to the conparties were equally committed to the construction of this important means of communication. Mr. Dorion had regretted the utterance of the intimation that the country munication. Mr. Dorion had regretted the utterance of the intimation that the country was not bound to carry out its solemn pledge, and Mr. Blake, alluding to the argument that the Government was not bound to perform an impossibility, had declared that an honest man would fulfil the obligation, though the result might be bankruptcy; and that anyone who voted for the obligation, but attempted to evade it on the ground that the country was not compelled to fulfil it unless such was desirable, was a base man. (Hear, hear.) Also that the country was committed to an irrevocable engagement to build the road. He said that only one honourable and straightforward course was open to pursue, and that was to proceed with the construction of the road as rapidly as the financial position of the country would permit, and refusal to do so would not only be a breach of public faith and public honour, but it would also furnish an excuse, and a good excuse, for the dismemberment of the Union itself. (Hear, hear.) If there was no way out of the obligation, the question then arose how was a control of the House any company in the different classes of freight? Did any one think that if the rates were under the ontrol of the House any company in the world could possibly float the scheme? The leader of the Opposition said that the country would speak out on this different classes of freight? Did any one think that if the rates were under the ontrol of the House any company in the world could possibly float the scheme? The leader of the Opposition said that the country would speak out on this different classes of freight? Did any one think that if the rates would the House fix on the different classes of freight? Did any one think that if the rates would the House fix on the different classes of freight? Did any one think that if the rates would the House fix on the different classes of freight? Did any one think that if the rates would the House fix on the different classes of freight? Did any one their Mank the fount of the House any (Hear, hear.) If there was no way out of the obligation, the question then arose how was the road to be built. The policy of the Conservative party had always been to build the servative party had always been to build the road, not as a Government work, but by a subsidized company. The Liberal party, in its Pacific Railway Act of 1874, made provisions for the building of the road by a company, and the member for Lambton, as stated by the present leader of the Opposition, had it as part of his policy that the road when fully surveyed should be handed over to a company accompanied by grants of land and money. Beyond all this, however, it was obviously in the interest of the country that the road should be built by a company. It could be built more cheaply and worked more economically by a company than by the It could be built more cheaply and worked more economically by a company than by the Government. The company would also be interested in assisting the Government in securing emigrants for the country. Had hon members considered the cost per capita of bringing the emigrants to the older settled portions of the country? Had they reckoned how much greater the cost of taking emigrants to the North-West would be? If they had they would have an idea of the millions this contract would save the country in the mat-

Mr. IVES, resuming, stated that the Government, working with the syndicate, would naturally look forward during the next ten naturally look forward during the next ten years for a very large immigration to the North-West and also to the older provinces of the Dominion. This was a matter of very great importance, and he regarded it as the salvation of the country. The first of the objections to the minor details of the contract was that the lands were to be selected by the salvation of the contract was that the lands were to be selected. of land per mile for the construction of the whole line, 2,600 miles, without any limitation as to the choice of lands. According to the present arithmetic of the Opposition, that would be about \$50,000 a mile. But he offered even more than that. He proposed that the contractors should say what further sum they would take in the shape of interestrat the rate of four per cent. upon an unknown amount. It was also proposed by the late Government that two-thirds of the land should be sold at prices to be agreed upon, and that the Government should sell the land and pay the proceeds to the company without making a charge for administration. Another provision of the old offer was that the Government should have power to repurchase the road by paying the contractors the money fley had expended on the road, with ten per cent. additional. It was one of the advantages of the present contract that it contained no such provision for embarrassing a Government with applications for a repurchase. (Hear, hear.) In fact, the omission of the clauses which the member for Lambton was ready to put into a contract should he have made one was a favourable feature of the present arrangement. (Ap-

say, "You will be obliged to take inferior land," as might have been represented under the terms of the Act of 1874. If they rejected the terms of the Act of 1874. If they rejected this contract they would revert to the old system, as the Government would not thereby become absolved from its obligation to build the road. (Hear, hear.) The Government must necessarily take it up and carry it on as a Government enterprise. Then what became of the twenty years' exemption clause? Would these lands not then he exempt from traction and in the statement from traction and in the second for th emption clause? Would these lands not then be exempt from taxation until sold and disposed of? He looked upon the argument in favour of a company having the very greatest interest in disposing of these lands—as the raising of grain on these lands was the source to which they would have to look for a revenue, and in fact for the success of the scheme—as being most important. He believed that it would be in the interests of these gentlemen—who on all sides were lieved that it would be in the interests of these gentlemen—who on all sides were acknowledged to be gentlemen of good sense and business ability—as well as their policy, to dispose of these lands on easy terms and as rapidly as was possible. But it was said that they would not take over from the Government the land even, after they had a right to it, until they had an opportunity of selling it, and that in this way they might prolong the period of exemption indefinitely. But surely this was a matter in the hands of the Governperiod of exemption indefinitely. But surely this was a matter in the hands of the Government. Surely the Government could compel the company to take the assignment of the lands when the latter became entitled to them. He was surprised, when they considered the fact that this was a way in which they could help the scheme without costing the country a dollar, to hear this objection, especially from members representing the older provinces of the Dominion. Regarding the security for the construction of the road, the leader of the Opposition in the course of his speech had furnished the House with a most conclusive argument. After showing that the syndicate would com plete every section of the road, after showing that the syndicate would make a very great thing out of the central section of the country, the hon. gentleman stated that they would make three millions more by constructing the difficult parts of the central section and western part than by not doing so.
And surely if these gentlemen were hardhearted financial men, as they were described
to be, they would not lose these three millions, but would build this section of the road. Also that they would make \$833,000 more by constructing the line north of Lake Superior than by not doing so. (Hear, hear.) Surely they could not have any better argument than this to satisfy the House and the country that the syndicate would build the whole road as agreed upon. That was proved by the arguments of the leader of the Opposition himself. The House was told that very high rates might be fixed and the settlement of the North-West might thus be retarded and the prosperity of the country be prevented. But it was admitted on all hands that the Government of the country had the fixing of the rates for traffic which would pass over this road, and if the Government had not this power, and if they were to suppose that these men would build the road and honestly intended to operate the road, surely it would not be argued for a moment that they would fix such rates from west to east as to prevent the growth of wheat in that country. (Ap-plause.) What rates would the House fix on the different classes of freight? Did any one think that if the rates were under the

this ground merely, necessitating the taking upon their own shoulders again of the burden of constructing and operating the railway. (Applause.) The verdict of the people would be that it would be best to repose in the Government of the country which had the henour and pleasure of introducing almost every great and useful measure which had been bestowed on the country, rather than in the power of those gentlemen who during their term of office seemed so to act as to depress the affairs of the country. (Cheers.) The leader of the Opposition had referred in tones of ridicule to the fancy sketch which the right hon, the leader of the Government had drawn as to looking down from the realms above on a train moving westward realms above on a train moving westward over the Canadian Pacific railway bearing the over the Canadian Pacific railway bearing the members of the Club Cartier. He hoped and believed that it was the wish of every member of the House that the Premier might have the pleasure in his own lifetime—(hear, hear)—of seeing this take place. (Applause.) He thought after a lifetime of toil and labour on behalf of the country, the right hon. gentleman deserved to see accomplished the last and greatest work of his life. (Cheers.) Of this much he felt confident, that if the right hon. gentleman were judged by the people of Canada, he would certainly look down upon this event. But he feared that if hon. right non. gentleman were judged by the people of Canada, he would certainly look down upon this event. But he feared that if hon, gentlemen opposite were judged by the people of this country, the latter, recollecting the miseries which they suffered during the five years of their reign, would consign them to a place where, if they were conscious of the moving of a train, it would merely be by way of hearing the rumbling of the wheels. (Laughter and cheers.)

Mr. LAURIER, referring to the speech of the hon. member for Centre Huron (Sir Richard Cartwright), said this was no time for recrimination, as the interests of the country were at stake. It was a fault, if not a political crime, in 1871, when the country was bound to the construction of the road. It was a fault, if not a crime, in 1880, when the policy was persisted in. The present Government had succeeded in getting a second elephant on their hands. In their anxiety to get rid of it they went to Paris and offered to give it away, but the gift was declined.

get rid of it they went to Paris and offered to give it away, but the gift was declined. They offered it in London, and the gift was again rejected. At last, in despair, they offered a heavy bonus to those who would take it, and it was taken, the best of the North-West going with it. The contract was indeed a surrender. The whole thing was a monstrous monopoly. Everyone knew what the land companies were. They oppressed the settlers, deprived them of their rights, and reserved to themselves the right to put up mills. The Government endeavoured to make it understood that the permanence of British institutions in this country depended upon the building of the road. He would be sorry indeed for British institutions if they depended in this country upon the building of a railway, whether of gigantic or diminutive proportions. tive proportions.

Mr. CIMON expressed his surprise that

Mr. CIMON expressed his surprise that the last speaker, after having supported the Government which had proposed a similar contract, should be opposed to the present proposal. The late Government, in its proposition, admitted that sufficient could be realized out of the lands to secure the construction of the road. He, for his part, was happy that they had made that acknowledgment, but was better pleased to know that it was true. He represented, he said, a constituency which would receive as little direct benefit by the construction of the road as any, and yet he was glad to support a scheme which was so well calculated to be of benefit to the entire country.

Mr. ANGLIN asked for the consideration of the House while he occupied its attention

Mr. ANGLIN asked for the consideration of the House while he occupied its attention for a few hours. (Laughter and applause.) The contract before Parliament was the worst proposal for the construction of the Pacific railway ever yet suggested. It contemplated the building of a railroad such as the Union Pacific was in its earlier days, and the giving away of our best lands. True it was that the leader of the late Government proposed to give 55,000,000 acres to a company, but the lands were not to be the best in the North-West, but of a fair average quality. He objected to the Government valuing the lands to

be granted at \$1 per acre, and held that if the lands were really worth only \$1 an acre, the sooner the Government ceased to invite our own people to the North-West the hetter.

Mr. CHARLTON moved the adjournment of the debate.

MEMBER INTRODUCED Mr. SPEAKER announced the reception of a report from the returning officer of the election of Mr. Sutherland for North Oxford. Mr. Sutherland was introduced by Mr. Blake and Mr. Skinner.

The House adjourned at 12.05.

## SHIPWRECK AND STARVATION.

Party of Shipwrecked Sailors Starved to Death in Newfoundland. ST. JOHN'S, Nfld., Dec. 18.—Particulars of the loss of the ship Monantum, during a terrific gale off the highlands of St. George's Bay, last week, state that the crew put off from the vessel in two boats. One boat with six men capsized, and all were drowned. The lifeboat, with eleven men, capsized, losing the provisions, water, and oars. The crew the provisions, water, and oars. The crew held on and righted her, and after twenty hours of exposure, cold, and hunger, washed by the chilling spray, the boat reached the shore. The men wandered about the uninhabited, barren shore for eight days, all dying of hunger and exposure except two, who were rescued by a couple of men going to the sea coast. The captain was found alive, but died soon after, and the two survivors are not died soon after, and the two survivors are not likely to live long. The arm of one of the dead men was found to be eaten to the bone, it is supposed by some of his companions. The coast between St. George's Bay and Cape-Ray is strewn with wreckage. Other tales of disaster will probably soon be told.

### A GATINEAU OUTRAGE.

A Lad Shot by a Ruffian by Mistake for Another—A Clear Case of Intent. OTTAWA, Dec. 13.—Another story of brutal violence, with the additional turpitude of cold-blooded deliberation, comes from Gatineau Point. The perpetrator of the crime is a well-known lawless character named Gariépy, and the account of the affair is thus related and the account of the affair is thus related by a gentleman who lives in the neighbourhood. Recently two inoffensive men named Dennis and Maloney, both farmers of Templeton, were attacked by Gariépy on their road home. Maloney being a powerful man threw him off, and the two men proceeded on their way. Gariépy went home, got a revolver and shot gun, and thinking that Dennis and Maloney had gone into the house of a neighbour named Lafontaine, waited, expecting they would come out. This was at night, and while he was lying in wait young Lafontaine, a lad of ten or twelve years of age, came out of the house. Thinking it was Maloney, who was the party he intended to shoot, Gariépy fired, striking the boy in the neck with a quantity of shot, and then fied. Young Lafontaine is in a critical condition, and Gariépy is in hiding. No steps have been taken to bring him to justice, no complaint having been made te the magistrates of the neighbourhood.

### DETERMINED SUICIDE.

in M.P.'s Private Secretary Strangles
Himself. PORT HOPE, Dec. 18.—Last evening J. Churchill Watson, private secretary to Col. Williams, M.P., entered the Queen's Hotel and asked for a room. The proprietor conducted him to one, and Watson commenced and asked for a room. The proprietor conducted him to one, and Watson commenced to undress for bed, seeming quite cheerful. As he did not put in an appearance this morning, an effort was made to call him from the outside, and that not proving effectual, the door was opened, when he was discovered lying apparently dead. An alarm was given, and a further investigation showed that he had taken his life by winding a silk handkerchief round his neck, tying it tightly, causing strangulation. He had been drinking very freely for several days, and from remarks. strangulation. He had been drinking very freely for several days, and from remarks which he made yesterday, it is supposed that he was on the verge of delirium tremens. He leaves a wife and child, who were only made aware of the suicide by hearing it in the street on their way down town about ten o'cleck this morning. The unfortunate materied to kill himself the other day by hanging, but the article to which he was suspended would not bear his weight

## A CASE OF KIDNAPPING.

An American Fugitive from Justice S in the Eastern Townships and For Taken Across the Line. Montreal, Dec. 16.—About two weeks since an attempt was made to kidnap an American named Brand, who had fled from the States and taken refuge in Hemmingford, just across the line in this province. The attempt was unsuccessful, as the prisoner released himself and made good his escape. Last night a second and successful plot to abduct him was carried out. In the evening three men arrived in the village and kept out of the way until a late hour, when they made a raid upon the dwelling where Brand was lodging. They took him by force and carried him to a sleigh in waiting outside, and placing him in it they stifled his cries and drove off. They arrived with their captive at Plattsburg, N. Y., this morning, and handed him over to the custody of the warden of the gaol. It appears Brand was lately tried at Plattsburg for obtaining a large amount of money under false pretences, found guilty, and sentenced to a term in the Albany penitentiary and five hundred dollars fine. His attorney moved for a stay of proceedings and a new trial, in the meantime getting him out on three thousand dollars bail. Senator Appin, Dr. Cole, and Mr. Leggat became his bondsmen, but the rellow was no sooner set free than he absconded, leaving his securities for penalty. What course the Canadian authorities will take under the circumstances is not known. MONTREAL, Dec. 16 .- About two week

## ANOTHER MONTREAL SENSATION.

ANOTHER MONTREAL SENSATION.

A Prominent Citizen Arrested on a Charge of Forgery.

Montreal, Dec. 18.—Mr. Thos. F. O'Brien, a retired merchant, who owns an immense amount of real estate both inside and outside of the city limits, has caused a startling sensation here to-day owing to his arrest on the serious charge of forgery on a gigantic scale. Some years since, in the times of extreme inflation in the value of property, Mr. O'Brien purchased extensive tracts of unimproved suburban real estate from the trustees or executors of the late Mr. John S. Knox and Mr. Daniel Hadley. The whole of the purchase money was not paid at the time of sale, and sums of \$18,000 and \$11,000 remained, and were secured by mortgages. A short time since actions were entered in the Superior Court to recover these amounts, and when they were called yesterday Mr. O'Brien exhibited receipts for the full payment of the claims, alleged to be signed in presence of witnessee by Mr. R. A. Ramsay, advocate of the Knox estate, and Mr. Henry Hadley, on the part of the Hadley trust. Both gentlemen at once repudiate the signatures, and denied the receipt of any money from the defendant. The result was the immediate issue of warrants for O'Brien's arrest, and his incarceration on the charges. What still further augmented the excitement was the filing of a receipt by O'Brien for a payment of \$50,000 to Mr. J. Rennie, late general manager of the Consolidated Bank, on account of a debt for \$150,000 which O'Brien owes the assignees of that institution, and is now being sued for. No such payment appears in the books of the bank, and as Mr. Rennie is himself a fugitive from justice, against whom true bills have been found by the grand jury bank, and as Mr. Rennie is himself a fugitive from justice, against whom true bills have been found by the grand jury here, it may be difficult to get a conviction on the receipt purporting to be signed by him. For some time past O'Brien has been embarrassed financially, and involved in constant litigation. He has determinedly fought off all his adversaries however, and hitherto successfully. The magistrate has fixed the prisoner's bail at \$16,000.

VEGETINE.—The great success of the TINE as a cleanser and purifier of the blahown beyond a doubt by the great he who have taken it, and received immediate with such remarkable curve.

## The Meekly Mail

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TORONTO, FRIDAY, DEC. 24, 1880. TWELVE PAGES SIR CHARLES TUPPER'S EXPLA / NATIONS

THE explanations offered by Sir CHARLES TUPPER concerning the various disputed clauses of the nailway contract were timely and effective. It was obvious that they had an effect on the House, and even on the Opposition, though doubtless those who are determined to oppose the bargain will not only held his own sames the general elections, but won several seats from the Opposition. Is it that he and his friends desire to exercise patronage over contracts, as the Globe says? That cannot be, else he would have adopted Mr. MACHINIZEE'S plan of building clauses of the railway contract were timely will vote against it in spite of any explanations. It may be remarked, in the first place, that in order to escape the necessity (what Mr. BLAKE and his friends call the "ruinous necessity") of building the railway as a national work, at a cost varying, according to the mood of statesmen or the ation had by engineers, from \$80,-000,000 to \$160,000,000, Canada must give some reasonable advantage to e private capital embarking in the ing. The bargain cannot be Il on the side of the Government

more favourable than any terms ever offered to the country. On that head the country is the gainer. In addition to the subsidy, there are advantages offered to the company against which objection has been lirected. The first The first one is their exemption from the payment of duties on all steel rails, bolts, nuts, and iron bridges used for the construction of the railway. As to the steel rails, they are not made in this country. and their manufacture is not likely to become a great industry in time to be of use in the no of the railway. They are free ow under a special arrangement of the ariff, and as to them, therefore, the company obtains no advantage of any conse-quence As to the remainder of the iron work, we confess we would have preferred that they should not have been free, but the Government that made the National Policy its platform will not, we are sure, depart even slightly from it without the very best of reasons. If we interpret rightly the language of Sir Charles Turrem in his speech of Tuesday night, we may expect that some measure will be adopted by the Finance Minister to compensate the industries that may have reason to feel that they are not sufficiently protected in the making of this contract. We do not imagine that the Covernment overlooked the obvious objections of this particular industry, but the greatest thing for the iron, as for all other industries, is to get the country settled and this railway built. Another objection referred to by Sir CHARRES was the freedom of the lands from taxation for twenty years unless previously sold or occupied. We have already dealt with this point pretty conclusively. In addition, however, to the obvious reply that the company are interested in selling their lands and not in keeping them, Sir Charles quoted from the American laws to show that public lands granted by way of subsidy to railway companies were not only free from taxation while in the hands only free from taxation while in the hands of the company, but free also from taxa-tion for twenty-five years after they have passed into the hands of private puschasers and settlers. In the syndicate contract no such provision exists, and the freedom from taxation enjoyed by the syndicate is one from which they must, on pain of other ruin, endeavour to extricate themutter ruin, endeavour to extricate them-selves by selling their lands as rapidly as

possible.

The question of rates of freight was also discussed with clearness and force. It will be observed on reference to the Speech from the Throne that an amendit to the Railway Act will be brought down, which will give the Government power over the rates and the profit to be ed by the company. As the standard tes has been reduced from fifteen to ten per cent., this objection is a very weak one indeed.

the Minister's speech, as well as on refer ence to the contract, that the selling of the land bonds of the company is subject, to the control of the Government, and all moneys obtained from the sale of bonds must be deposited with the Government. The Government retains its own teleinted by Parliament. It retains the stains one fifth of the company's whole laubsidy as security for running the l. It retains one million dollars as

company may be considered as having been bound about as tightly as any business men would care to be bound in an enter-prise in which they are risking so much, and from which their gains are after all to be so problematical.

TWO PLAIN QUESTIONS.

Mr. BLAKE is a capital hand at letting off fireworks. When he made his début in political life as leader of the Opposition in the Ontario Legislature—Mr. McKellar was only the nominal chief—he dazzled the province by the glamour he contrived to throw around the toughest and driest subjects, and the ease and brilliancy with which he invoked Magna Charta and the memory of HAMPDEN in discussing such prosaic topics as colonization road grants and prevision contracts for the public institutions. By-and-bye the people began to believe that SANDFIELD MACDONALD was attacking the eternal principles; and that the sturdy old Refor-mer contemplated nothing less than the destruction of the popular liberties. It was clever work on Mr. Blake's part, and was clever work on Mr. Blake's part, and it succeeded. Sandfill, and it was not until the grass had grown over his grave in St. Andrew's churchyard that men began to understand that they had been egregiously humbugged by an exceedingly able actor. The hon, gentleman is at the old game again. He pretends to see in this syndicate agreement the ruin of the country, the enthralment of the people, the tyrathy of a vast monopoly, and a ple, the tyrainy of a vast monopoly, and a varied assortment of other evils; and is about to issue a manifesto calling upon the country to rise and protect its threatened nterests, and save its honour and its free-lom, before Sir John Macconald com-

dom, before Sir John Macbonald com-pletes his work of destruction.

Now, why should the Dominion Premier be anxious to destroy the Dominion or jeopardize its future? He helped to build it. It was he who presided at the laying of the corner stone, while some of Mr. Blake's allies sullenly refused to carry mortar. Why should be seek to pull down edifice, the growth of which he ha watched with so much care, now that the great work of hiselife is nearly done? Is it to strengthen his party, as the Globe makes out? Why, he has a majority of 90 in a House of 206 members; and has not only held his own since the general the road as a Government work out of the public taxes. The OLIVER, DAVIDSON & Co.'s and DAVID MOORES of the Conservative party, if any such there be, would then have had their opportunity; but he hands the whole work over to a company, composed of eminent business men, among whom he has political op-ponents, but not, so far as we know, a single political friend.

Secondly, how is this agreement going to rum us? Mr. Blake thought there

to ruin us? Mr. BLAKE thought there was safety in building the road from end to end in ten years out of the public revenues; at least, he never warned the country against Mr. MACKENZIE. Where, then, is the disaster in paying for its construction by a mixed land and cash subsidy? He agreed to the offer of \$10,000 and 20,000 acres for the whole job, the work to be done by a syndicate or comwe obtained as advantages.

We have already said enough as to the the work to be done by a syndicate or combondage there; and that he sees both in an intensified form in an offer of \$25,000, an intensified form in a significant wing, "000 and 25,000,000 acres is mainly owing, we are compelled to think, to the fact that Sir John Macponath, and not Mr. Mac-RENZIE or Mr. BLAKE, is one of the chicf

parties to the contract. SIR RICHARD TO THE RESCUE. EVERYBODY knew that when the redoubtable knight who was rejected by Lennox, having no honour in his ewn county, opened his mouth this session he would put his foot in it. He was the last man who could afford to throw stones at an opportent, for there is not a man in , public ife at this moment who is so helplessly vulnerable as he. Apart altogether from his political tergiversation, there is no living Canadian politician who has so totally ignored the commonest amenities of controversy. As Sir CHARLES TUPPER remarked, "during the past five years that "hon gentleman has violated the dignity of Parliament and the proprieties of Par"kamentary debate to such an extent as it "never was violated perhaps on the floor of this House." Outside the Chamber his language has been still more disgraceful, as the great Partullo, recently rejected of North Oxford, was good enough to prove in his futile collection of picnic eloquence. Ingrossissinuation, coarse vituperation, and unmanly indulgence in personalities Sir Remare Cartwright has no equal. He is the Swiff of the party, without the genius of Guillivia, its Junius with a shillelagh for his rapier. No man ever attempted to be so satirical, and yet felt so strongly the recoil of the weapon he knew not how to use. Instead of discussing the Pacific railway resolutions on Friday as a statesman would have discussed them, he at once launched out upon a vulgar tirade of personal abuse. The Government, said he, "was either crazy, or was bought and "had been sold." Its arrangement was "the very perfection of stupidity and blindness," "showing how grossiy ig"norant and incompetent it was." We wonder how Messrs. Blakk and Mackenze felt when they heard this madcap trampling upon all the amentics of Parliamarked, "during the past five years that zir felt when they heard this madcap trampling upon all the amenities of Parlia-mentary life; and we can well anticipate what the feelings of the people must be when they read his philippic and, reflect that they endured him as Finance Minister

for five years.

But he did not stop there. The temp tation was too strong for resistance, so soon as the hon, gentleman got on his feet.

Mr. Blake had been too punctilious in the matter of new scandals, perhaps because he did not like the organ which promul-gated them, perhaps because he does not relish dirty work. But Sir RICHARD had relish dirty work. But Sir RIGHARD had no nice scruples in the matter. He dare not, when face to face with the Minister of Railways, repeat the slanders of the newspaper, but, with characteristic meanness, he could insinuate them. He hinted that the contract had been obtained by improper means, and added that "it was "difficult to decide whether the Minister "of Railways had signed the contract as "agent of the first party, or as the party "of Ralways had signed the contract as "agent of the first party, or as the party "of the second part." Not a word followed in the shape of a formulated charge; no definite accusation was preferred—indeed it was all a peradventure. "He did "not say the cash had passed," "he did "not say that it was his own opinion," but perhaps future advantages had been "held out."

for a man who thus deliberately insinuates a slander which he cannot even profess to believe? A public man—an exMinister at that—who could so far forget himself is a political lahmachte, devoid of shame, and undeserving of the slightest consideration. Either he had no ground for the fowardly insinuation upon which he ventured, or he had; in the former case he should have at once called for Farliamentary enquiry, in the latter he should have held his fongue. He, therefore, stands self-convicted either as a contemptible slanderer, or as recreant to his duty as a representative of the constituency which rescued him from political oblivion.

The Minister of Railways replied in terms of natural and just indignation at the imputations cast upon him by anonymous assailants in the press. He knew well enough that what Mr. Blakk and the reputable members of the Opposition were

enough that what Mr. BLAKE and the reputable members of the Opposition were unwilling to soil their fingers with had been taken up as a dernier ressort by the party scavenger. He knew that the chiet organ, repudiated by its party leader, had at last found a champion fitted for it. It is no wonder that he struck home beyond the House at the Managing Director, who was there to see the attack made, after his own fashion, by a foul blow attributable, if own fashion, by a foul blow, attributable, if the assailant chose to plead that defence, to mistake or inadvertence. Sir CHARLES TUPPER was not to blame for returning the stroke to the arm which really aimed it. Some of the Opposition ex-elaimed against the act of selfdefence as cowardly; in what aspect of the case can it be so viewed? Is it beof the case can it be so viewed? Is if because the organist was not on the floor of the House? He has a whole party to speak for him. Is it because he is the conductor of a newspaper? So much the mon are all the advantages on his side. For every letter in the Minister's allusion the journalist has had a dozen columns of previous attack. Will it pretend that his mouth is shut and he cannot reply? On the constrary, as the readers of the Globe will see, he can address a popular audience, and abuse his opponent without stint, and what is worse, without responsibility, every morning for weeks or months. All we became the Minister of Railways for is this: that he gave, by his reference, a fictitious that he armster of rearways for the that he gave, by his reference, a fictitious importance to a journal which has been repudiated and disavowed by the leader, and all the reputable and intelligent mem-

bers of its own party.
Sir Richard Cartweight's reply was characteristically weak. Even this politi-cal Bonadit shrank from again repeating his insinuations. Instead of that he maundered about the Pacific scandal of 1872, and whimpered out a defence of his fiasco on the London Stock Exchange. If he had made an egregious blunder, he "had every reason to believe that it was "to the best interest of the country."

One benefit, however, did result from this episode: Sir Charles Tupper challenged the Opposition to formulate the Globe's charges on the floor of the House. He challenged investigation openly and defiantly; will any one of them face the music? They will not, simply because, not like Sir RICHARD CARTWRIGHT, who repeated the slander without endorsing it, they believe it to be false from beginning

to end, and, like honourable men, prefer to hold their peace. THE OPPOSITION MANIFESTO.

THE manifesto which was to have ere this been issued by the Opposition to

hood and two pieces of folly. It is asserted that the Ministry have kept back "until "the last moment" the information concerning the syndicate contract. This is not true. The information was laid on the table of Parliament last Tuesday; was published in all the daily papers of any was published in all the daily papers of any consequence on Wednesday; on Thursday was in every paper in Canada; and by that date had been read by every intelligent man in the country. The "last" moment" has not even yet elapsed; the debate continues. and a full month may elapse (though we hope not) before the division is taken. We therefore the division is taken. fore characterize the statement in the "memo." as a falsehood. It is also said in the first paragraph that the members have not consulted their constituents, and that the Rremier has denied a dissolution.

We can only say that if members want to consult their constituents every time a new measure is introduced, they should never have accepted a nomination to a re-presentative position; and if we must have a plebiscite for every great public work, the public business could not be carried on. These are the two pieces of

The second paragraph contains a platitude about the necessity of building the railway in some way or other. The third paragraph contains a statement of the Government's expenditure on the Pacific railway as \$31,119,618, instead of \$27,700,000, or an over statement of \$3,-

419,618. 419,618.

The fourth paragraph is a confession that the cost of the prairie section to Kamloops is less under the presc. bargain than under the late Government sestimate; but the confession is explained by a falsehood, viz., that the present bargain contemplates an inferior road, whereas the late Govern-ment, as a matter of fact, contemplated nothing much better, as Sir CHARLES TOPPER showed, than a "tramway."

The fifth paragraph commits an outrage on decency and credulity by assuming that the lands are worth over \$3 per acre, and putting down the land subsidy as being worth \$74,625,000, or nearly \$50,000,000 too much.

The sixth paragraph commits a variety of outrages on the truth—such as that the railway has a monopoly of the trade of the North-West; whereas two companies at North-West; whereas two companies at least are now asking for charters; one has been allowed to purchase over a million acres of land, and the other will probably have a like opportunity; and the syndicate will be only too glad to have branch lines built so long as the Canadian trade is not deflected to American channels and this also is the wish of the people of and this also is the wish of the people of

Ontario and Quebec.

Further on we come to the persistent falsehood concerning the freedom of the company's land from local taxation for twenty years, without the qualifying clause "till sold or occupied." As Mr. Langevin points out, the company cannot even let their lands for pasture purposes without forfeiting the freedom from taxa-

Then follows the enormous untruth that there will be established in the North-West a landlordism like that of Ireland. Greater stuff never was penned. The Government retains 75,000,000 acres for its own purposes; free grants will be given as before, and it is the interest of the syndicate to sell their lands to as many individuals as possible. Therefore, all the evils of landlordism are exceptionally

or over \$13,000,000.

Next follows an advocacy of the new scheme of the Opposition for avoiding the eastern section, which was not thought of when, Mr. MACKENZIE was in power, which has been adopted only as a last desperate resort, and which is especially dispersion of the province of Ontario.

We do not wonder that Mr. Mrats', manifesto, which was so trumpeted, has been degraded into a private "memoran-

THE ADULTERATION OF FOOD. THE Adulteration Act is working well From the report of the Department for 1880 it appears that 1,043 samples were analyzed during the past year, of which only 295, or about 28 per cent., were found to be adulterated. The samples embraced tea, sugar, milk, coffee, potted meats, bread, butter, sweets, and a large variety of spices. Butter heads the black list, 80 samples out of 165 analyzed being adulterated. Then come milk, with 72 out of 171, and coffee, with 35 out of 61. Of sugar 55 samples were analyzed, and all were found pure—a fact which speaks well for the Canadism refiners. The following table shows the percentage of adulteration since the Act came into force:

1875. 51.66. 1877. 50.61 1878. 33.33

ated with sugar and flour, and tea with worthless samples of the article. Sweeta are very pure; of 52 samples analyzed only four were found to be adulterated. The percentage of adulteration in condiments has fallen from 88.68 in 1876 to 52.85 in the present year. The Department does well in publishing the names of dealers whose goods are found to be adulterated; it is perhaps as good a deterrent as could be devised.

ABORTIVE AGITATION. Ir the Opposition could only tell the

people exactly what they want, there night be some chance of a successful agitation against the Government arrangement. Unfortunately the only thing they are determined upon is opposition. The reasons for it are as varied and inconsistent as can well be; still it is opposition, and their skirts are clean. Only the other day the organ protested that Mr. MACKENZIE'S advertisement for a Pacific Railway Company was a delusion and a snare. To be sure he offered explicit terms, \$10,000 a mile and 20,000 acres of land; but he meant nothing by it. He was curious to know what capitalists would do, and made the country pay for the satisfaction of his curiosity, as it did for his steel rails' "every elector in the country" failed to pass the criticism of the Grit caucus, even though it was the composition of Mr. Mr.s.; but it appears as a "memoran" in the columns of the party papers.

The first paragraph contains one false-hood and two pieces of folly. It is asserted to the contains one false-hood and two pieces of folly. It is asserted to the country failed to the rebellious Boers that Siberia is a far richer country than Canada, and enjoys a climate neither warmer in summer are colder in winter. Mr. Greenwood, the king of Jinge journalists, for intelligence is that the rebellious Boers that Siberia is a far richer country than Canada, and enjoys a climate neither warmer in summer are colder in winter. Mr. Greenwood, the king of Jinge journalists, for intelligence is that the rebellious Boers that Siberia is a far richer country than Canada, and enjoys a climate neither warmer in summer are colder in winter. Mr. Greenwood, the king of Jinge journalists, for the track of a far richer country than Canada, and enjoys a climate neither warmer in summer are colder in winter. Mr. Greenwood is a markel table to say it is to say:

"With regard to the land sulsidy granter of the syndicate, we do not entertain much fear that its power will be asserted by Mr. Blake it has the rebellious Boers and a cry is raised by Mr. Blake it has the rebellious Boers and a cry is raised by Mr. Blake it has the rebellious Boers and a cry is raised by Mr. Blake it has the rebellious Boers and a cry is raised by Mr. Blake it has the rebellious Boers and a cry is raised by Mr. Blake it has the rebellious Boers and a cry is raised by Mr. Blake it has the colon and a cry is raised by Mr. Blake it has the colon and a cry is raised by Mr. Blake it has the colon and a cry is raised by Mr. Blake it has the colon and a cry is rais capitalists and putting them to cost for nothing. This plan was a much purer and more efficacious one. According to the organ's valuation, he managed to spend above thirty-eight milhons of dollars over above thirty-eight millions of dollars over not much more than a fifth of the line, and that the least difficult part of it. The syndicate prepose to finish the balance, including the Lake Superior and extreme western sections, for twenty-eight millions. Indeed, supposing the Globe's estimate of one hundred and ten millions to be correct, could Mr. M. OKENZIE, at the rate he was according to it for less than twice that spending, do it for less than twice

It may be said that he did not intend t

It may be said that he did not intend to fulfil the compact with British Columbia, although he confessed himself "morally, "as well as legally, bound" to it. Then why did he pretend to keep faith so long as he remained in office? Why did he promise, merely in exchange for an extension of times—not, be it observed, for consent to an abandonment of the enterprise—to spend a million and a half a year in British Columbia? Why did he deposit 5,000 tons of steel rails there as a guarantee for his good faith? The plain and evident fact stares the Opposition in the face, and fact stares the Opposition in the face, and it cannot be got over by assaults upon the new arrangements. The ex-Premier the new arrangements. The ex-Premier did honestly intend to carry out the compact with the Pacific Province; he advertised bona fide for a company to construct it; and he offered them more liberal terms than the construct it. liberal terms than the syndicate have secured now. That is the plain English of the matter, and no amount of sophistry can represent it in any other light. Now the organ protests that the Opposition never objected to Pacific railway construction by a company; if so, why did it take so much pains to show that Mr. MACKEN-ZIE meant nothing by his application for tenders, and, at the same time, to suggest that he intended to reject them even if the contractors accepted terms he had offered himself—a land and money bonus he, a the same time, believed to be insufficient the same time, believed to be insufficient?
Our contemporary is very anxious to ignore the positive pledges of the late Government. Preferring to go back to 1871, it talks of the ten years, now expired, within which Sir John Macdonald intended to complete the enterprise. What has that to do with it? Mr. Mackenzish had it in his power to repudiate the whole arrangement, and did repudiate it so far as the time limit was concerned. But he distinctly accepted the obligation to proceed at once with the whole line, and not with choice parts of it. Language could ceed at once with the whole line, and not with choice parts of it. Language could not be more explicit than his, and therefore both political parties are "morally "and legally" committed to what one of them, because it has get rid of official responsibility, desires to shirk. The leaders and the organ may wriggle as deftly as they may, but they have no possible right to evade the duty they accepted on behalf of the country, whether relactantly or not is beside the question. Details in the syndicate arrangements are fairly open to criticism, but to the scheme in the main they are as deeply pledged as the present Ministers of the Crown.

This at ence estops them from babbling about constructing the Lake Superior section or any other section when the progress of settlement demands it. And even

gress of settlement demands it. And even if it did not, what man, in his senses, would think of thus putting the cart bewould think of thus putting the care be-fore the horse? How are the valuable mining lands north of the lakes to be opened up without the railway? Settle-ment and industry will follow the iron way, not precede it; and if the Govern-ment patter with its obligations, and refuse

to complete the trans-continental line before the country is settled, it might as well avow frankly that it does not intend to keep faith in the matter as all. The only question then which remains is, could a more economical agreement be come to than the one concluded by the present Administration? It so, what is it? Anybody, especially of the factious type of existing Oppositionism, may find fault and pile up statistics, more or less delusive; but the question is, what plausible arrangement, that is also practicable, can be substituted for the one before the House?

Tas intelligence communicated in these columns yesterday regarding South African affairs is sufficiently alarming, and yet it cannot be said that the catastrophe was inforeseen. The South African colonies apparently refuse to learn from experience, and they are now reaping the fruits of their own precipitancy. The Zulu war never received the sanction of the Home lovernment, indeed it was entered upon lirectly in the face of peremptory instructions from home. One would have thought that having once felt the dangers and experienced the disasters of war upon the natives, the Cape colonists would have kept the peace. In the case of the Basutos, they had no such apology as Sir BARTLE FREEN urged as a defence of aggressive war against CETEWAVO. The Zulus, in his opinion, were preparing for war, and he attacked them in advance, simply to gain such advantages as might be reached by being first in the field. But the Basutos are one of the quietest and most industrious of native tribes. Mr. FROUDE, who was sent out by the BEACONSFIELD Government to promote the cause of confederation, testified to their character in warmly eulogistic terms. "This tribe," he wrote, "deserved the "highest consideration at our hands; "they were singularly loyal, and had "made considerable progress in the arts "of peace." Yet the Cape Parliament passed an Act to allot the tribal lands to settlers; and when the Basutogremonstrated, ordered that they should be disarmed. Mr. FROUDE protested against the attempt to rob the Basutos of their pro-perty, and Sir GARNET WOLSELEY, in March last, pronounced decisively against the disarnament. After showing that the arms were supplied by merchants, and that each Basuto who had been engaged at the diamond fields was expressly authorized to carry home a gun with him, the General says: "Under these circumstances it seems to me that for us now to insist upon these natives surrendering their arms, which we have sold them, would be unjust, whilst the selection of a time such as the present, at the conclusion of a series of wars during which they have proved faithful

"to us, would be most impolitic."
Yet it is new clear that the headstrong determination of the colonists has driven this peaceful and loyal people into rebellion, and kindled a flame once more in South Africa beyond their power to arrest. South Africa beyond their power to arrest. As everybody conversant with the country foresaw, the Basutos soon found allies not only amongst the native tribes but amongst the Boers of the Orange State and the Transvaal. The latest intelligence is that the rebellious Boers have taken Heidelberg and are entrenched there in force, and a cry is raised for help from England. Now it is not so long since, in really to remanutances from by them, could easily be vanquished. But they were in so great a hurry to chastise a people whose only offence was their peace-ful loyalty, that they did not reckon upon the blaze they were kindling from so small a spark. The Basutos were defeated; but a spark. The Basutos were defeated; but an alliance soon sprang up which the colonists cannot cope with; they, there-fore, appeal for English assistance. Now, whatever claim the Cape people may have when in danger of invasion, it is quite clear that they have no right to involve the Empire in the cost of an aggressive war. If they are determined to treat the natives or the Boers unjustly they should be sure they are able to vanquish those they attack. If millions of English treasure are to be expended and thousands of English lives sacrificed in these unjustifiable conflicts, the Home Government has some right to be consulted before the fight begins. It is the duty of the Mother Country to defend every one of its colonies, when attacked, but it is going rather too far to demand that she should range her-self on the side of the aggressor, and give the victory to these who have entered with a light heart upon an unproveked and un-justifiable invasion.

THE LATE SENATOR CHRISTIE. So MANY of the older school of Canadian politicians have passed away within the last few years, that it is with a feeling of sadness that we add one to the list of departed fathers of the country. Like many others who have figured prominently as men of affairs in Canada, Senator CHRIS-TIE, who died last week, at Paris, Ont., was a native of Scotland, having been born in Edinburgh, in 1818. Coming to Canada in 1833, he took an active part in those events which have made Canada what she is to-day, and which have led her up to a point of departure from which she may look forward to still greater things. Although best known to the masses of our people as a politician, the late Senator discharged an important function as a leading agriculturist and cattle breeder. leading agriculturist and cattle breeder. In this capacity he did much for a country struggling forward under some difficultie towards material advancement. If the towards material advancement. If the Palmerstonian maxim, that the man who causes two blades of grass to grow where only one grew before is a public benefactor, be accepted, the deceased Senator is worthy of the kindly recollection of every Canadian of every class.

In politics Mr. Christie was generally glassed as a Reformer of the narrower sect. He filled many important positions in and

He filled many important positions in and for his party in the old provincial days. He was vice-president of the Constitutional Reform Association in 1859; became a Privy Councillor in 1873; was Secretary of State until 1874, when he became Speaker of the Senate, which post he held until 1878. In May, 1875, he was appointed administrator of Ontario during the illness of Lieutenant-Governor Crawrord, but he was not sworn in owing to the death of the Lieutenant-Governor. He sat for Wentworth from 1851 to 1854, for East Wentworth from 1851 to 1854, for East Brant from 1855 to 1858, resigned and sat for Erie division, L.C., which he represented until the Union. He was called to the Senate by Royal proclamation, May, 1867, under the arrangement entered into, by the parties to the formation of the Union.

The deceased was much respected by those of his political apponents who enjoyed his friendship, and his demise will be learned

MR. BELFORD.

MR. CHARLES BELFORD died at Ottaws

on Sunday night. For over two years he suffered from tubercular consumption, and existed, during that time, upon his marvellous pluck and spirit. Mr. Belford was born in the County Kerry, and was educated there with the Knight of Kerry's educated there with the Knight of Kerry's sons, whose friendship he kept to the last. In 1857 he came to Canada, and became assistant editor of the Leader, of which his grand-uncle, Mr. James Braty, Sr., was the proprieter. There he remained, doing his duty with conspicuous ability, until, on Mr. Landsey's retirement, he became chief editor. In 1872, when this journal was founded, he was its chief editor; and worked for the party, during the trying times between 1873 and 1878, with singular fidelity and power. On the night that chronicled Sir John Macdonalo's success he was stricken down, and never entered the office again. His associates, from the highest to the lowest, respected him; and esteemed it a privilege to pay their respects to him when, as every-THE SOUTH AFRICAN TROUBLE. respected him; and esteemed it a privilege to pay their respects to him when, as every-body thought, death was knocking at his door. He held out with wonderful ten-acity, and now that he is gone, his old comrades can simply say that he fought a good fight and died with the honours upon him. He leaves a wife and a large family. This is not the place to ask for help for them; but his old friends may, without any want of decorum or of respect for the dead, ask that to the widow and the fatherless the community which owed him so much shall extend its profound and heartfelt sympathy.

EDITORIAL NOTES:

The Montreal Past (independent Catholic believes it to be "the duty of every good Canadian to pray sincerely " that the C. P. rail-

The New York Sun claims that an analysis of the United States census returns shows that the blacks of that country are increasing in a greater ratio than the whites.

The Winnipeg Times calls attention to the to the Canadian Pacific are comparatively smaller than those granted to the Union Pacific. important fact that the proposed subsidies to

In 1878 the Guelph Mercury predicted ruin for both town and country if the N. P carried. It new publishes long articles in praise of local manufactories which flourish under the N. P. "While the lamp holds

Conservative Ministers and their supporters were elected by the people for two well-defined purposes—To revise the tariff and to build the Canada Pacific railway. Why, then, should they be foully aspersed for keep-ing faith with the people?

During the debate the other night Mr. Mackenzie described himself as "an aggrieved member of Parliament." He is right. His party should not have turned him out of the honorary leadership for failing in a trade pohey of which the party approved. He is indeed an aggrieved member.

The whole country must sue Mr. Frederick

us, what would have happened had we been compelled to pay \$10,000 and 20,000 acres per mile with a guarantee thrown in? Mr. Blake has never answered that question satisfactorile. factorily.

Timothy Deasy, one of the leading spirits in the Fenian movement in 1867, and whose rescue from the hands of the British authorities in Manchester created the greatest excitement, both in this country and England at the time, has just died at Lawrence, Mass. For participating in this rescue, and the resulting death of a police officer, Allen Larkin and O'Brien were hanged.

There is no possible doubt about the tyranny of Sir John. He declares that if the contract with the syndicate is not passed before the holidays Mr. Blake shall not have anything put in his stockings at Christmas. Messrs. Blake and Mackenzie protest that this is cruelty to children and animals; and so it is, particularly when you recollect that Mr. Blake is so anxious to fill Sir John's shoes!

The New York World says that a clever young Canadian poet, Mr. Charles Mair-who intends to return to literature some of these days, now that he has conquered the means of devoting himself thereto without embarrassment or interruption—writing simultaneously and without any acquaintance with Swinburne's werk, has produced some lyrics that the author of the "Studies in Song" might nave owned with pride.

Seldom has a public man found himself in the humiliating position new occupied by the Hon. Alex. Mackenzie. Deposed from the leadership of his party, he is compelled to oppose the construction of a railway upon which he spent hundreds of thousands when in power, and to sit tamely by while the new leader repudiates all sympathy with and responsibility for the policy of the ex-Premier. Any man of mettle would refuse to be dragged through the mire in so ostentatious a manner.

The Hamilton Spectator makes this point :-"For seven or eight years the Grits have been telling us that the Pacific railway would cost the sountry two hundred millions; now they pretend to be furious because it will cost in all about \$45,000,000 and 25,000,000 acres of land. If we take their own words acres of land. If we saw hargain saves the for it, the Government bargain saves the country \$95,000,000." But Mr. Blake says their own words." We you cannot "take their own words." We do not suppose that he would take their

Mr. Blake has followed in the wake of the party organs in affecting to see something extraordinary in the fact that Mr. Donald A. Smith is a member of the syndicate. How could he be refused permission to put his capital into the scheme? And if he had been refused what a how! Mr. Blake and his friends would have set up about Tory tyrannny and exclusiveness. Such a method of criticism is puerile, and totally unworthy of an able man who is the leader of at least one-half of his

eisure in the Reform party, so-called. Will any of them, or all of them, favour us with an exposition of the proper meaning of the words "revenue tariff"? The organs of the party have so far failed to define the characer of such a tariff, and we are willing to pub lish the communication of any gentleman who can define it. We labour under the impression that the present tariff raises revenue. Berhaps we are wrong. If so, we are willing to be set right.

The more intelligent of our Reform friends admit that Sir Charles Tupper's speech dur- | cal agency is the hand

ing the railway debate was a masterly effort Of course he enjoyed an advantage from the fact that Messrs. Mackenzie and Blake were fully committed to the construction of the road. Sir Charles could quote them against themselves. Still, apart from this advantage, his speech was a very able exposition of the Government's policy. The Hon. Edward the Government's policy. The Hon. Edward. Blake's effort, on the contrary, was not up to the expectations of his friends, and not worthy of his justly great reputation as an

The resolution of sympathy for the Irish people passed by the Washington House of epresentatives will, no doubt, be regarded Representatives will, no doubt be regarded by the English people as a piece of impertinence, and the intermeddling American Congressmen will be bidden by the English press to mind their own business. The Americans, however, have a very pointed retort to any such accusation. The Philadelphia Bulletin, admitting that this is the view likely to be taken of the matter in England, says:

"We shall be able to remind the Britons that a very substantial precedent was offered when a very substantial precedent was offered when the Cobden Club undertook to promote the interests of free trade by helping the Demo

Judging from the following letter, which appears in the London Standard, the Land Leaguers are carrying the war into Africa. that is to say into England, and the life of an Irish landlord is not safe even in the British metropolis. "Will the law-abiding citizens of London," says the writer, "believe that at present a policeman is on guard night and day at the house of Lord Lismore, in Old Burling. ton street, to protect him as far as possible from the threatened attacks of Irish assas-sins? Is Mr. Gladstone waiting for the murder of an Irish landowner in the streets of London ere he ventures to put unconstitu-tional restraint on the liberty of preachers of assassination and mutilation, or asks for leave to coerce murderers?"

The Sarnia Observer will have it that the people are leaving Canada at the rate of 16,000 a month, and says it gets its figures from the United States Collector at Port Huron. The Port Huron Times, on the other

hand, says :-"The number of Canadian immigrants oming to this country by way of this city has very materially decreased of late. Previous to the 20th of June the average number was about 200 a day, while since that time only about 200 a day, while since that about a 100 a day have come over." Two hundred a day would be 6,000 a month,

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riews on Canadian questions. It says :- "If Canada is ever to become a nation, and to benefit exclusively by her resources, she has benefit exclusively by her resources, she has only one way of succeeding, and that way is by remaining as she is. So far as her compared relations are concerned, they are of her own seeking. If those relations are unsatisfactory she has the right to rectify them, there present tariff is an illustration of this fact. British interests are not inimical to Canadian interests. When they become so the precise will depicte the days core of Canadian interests. When they become so the people will doubtless take due care of themselves, and perhaps assign to Mr. Per-rault the *rôle* of Financier-in-Chief of the Dominion. But until that times comes we fear that Mr. Perrault's zeal will have to con-fine itself to some less ambitious but more practical mission."

The Manicoba Free Press is not a Tory organ, as the Globe would say, nevertheless it has faith in the syndicate agreement. Upon the main point raised by Mr. Blake it has

with equally gratifying results. A liberal land policy will be the best possible assistance to the future prosperity of the railway; and as the syndicate become its permanent possessors, their own interests will lead them to pursue a policy of encouragement to all actual settlers."

Here is a Liberal witness, knowing whereof he speaks, denying Mr. Blake's pet theory. It is pleasing to see the names of at least

two of our countrymen in the honour roll of General Roberts' despatch, giving the details of the decisive battle of Manza fought on the Ist September last, the day following the arrival of his army at Candahar, after their magnificent march from Cabul. The brave men referred to are Major 8. E. Becher, 2nd Ghoorkas, and Capt. R. E. C. Jarvis, 67th regiment. Brigade-Major Becher is a nephew of Mr. Becher, Q.C., of London, Ont., and of Mr. Becher, Q.C., of London, Ont., and Capt. Jarvis is the younger son of the late W. B. Jarvis, for many years sheriff of the united counties of York and Peel. These officers have served throughout the whole of the Afghanistan campaign. Both have been honourably mentioned in despatches on sev honourably mentioned in despatches on several previous occasions, Capt. Jarvis notably in connection with the gallant defence of the Bala Hissar on the night of the 11th December, 1879. In the last despatch General Roberts states that General Macpherson brings the captain's name under his notice for the intelligent manner in which he carried out the duties of his appointment, viz., that of Brigade-Majer.

There are many statutes unrepealed in Great Britain which, if enforced, would show that Christian country not to be quite so that Christian country not to be quite so liberal as she is usually supposed to be. At the time of its passage in 1829, few measurer were thought more magnanimous than the Catholic Emancipation Act, and yet it imposes restrictions on Jesuits and members of other existing orders, communities, or societies of the Church of Rome, declaring it to be a misdemeanour punishable with banishment for life for any such to come into the realm without a license, or for any persons to be admitted to membership within the kingdom. If, although banished, they refuse to dom. If, although banished, they refuse to leave the country, the sovereign in council may order their removal, and if at the end of three months they are again found in the country, they may be convicted a second time and transported. Penal servitude has now been substituted for transportation, but still the punishment so far everleaps the ob ject that there is no danger of the most narrow-minded and bigoted government ever carrying out the letter of the law. The legal question has arisen in England as

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Attorney-General has invoked the assistance of the law on behalf of the Crown against the Edison Telephone Company, of London, on the ground that the working of the telephone the ground that the working of the telephone for gain is an infringement of the monopoly possessed by Government for the transmission of telegraphic messages. The Government holds its monopoly under Acts of Parliament which describe telegraphs as "electric or other telegraphs or mechanical engines," and which define the term "telegraphic" as intended to include any apparatus for trans-mitting messages or other communications by means of electric signals. Edison's instrument is termed, in the specifications of the Letters Patent, "the speaking or telephone apparatus," "a telegraph operated by sound," "an instrument for transmitting sound by electricity," and so forth. In these sound by electricity," and so forth. In these terms lies the gist of the legal contention. The Attorney-General says that the messages conveyed by Edison's instruments are telegraphic messages, and are conveyed by electricity, and that, with these instruments, the mechanical agency is the voice of the person transmitting the message, while in the case of the other telegraphs the mechanical agency is the hand.

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inis to say ;
"With regard to the land subsidy grant-"With regard to the land subsidy granted the syndicate, we do not entertain much fear that its power will be abused. Great land monopolies are not, as a general rule, to be encouraged. But the system already pussed by some leading members of the syndicate in connection with the St. Paul and Manitoha railway will, we are persuaded, be applied to the Canadian North-West with equally gratifying results. A liberal land policy will be the best possible assistance to the future prosperity of the railway; and as the syndicate become its permanent possessors, their own interests will lead them to sessors, their own interests will lead them to pursue a policy of encouragement to all actual settlers."

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HOME AND FOREIGN NEWS. (BY TELEGRAPH.

CANADA. The epizootic is still prevalent amongs porses in the neighbourhood of Belleville. An agitation in favour of the Canada Temperance Act has been commenced in Resti

gouche County, N.B. Longueuil is preparing a by-law to give a bonus of \$10,000 to a car company of apring-field, Mass., to open works in that town. Quebec merchants state that the local retail trade is much better than it has been for many years past at this season of the year. Benj. Hodson has been fined \$25 and costs or two months in prison, at the Belleville Police Court, for driving a horse to death.

A number of pearls, valued at \$450, were discovered in a barrel of oysters at a restau-rant on Grenville street, Halifax, on Monday. The libel case of the Hon. A. Shea, Premier of Newfoundland, against the St. John's Telepram, resulted in a verdict for the de-

There was a severe shock of earthquake at Victoria, B.C., on Sunday evening, which was generally ielt. No damage has yet been reported.

The Licensed Victuallers have opened the ball in Carleton county by distributing pamphlets in opposition to the Canada Tem-D. Kellett, of Minden, was tried at Lindsay on Thursday for assaulting the warden of Minden, found guilty, and sentenced to

two weeks in gaol. The ore taken out of the Levant mine, owned by Kingston capitalists, is pronounced axtremely rich, and equal to that taken out of the Mississippi mine.

The Education Committee of the Carleton County Council have thrown out the charges preferred by John Duncan against the Rev. John May, county inspector n May, county inspector.

The male prisoners in the Londongael have been ordered to do laundry-work, as all the women prisoners have been taken to the Mercer Reformatory in Toronto. Chief Justice Meredith gave judgment at Quebec on Saturday, maintaining the validity of the law requiring taverns to be closed at midnight and altogether on Sundays.

A large number of teams left Ottawa for the shanties on Monday afternoon and yesterday morning. Lumbermen are paying \$1.25 p day for teams and \$1.10 to teamsters.

Another factory is about to be erected in the suburbs of Montreal. It will be for the manufacture of cotton goods, and will give employment to a large number of operatives. Owing to the death of the Duchess of Westminster, who was an aunt of the Marquis of Lorne, no entertainment will be given at Rideau Hall until after the 1st of January

The Ottawa police officer who was sent down for one month for contempt of court has gone to British Columbia. It is said not one of his brother policemen could be bought to take him to jail, and that they threatened to resign first.

A Halifax despatch says :- It is about deeded that the Dominion exhibition of next year shall be held in this city. The annual provincial exhibition will probably be held in conjunction with it. The action taken by Mr. Langlois, who op-

posed Mr. Valin some years ago in Montmor-enci, to recover penalties from the latter for violation of the Election Act, was dismissed in Court at Quebec on Saturday. Adamson & Renaldson, of London, Eng., intend despatching one steamer per mouth from Halifax direct to that port, or more should inducements be offered. The first vessel is to leave about the 12th of January.

Haliday, of London, who swallowed the goose quilt, have succeeded in extracting the obstruction from his throat, where it has lain for nearly two weeks, and now he is pro-

A litttle twelve-year-old son of Mr. Wm. Wingrove wandered away from his home in Lindsay on Thursday evening, and has not been heard of since. It is supposed that he got on a Midland train going south, and is somewhere along the front.

At the Port Hope police court on Saturday, a commercial traveller, giving his name as Frank Lowe, was charged with assaulting Mr. Geo. Wilson, editor of the *Guide*, last Thursday night. The charge was proved, and Lowe was fined \$20 and costs, in all \$27.50. A Seventh Day Adventist, of Strathroy, named Calvin Peters, was brought to the London gaol on Friday under commit-ment for thirty days, in default of a fine of \$9, for desecration of the Sabbath by husking

corn. He persists in keeping Saturday in-stead of Sunday. A bey while passing the St. James' school-house at London South a night or two age threw a large piece of ice at the door in a spirit of mischief. Mrs. James Hart opened the door to come out just at that moment and received the missile full in her face, re-

ceiving painful injury. Every day new deposits of minerals are being found in the rear of the county of Frontenac. The latest phosphate opening is five miles from Sharbott Lake. A Mr. Davis, of Perth, has purchased the mine, and is now working it. The ore will be shipped via the Kingston and Pembroke railway.

A computation has been made of the aggregate cost of the new buildings erected at Penetanguishene this summer, and the result shows it to be over \$76,000. Of this about \$40,000 is represented by new industries which will supply permanent employment. The building prospects for next year are particularly and the state of the supply supply the supply sup

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be sent for him. Mr. Pew, one of the owners of the Hull iron mines, is working up a new process of smelting iron by the use of petroleum. It is claimed that two barrels of coal oil will prouce the same results as two tons of coal. saving of several dollars on each ton will thus be effected. It is understood that extensive operations will be carried on at these mines

next season. On Friday an Ottawa saloon-keeper was charged with selling liquor to policeman Mo-Kenna. The officer was called as a witness and refused to say whether he get anything to drink in the saloon. The magistrate thereupon immediately dismissed him from the force, and committed him for one month for contempt of court.

The London Ministerial Association held a meeting on Monday, when a report was made

meeting on Monday, when a report was made by the deputation sent to interview Colonel Walker on the subject of Sunday church parades with military music. The colonel was reported to be firm in his refusal to put a stop to it, but said he would refer the quesfior to the officers in general. The report was laid on the table.

Mr. Sigismund Mohr, local manager and Air. Signsmund Mohr, local manager and agent of the Bell Telephone Co. at Quebeé, was on Friday fully committed to the Court of Queen's Bench by Judge Chauveau, on the charge of unlawfully obstructing a public highway with telegraph poles, and thereby committing a public nuisance. He gave ball to appear and stand his trial at the next term of the court, or the 27th of April

of the court, on the 27th of April.

A violent lunatic, named Henry Abbott, from the township of Olden, was committed to gaol at Kingston on Thursday. It required seven men to bring him to the city, and when in the cells he tore his clothes off.

SPORTS AND PASTIMES

AQUATICS.

His insanity was superinduced by fits, from which he has suffered for thirteen years. His wife has en many occasions saved his life. He will be sent to the asylum. He will be sent to the asylum.

The Rev. James Podd, who lately figured in connection with some scandalous talk, arrived at London yesterday to investigate the source of the same. The allegations against him were that he was giving to drinking, and also that he had stopped at Ingersoll in a house of ill-repute. He makes a general denial of the charges, and is indignant at being mentioned in such a connection.

A special meeting of the Sarnia Council was held on Monday night to receive a deputation of the citizens on the subject of having the bay made a Dominion harbour. After hearing the deputation's views on the matter, the Council nominated Mayor Leavs and Councillor Keays on behalf of the Council, and John A. McKenzie and Thos. Kenny on behalf of the citizens, as a delegation to proceed to Ottawa to lay the matter before the Government.

About twelve o'clock on Wednesday night a man wearing a slouched hat was observed leaving the gate of Mr. D. R. Meredith, on Albert street, Lenden, and to hurry rapidly Aftert street, London, and to hurry rapidly into Talbot street, where he joined a female companion. Shortly afterwards a bundle was found at the front door, which turned out to be a lively infant, A note was attached to the hundle as follows:—"Have mercy, I pray you, on my poor little child, and God bless you. A Silent Mother." The child has been sent to the Refuge.

been sent to the Refuge. Mr. T. O. Bolger, P.L.S., who has been engaged in surveying four townships in the neighbourhood of Fort Ellice, gives a very favourable account of the country. The land, he says, is equal to the best in Ontario, and is wall watered extends. and is well watered and wooded. In the early part of the present month the thermometer registered 35 degrees below zero, but none of his party, who were then on their way to Winnipeg, experienced any discom-fort from it, although not one of them posses-

sed an overcoat. The country in the vicinity of the survey is rapidly settling up. An old coloured man named Harris has disappeared from London in a mysterious manner. He came to that city with his wife a short time ago and took a house, but the couple were soon afterwards discovered to be in a wretched and totally destitute conditio They had no bed, fuel, or food, and could hardly have been worseoff. Ald. Hiscox, chairman of the relief committee, visited and re-lieved the old couple, and the Women's

Christian Association also did their part. Since then the old man has wandered off, and it is supposed he has been frozen to death. Some time ago a large amount of coal oil, condemned for not standing the test, was placed in the oil sheds at Kingston to await orders from Ottawa. Permission had been asked to re-treat it with American oil of a high standard, which request was granted. During the last week the operation of retreating has been going on, and on Wednesday morning the full number, fifty-four barrels in all was finished. The condemned oil els in all, was finished. The condemned oil registered 96 degrees and that with which it was mixed 136 degrees. Each barrel op an average held about 320 pounds, out of which 134 pounds were taken and replaced with the

Arrangements for the public dinner in honour of Mr. John White, M.P. for East Hastings, which is to take place at Palliser's Hall, Foxboro', on Tuesday evening, the 28th inst., are about completed. A large attendance is assured, as there is a general desire on the part of the Conservatives of the fiding, and of his friends in the western and northern division of the county, to do hor northern division of the county, to do honour to a gentleman who deserves so well of his constituents and of his party. Sir Leonard Tilley will be unable to attend, but Mr. Bowell, Mr. McDonald, or Mr. Caron will be present if their Parliamentary defice will be present if their Parliamentary duties will

American oil of 136 degrees.

A few days ago a medical man of Carp was Many of the horses at the lumber shanties in the rear portions of Peterboro' and surrounding counties reveally affected with epizootic. A large umb of them are laid up, and the work in he code is greatly retarded.

The medical men in attendance on young the many of the many of the many of the family begame affected in like manner. In answer to the doctor's enquiry, Mrs. Hodging Walkerton, of the family begame affected in like manner. In answer to the doctor's enquiry, Mrs. Hodging Walkerton, which is a first the doctor's enquiry, Mrs. Hodging Walkerton, which is a first to the doctor's enquiry, Mrs. Hodging and some affected in like manner. In answer to the doctor's enquiry, Mrs. Hodging walkerton, which is a first to the doctor's enquiry, Mrs. Hodging walkerton, which is a first to the doctor's enquiry, Mrs. Hodging walkerton, which is a first to the doctor's enquiry, Mrs. Hodging walkerton, which is a first to see a Mrs. Hodging of Fitzroy, about forty miles from Ottawa, who had been the latter winning in girls the score the latter winning the house to her knowledge, but the dector, being positive that there was, undertook to make a search for the cause of the poisoning. He therefore examined many articles, such as preserve crocks, etc., but without success. The next subject of investigation was the pump in the well. The piston was raised and extracted, and on the valve was found a large piece of lead that had been nailed on by the number to keep the lid in its party. pump fixer to keep the lid in its proper place. A silver spoon was also found in the pump, perfectly black and thickly coated from the effects of the lead.

UNITED STATES. At Brooklyn there were 936 cases of diphtheria during the past six weeks, and of these

There are a large number of cases of diphheria reported in Buffalo, and in one section the public schools have been closed. Branches of the Land League have been stablished throughout the State of Rhode Island. A branch was organized at Newport

on Sunday night. The report of the executive committee of he National Board of Trade reviews the commercial interests of the country, disapproves of steamship subsidies, and advocates reciprocity with Canada.

An enthusiastic meeting was held at Omaha on Wednesday evening in aid of the indicted Irish agitators. Over \$300 was raised for the Parnell defence fund and a branch of the Land League formed. A man, representing himself as H. C. Connely, and pretending to be assistant manager of the New York Herald, has been extensively

victimising the railroads, theatres, and hotels at Chicago. He has disappeared. The Maspeth, L. I., school is closed on account of the fatal ravages of diphtheria. Five children, victims of the disease, were buried to-day, and thirty are hovering between life and death. John Rochbert lost two children and his four others are dying. The village of Winfield and Locust Grove have also been attacked.

tacked.

The Republican Union of Missouri, embracing the most prominent and influential negroes of St. Louis, has issued a call for a actional convention at Washington on March 3rd next. It says the negro has reached a significant juncture in citizenship, and the hour is propitious for the enhancement of that distantant.

Snow has fallen in Northern Virginia for thirty-three bours without intermission. Travel has been impeded and trees broken down by the weight of the snow. A storm of such severity has not been experienced for twenty-five years. At Washington eight inches of snow has fallen, and at Freeport, L.I. fifteen inches is reported. L.I., fifteen inches is reported.

The severest wind and snow storm since 1834 has been sweeping the New Jersey coast since Monday night. Eighty feet of the Leng Branch piers has been destroyed, the sea breaking thirty of the large columns. The damage is estimated at \$30,000. New York and Long Branch trains considered at 11th and Long Branch trains were delayed at Little Silver by a snowdrift ten feet high.

The European steamers from New York took out on Wednesday 159,900 letters, the greatest number ever sent across the ocean on one day. The business at the post-office has increased to such an extent that the staff has been compelled to work overtime for many weeks. Local mail matter has increased one-third during the last three months, and the work of St. Louis from points south wast of St. Louis

\$500 Reward. They cure all diseases of the Stomach, Bowels, Blood, Liver, Nerves, Kidneys, and Urinary Organs, and \$500 will be paid for a Urinary Organs, and \$500 will be paid for a case they will not cure or help, or for anything impure or injurious found in them—Hop Bitters. Test it. See "Truths" or "Proverba" in another column.

On Thursday evening last a thief entered the residence of Mr. John Davis, Dundas street, while the family were at tea, and stole \$24 in cash from a trunk in Miss Ellen Davis' bad-room.

Lowdon, Dec. 17.—Robert Watson Boyd has challenged Hanlan to rew a match for the championship according to the terms of the Sportsman Challenge Cup for from two to five hundred pounds a side. Hanlan will probably accept, and the match will then take place over the Tyne championship course. Hanlan says it appears the best thing he can do is to buy a house and lot, bring his family ever, and settle down in England. Once here, it appears, he says, as if he is bound to remain. However, the championship of the world does not belong to England, but to Canada, and Torouto Bay is the only water on which he will defend that title. Laycock is in excellent spirits, and expresses himself confident, but very few people appear to share his opinion. Hanlan continues well, and is putting in lets of hard work, supported by Ross and John Bricht. continues well, and is putting in lets of hard work, supported by Ross and John Bright. Notwithstanding the fraternal proceedings the other night at the South London Music parties, and the fight is bound to be fought out to the bitter end. No betting of moment is reported, and for the moment there is a lull in the excitement. Hanlan is not altogether reconciled to spending Christmas in Merrie England, but he laughingly says he supposes he must make the best of it.

HANLAN AND BOYD. London, Dec. 19.—Hanlan has refused to extend the time allowed in his challenge to Boyd for a race after the former's match with Laycock. Hanlan says he only issued the challenge that there might be no doubt of his willingness to row anybody. HOSMER AND RILEY.

New York, Dec. 20.—Scarcely a soul in America knew that among the fifty cabin passengers of the Inman steamer City of Chester, which arrived yesterday, were George H. Hesmer, the "lightning boy" of Boston, and James A. Riley, of Saratoga, so quietly did they take their departure from England. The somewhat poor showing they made in their races on the river Thames last month doubtless had considerable to do with their modesty, and as Hosmer informed a reporter, he did not wish for notonety until he had shown better power than he exhibited in his match with Laycock. When asked to give some explanation of his seemingly poor Cover he exide he did not seemingly poor cover he exide he distance we wish to but furth has little which bore extension found suit furth has little with her lightning boy of the head of the lock of the cover has been did not seem to see the lightning boy of the lock with Laycock. When asked to give some explanation of his seemingly poor power, he said he did not know how to account for it unless by the heavy November fogs which prevailed on the Thames during the race. Hosmer looked to-day in splendid condition, and said that he enjoyed the trip home very much. He will settle down to hard work as soon as the aquatic season of 1881 opens, and will row a match with Riley. 1881 opens, and will row a match with Riley at an early date. He also states that he will meet Wallace Ross and Warren Smith before the season closes, and when he does the public will know that he was not at all himself when he rowed in the English matches. Riley had very little to say about himself, and seemed very much down-hearted at the showing he made in his English contests. He will go to work in earnest as soon as the ice disappears, and will leave no stone unturned to get the campaign of 1881. He has brought with him a beautiful English shell, which he had instantly forwarded to his home in Saratog where it will receive a fill home in Saratoga, where it will remain until the frost king has hid adieu to the lakes of that section. Riley did not know what his programme for next season would be, but he had no doubt that he would be an entry in all the large regattas.

BRUCE COUNTY COUNCIL V. WALKERTON CLUB WALKERTON, Dec. 16.—A curling match, one rink a side, between the Bruce County Council and the Walkerton Club, resulted in the latter winning by one shot. The following is the score:

WELLAND V. THOROLD. Thorsold, Ont., Dec. 20.—A match was played here to-day on the Victoria skating rink between the Argylls, of Welland, and the Lornes, of Thorold, resulting in a victory for

THE GOVERNOR-GENERAL'S PRACTICAL INTER-OTTAWA, Dec. 21.—His Excellency the Governor-General, desiring to add to the interest which the curling clubs have evinced throughout the Dominion for the competition for his prizes, has decided to give two curs the compete to be competed for by the EST IN THE GAME. this season, the one to be competed for by the iron-playing clubs and the other by the stone-playing clubs of the Dominion. A copy of the conditions under which this competition is to be conducted has been sent to the various secretaries for the information of competing clubs.

peting clubs. A GREAT BONSPIEL IN PROSPECT. Under the anspices of the Ontario branch, the three curling clubs in the city of Toronto have united to conduct a grand bonspiel on what is known as the "playing off" plan. This important event is expected to come off before the end of January next, and at Toronto. ronto. It is understood that if there is not sufficient room on the bay for the assembled votaries of the roaring game, the city clubs will throw open their spacious rinks for their accommodation, and will do their utmost to make the occasion enjoyable to their visiting brethren. Invitations are being sent out to all the clubs connected with the Ontario branch, now numbering over sixty, and it is expected that a large proportion of these will send two crack rinks from each to take will send two crack rinks from each to take part in the competition, which is likely to extend over two and perhaps ever three days, and at the close a very elegant and valuable silver cup will be presented to the champion club, as a memento of the occasion, and of their skill and success in the noble game.

As it is quite probable that the final competition for the Ontario silver tankard may take place in Toronto daying the same week

take place in Torouto during the same week, in which is receipt the most proficient clubs in the province are expected to take part, the curling britherhood may look forward to a whole week of solid curling, weather, of course, permitting, and the good people of this western province may expect the opportunity of seeing this ancient and royal game conducted on a scale apparalleled in any other land, and with all the skill and enthusiasm which is possible in this the best and asm which is possible in this the best, and most exciting to the participators, of all out-The English Army.

What strikes the mind of the civilian is that we have a small army, which generally breaks down in all its details whenever any call is made upon it, and that our artillery, which we are given to regard as the best in the world, turns out to be not far from the worst, while our military expenditure is out of all proportion with results. The total military expenditure of the German army is £16,592,000; on a peace footing it numbers 18,097 officers and 400,935 rank and file, on a war footing 31,185 officers and 1,273,346 rank and file, all trained soldiers, while behind this vast force there are the landsturm and the troops of the field reserve, which would enable it to place in the field 2,500,000 men weeks. Local mail matter has increased one-third during the last three months, and the mails from points south-west of St. Louis have more than doubled in bulk since this time last year. This increase is attributed to the improved business condition of the country generally.

And Hie, 40,740 shrones points and He, 40,740 shrones points and He, 40,740 shrones points and He, 40,740 shrones points are reserve force, 137,556 militiamen, 14,000 yeomanry cavalry, and 194,191 volunteers. It will be said that Germany can obtain men cheaper than us, on account of compulsory strength and Hie, 40,740 shrones points. English seldiers of the regular army, this does not account for the enermous disproportion in expenditure and results.—London Truth.

CITY ITEMS.

The Licensed Victuallers' Association have supplied the clergy with 1,000 tickets for Christmas cheer to be distributed to the

needy.

The legal profession and public generally will be glad to hear that a cablegram was received in this city on Saturday, announcing that the condition of Chief Justice Moss health has considerably improved since his arrival in the south of France, and that his speedy convalescence may be looked for.

Railway Deputation.—On Tuesday afternoon a deputation from Victoria and Bobcaygeon waited upon the Attorney-General and urged the claims of the Grand Junction railway to a Government subsidy to its extension way to a Government subsidy to its extension from Peterboro' to Bobcaygeon and Fenelon Falls. Hon. Mr. Mowat promised to consider the matter, but thought that there was little prospect of the Government giving aid to any railway next year.

prospect of the Government giving aid to any railway next year.

Mr. Ponton, of Belleville, who has been employed during the past summer on the Dominion Government survey of the country around Fort Ellice, was in the city on Monday on his way home. His party occupied seven days in the foot journey from Fort Ellice to Portage La Prairie, the present terminus of the Canadian Pacific railway. He reports that the passenger traffic between the Portage and Winnipeg has been large ever since the opening of the line. He also states that the whole country between Winnipeg and Fort Ellice is rapidly settling—farm-houses being constantly in sight during his seven days march, and sometines as many as thirty at a time. In a township near Fort Ellice surveyed last July, thirty families have already settled. The land south and east of the Fort is fertile, and supplied along the rivers with an abundance of large poplar suitable for building purposes. For some distance west on the Qu'Appelle river, says Mr. Ponton, the soil is sandy and inferior, but further west better land is found. He has little doubt that much of that region which borders on what what is known as the extension of the American desert will be found suitable for either farming or atock. extension of the American desert will be found suitable for either farming or stock-raising.

william Macdonald and Brock evens, two young men employed as compositors on the Evening Telegram, visited the bay on Tuesday morning for the purpose of enjoying a skate. After disporting themselves on the ice in the immediate vicinity of the wharves, they started out with the evident intention of crossing to the Island. When opposite Church street, and some distance from land, Macdonald skated on a weak piece of ice and went through. His companion who was not Macdonald skated on a weak piece of ice and went through. His companion, who was not far in the rear, managed to stop or turn off in time. Seeing Macdonald struggling in the water, Stevens, with great bravery, went into the opening, and made three or four in-effectual attempts to assist the former to the safe ice. The exertions made by Macdonald, coupled with the coldness of the water, weakered and houndhed him and be facility. weakened and benumbed him, and he finally sank to rise no more in life. Stevens retaine his hold on the ice, where he was seen by a passing skater, who sounded an alarm. Mr. Andrew Timon, President of the Seaman's Union, was quickly at the scene. He threw his overcoat to Stevens, who, catching hold, was drawn from the treacherous hole to the sound ice, when he lapsed into unconscious-ness. An ice-boat brought the young man to the city, and he was carried to the St. James Hotel. The deceased, whose body was shorly afterwards recovered by esplanade constable Williams, was aged about twenty-four years. His parents reside at Dunnville, whither the body has been taken.

A Corres Seized for Rent.—Very peculiar incidents in real life are occasionally brought under the notice of the newspaper reporters and the police authorities, but one reporters and the police authorities, but one of the most novel cases which has occurred in the city for some time came to light last week, when the Rev. Mr. Pearson interviewed the Chrief of Police and informed him that a man named Harry Tidyman, residing at No. 105 Berkeley street, had seized the corpse of one Mary McKay, an old woman, who had died in his house, for wat or attendance, and threatened that unless \$25, were maid to him, and a similar amount were paid to a Mrs. Rolph, the corpse would not be allowed to leave his house for burial. It seems that the deceased, who halled from Newry, Ireland, came to live with Tidyman about nine months ago, and paid rent for a room and the use of the kitchen stove. Having fallen ill about five months ago she called in a young woman named Mary George to attend her, and forty-eight hours before her death, which occurred on Wednesday, she called in the Rev. Mr. Pearson, before whom she made her will, giving her attendant, Mary George, what remained of \$160 which she had in a savings bank in Church street, after paying her funeral avenues. mained of \$160 which she had in a savings bank in Church street, after paying her funeral expenses. As soon as Tidyman discovered that the dead woman had left the money to Miss George he kicked up a row, and put in a bill for \$25 alleging that the visitors to the deceased had worn out his carpets; and Mrs. Rolph put in her bill for \$25 for attendance on the old woman. Mr. Humphrey, undertaker, attended to take away the body at the request of Mary George, but Tidyman, who was master of the situation, would request of Mary George, but Pidyman, who was master of the situation, would not allow the body to go until the claims were paid. He also hinted rather broadly that the deceased had met with foul play at the hands of Mary George, and that unless he were paid somebody would suffer. A doctor's certificate was obtained to the effect that death had resulted from heart disease; and at the request of the Rey Market of the Rey Mar

ease; and at the request of the Rev. Mr. Pearson a detective was detailed to be present

at the funeral, with instructions to arrest lidyman if he created any trouble, which he

was prudent enough to avoid, and the re-mains of Mary McKay were conveyed to the burying ground in peace on Thursday after A Child Instantly Killed by a Street Car. About fifteen minutes past one o'clock on Saturday afternoon a child named Mary Elizabeth Gurd was run over and instantly killed by a King street passenger car opposite Princess street. The deceased, who was three years and three months eld, was the daughter of Mr. George Gurd, who keeps a flour and feed store on King street, a flew doors east of Sherbourne street. The child was following her elder sister, a girl of nine years of age, across the street when the car years of age, across the street when the car approached from the west, and as she reached the south side of the track she was struck by the horses' breast, knocked down, and before the driver, John O'Keefe, could stop the car both wheels had run over the child's head, crushing it and instantly killing the little one. O'Keefe has been employed as driver for over two years, and was regarded as one of the most careful and reliable men on the road. As soon as he saw what had the road. As soon as he saw what had happened he ran off for Dr. DeGrassi, who visited the injured child a few minutes afterwards at her father's residence, but of course she was then dead. O'Keefe then proceeded to the Court street police station and surrendered himself a prisoner, pending the finding of a coroner's inquest. Upon hearing of the death of the child Dr. Riddel decided to hold an inquest, free of fees, however, as he did not feel justified in taking the oath at present required of cortaking the oath at present required of cor-oners, and issued his warrant for that purpose. The jury returned a verdict to the effect that the deceased had been killed by being accidentally run over by a street car, driven by John O'Keete, and that in the opinion of the jury the company should be compelled to furnish conductors as well as drivers for the cars. The prisoner O'Keete was then discharged by

Positive Virtues !- The most of the so called great remedies possess only that sort of negative virtue which, while it may not often cure disease, will seldom endanger life. Bristol's Sarsaparilla is equally safe, but BRISTOL'S SARSAPARILLA IS equally sare, but it is possessed of that positive or aggressive virtue which will not tolerate the presence of disease or impure blood, or humors in the human system where it is used, and thus it is that it always affects complete and lasting cures.

They have discovered roofing-slate near

were endeavouring to have the present Act so altered that in the future taverns and har rooms might remain open until eleven o'clock on Saturday night instead of seven as now. Thinking such a course would be detrimenta to the best interests of the country, they, a the representative of a large class, wished by the representative of a large class, wished enter their protest for the sake and in the in The Rev. J. C. ANTLIFF referred to the

present orderly state of this city as compared with some cities in England, and was con-vinced a repeal of the Act would be followed by consequences disastrous to the province. He thought too much stress was placed upon the fact of the law being broken by unlicensed men, for so long as there was need of a law, just so long would it be broken. One object of a government was to make virtue easy and vice hard. To open these taverns until eleven o'clock would be to reverse this and render Rev. Mr. King did not think the Govern-

Rev. Mr. Kine did not think the Government were likely to go back on their former action, but as heavy pressure had already been brought to bear on it, and doubtless would again be brought during the coming session; the deputation had come to show their wish to sustain it.

Hon. Mr. Mowat, in reply, said that he first took an interest in this early closing of taverns some twenty years and when he voted

time liquor dealers had made many attempts to have the clause struck out, and in previous sessions had waited on him for that purpose, but so far as he was personally concerned, without making any impression, and if they failed to do so in that length of time they had but slight hopes now. Still, they represented a large and influential body of citizens, and in justice they must be heard. If they can make it appear that it is the wish of the majority, or of a large proportion, of the sober and intelligent portion of the community to make the alteration they ask, it will be a very difficult question for the Government to deal with. In that case it will be necessary to meet their zeal, which in many instances has been underrated, with counter zeal, and it will be with no spirit of unwillingness the views held by the deputation will be met.

Work has been begin on the bridge over the Assiniboine at the south end of Main street, near Fort Garry. The piles for the first abutment have all been driven, and the construction will be proceeded with immediately. The contractors have the timber prepared on contract 14, C. P. R., and it will be on the site in a few days. e on the site in a few days,

The Whig says :- " Newhold, the forger, whose last escapade was to bolt with the wife of a jailor, after crossing from Canada settled in a small place named Pope's Mills, where he succeeded in forming a partnership with a flour miller. When last heard from he was n pursuit of his partner with an axe or bowie knife. He is passionately fond of adventure."

BIRTHS. MURRAY On the 19th inst., the wife of Mr. George Murray, 30 Alice street, of a son.

AUSTIN—At 27 Magili street, Hamilton, on the 19th inst., the wife of Thomas B. S. Austin, of a

LITTLEHALES On the 19th inst., at 99 Park street, Hamilton, Mrs. T. Littlehales, of a daughter. MARRIAGES. HAMMET—HARB N -On the 15th inst., at St. James church, Paris, by the Rev. R. O. Cooper, Frederic Hammet, of Bracebridge, Muskoka, to Bessie, only daughter of Edward Harvin, Esq., of Paris.

KERR-CRAWFORD—On December 15th, at the residence of the bride's father, 79 Givens street, by the Rev. W. L. Rutledge, Jas. Kerr to Alice Crawford, both of this city. Crawford, both of this city,

IRVINE—MACFADDEN—At Stratford, on the 4th inst., by the Rev. P. Wright, Charles E. Irvine, to Minnie, second daughter of James Macfadden.

HARDWELL—RODDY—On Wednesday, the 15th inst., at the residence of Dr. Hall, Richmond street, Toronto, by the Rev. Richard W. E. Greene, James Hardwell, to Fiorence, only daughter of the late William Roddy, both of Toronto.

BOYD—HILL—At Cineinnati, Ohio, on the 15th inst., by the Rev. Samuel Benedict, D.D., rector of St. Paul's, assisted by the Rev. C. W. Wendte, Edward Boyd, formerly a barrister at Toronto, to Sophie Thornton, daughter of Hon. George H. Hill.

DEATHS.

age. 152 years.

BELFORD—At Ottawa, on Sunday, the 19th inst., Charles Belford, Secretary to the Board of Dominion Appraisers.

MURCHISON—Suddenly, on Saturday, 18th inst., Mabel May, beloved daughter of Richard Henry Murchison, age. 2 years, I month, 5 days.

WATERROUS—On the 19th inst., at Cooksville, John Wesley, only and beloved child of Edward and Elizabeth Waterhouse, aged 3 years and 6 months. months.

WATT—At Oak Grove Farm, Niagara, Emily wife of Thomas Halliday Watt, and fourth daughter of Richard Tomson, Esq., of the Elms Ramsgate, Kent, England, aged 59 years imonths.

SATURDAY NIGHT LIQUOR LAW. itation to the Attorney

On Tuesday afternoon a large and influential inputation waited on the Hon. Mr. Mowat a reference to the present attempt to lengthen the time allowed for the sale of liquor on

saturday night.
Mr. G. M. Ross said they appe

taverns some twenty years ago, when he voted in favour of the present system. Since that time liquor dealers had made many attempts

SHEPLEY—On the 15th inst., at No. 51 Bleeker street, Toronto, the wife of George F. Shepley, Barrister, of a daughter.

CASTLE—At 110 Richmond street, Toronto, on the 15th inst., the wife of James Castle, commercial traveller, of a son. KIELY-On the 14th inst., at 43 Charles street, ac wife of Maurice Kiely, of a daughter. CRASHLEY-In this city, on the 17th inst., the wife of R. Crashley, of a son. Brown-On the 18tt, inst., at 61 Duke street, city, the wife of J. Brown, of a daughter.

BEEBE-RICHARDSON—At the residence of the ride's father, on December 14th, by the Rev. anon Stennett, Fred. W. Heebe to Sarah, eidest laughter of Mr. Henry Richardson, all of Co-

Hill.

Savage—Sproule—On the 9th Dec., at the residence of the bride's cousin, John Wilson, Esq., Sheridan, by the Rev. J. McAllisier, W. S. Savage, Esq., of Trafalgar, to Julia H., your g st daughter of the late John Sproule, Esq., for nerly of Toronto.

LUDFORD—CARSON—On the 15th inst., by the Rev. Robert Gray, Mr. Thomas B. Ludford, of Richmond Hill, to Maggie, eldest daughter of Mr. Wallace Carson, of York Mills Hotel.

Howland—Morse—At Rochester. N. Y., on the evening of Friday, the 17th inst., by the Rev. C. J. Baldwin, D.D., Henry S. Howland, ir., of Toronto, to Louise, youngest daughter of C. A. Morse, Esq., of Rochester.

DEATHS.

McCowan—At Scarboro', on December 15th, Mildred Auburn. infant daughter of Robert, and Hannab McCowan, aged 7 months and 15 days. Hannah McCowan, aged 7 months and 15 days.

STEVENS—At her residence, in Brantford, on Thursday, the 9th inst, Elizabeth, relict of the late flev, Brooks Bridge Stevens, chapiain to her Majasty's forces, and daughter of the late Colonel Robert Nelies, of Grimsby.

SHEPPARD—On the 1th inst., at the residence of his son, of King street west, Waliam Henry Sheppard, in the 62nd year of his age.

McDonALD—At the Saskatchewan House, Minnidosa, N.W.T., on Sunday, 5th Dec., deeply recreited by all who knew her. Lizzie May McDonald, aged 25 years, youngest daughter of Hugh and Emily McDonald. PLATT—At 180 Jarvis street, on the 15th inst. Newell Locket, youngest son of John Platt, Esq. aged 15 years. SMITH—At his brother's residence, 20 Grange avenue, on the 17th inst., C. P. Smith, Esq., of London, aged 59 years, MOATLAY—Near Star Mound, Man. on the is inst, Christine, beloved daughter of Archibald and Elizabeth Moaulay, aged 14 months and 11 Daley-On Dec. 17th, at Montreal, Fanny Louise, eldest daughter of J. J. Daley, immigran Maddigan—On the 16th inst., at his late residence, No. 10 Bond street, Patrick Maddigan aged 52 years.

mentas.

Deal, Walmer, Dever, and Kentish Telegram
(England) please copy. Turner—At her residence, St. George street, on Sunday, the 19th inst., Mary Margaret, wife of John Turner, and eldest daughter of the late John Taylor, upper Den mills, sæed 37 years. John Taylor, upper Don mills, axed 37 years.

SHANNON—On the 20th inst., Samuel, infant sen of James M. Shannon, 137 Wilton avenue.

EVANS—In Hamilton, on the 20th inst., Robert Eyans, in the 53rd year of his age.

JAMSS—On Sunday, the 19th inst., at the residence of his father-in-law (Alderman Kelly), Hamilton, Mr. W. A. James, aged 33 years.

HILL—In Welland, on Monday, December 20th, William Hill, father of Mrs. E. Van Allen, of Hamilton, in his 65th year.

MCCLELLAND—On the 20th inst., at her late residence, Cookswills, Margaret, relict of the late Robert McClelland, formerly of Ballygowan, Banbridge, county Down, Ireland, aged 70 years.

Subscribers will please keep in remembrance that one num ber more will complete the volume of THE WEEKLY MAIL for 1880. As all papers are stopped when their subscription term expires, orders for renewal should be sent in immediately.

## VEGETINE. Customers Praise It.

TORONTO, ONT., Mar. 15, 1880. I have pleasure in informing you that since I commenced the sale of your VEOUTINE the demand for it has steadily ingreased, and those of my customers who have spoken to me have done so in the highest kind of praise. It is taking the lead of all the preparations sold for purifying the blood. A. HARVARD, 316 Queen street West.

An Excellent Medicine. PERTH, ONT., Mar. 20, 1880. MR. H. R. STEVENS:

MR. H. R. STEVENS;

Sir, Having suffered for more than a year with Congestion of the Muscles, as the doctor called it, caused by overheating while working in my garden, and after being under medical treatment for a considerable time, having tried various other remedies with very little benefit, I was induced to try your Vegetrus, and an happy to say that I derived great benefit therefrom, indeed I may say it cured me. I can confidently recommend it to others as an excellent medicine.

Yours, &c. Yours, &c. JNO. W. ADAMS.

Its Effects are Decided. TORONTO, ONT., March 5, 1880. W. B. STEWARD, Cor, Spadina Ave, and College St., Opp. Knox's College,

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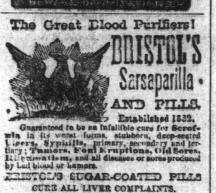
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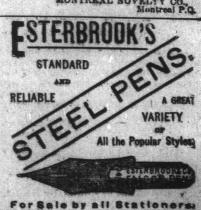
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### (Continued.)

CHAPTER XVI. TILL DEATH DO PART.

For a few moments after Colonel Wolcott regained the deck he suffered an agony of apprehension. He could see nothing of Adela. The dog's instinct was more keen than his awn. Jeb recognized Mel crouching under the lee bulwark near the poop, and with a low whine attempted to struggle down the deck, now sloping at a sharp angle from bows to stern. Near the steward, rigid in her grief, sat Adela, with her head upon her kness. Emma Wylie lay half-crouching at her feet; and Adela had thrown an arm around her. Harrie Tontine stood near the group, her. Harrie Tontine stood near the group, with a scared face, and holding on by a stanchion—her little heart bursting with indigna-tion against the mother who had saved herself and left her to destruction. Some instinct recognizing the eternal laws of motherhood was strong upon her. A terror of forsakenness oppressed her, and she gazed with an expression of intense bitterness into the boiling sea. It seemed so cruel in her mother to have saved herself and left her child to perish. Her fears were swallowed up in a great sense

Mamma! mamma! mamma!" she shriek-"Mr. Dobson, oh! what made you save mamma and let her leave me? \* She has gone away, and left me to be drowned! Mamma, mamma, come back! You shall come back Don't leave me! I won't be drowned alone! Colonel Wolcott put his arm round the

rantic child and tried to soothe her.

In the noise of the storm his steps and th child's cries were both unheard by Adela and Emma Wylie. Their attitude expressed despondent resignation. Both were waiting for death without a murmur or a cry.

Adela sat, as we have said, on the deck,

with her face bowed on her knees. Her husband knew that she was praying. If he had ever read Southey's doctor—which he had or could have thought of a quotation in a nomentso supreme, he might have remembered Dr. Dove's exclamation, when recalling his brief love-dream for the burgomaster's daughter at Leyden, "God forgive me! For while she was worshipping the Almighty, I was worshipping her!" Wending his way to where she sat, he stood some moments in ilence, his heart uttering an amen to her unknown petition. At last she looked up, with a wan, white face, and beheld him bending over her. Her flush was like a gleam of sun shine breaking through the clouds of a retreat

ing storm. Pointing in the direction where the Robert E. Lee had vanished, she said reproachfully—
"Are you here, Lancelot? I was thanking God that you were safe. I thought, I hope that by this time you were on board the

"Rid you think I would let myself b Then, in low tones, he whispered tender words; he called her wife and love—his "dear, dear Adela." She raised her eyes and fastened them on his with one of thos intense looks by which one soul sends a mes sage into another soul. He took her in his for she had risen : he kissed her, he murmured low, fond words in her ear, while she clung closely to his breast, sobbing with strong emotion.
"It was so wrong of you to come back!

You should have left me He answered her with kisses.
"Nothing can part us now, Lancelot?" "Nothing, my wife-forever and forever

Fresh kisses Love's language always is forever," says a Frenchman, writing on divorce. "Adam said it with manly confidence to Eve as he ed her to his bosom. Eve whispered it in a voice trembling with new emotion. For-ever has been the key-note ever since in the song of happy lovers."

all this time the Crimes was bounding forward to her fate. Men stood with folded arms, attempting no control over the elements. All felt that they were sweeping to on death, without a chance, without a

After a while a roll, even more fearful than any felt as yet, carried the port bulwark down so low that an immense green wave swelled over it, washing away everything it met, rushing like a cataract down the con panion-way, and bursting through the broken hatchways and skylight of the engine-room, though these were protected by every spa-sail to be had on board the steamer.

"I must put you out of the reach of seas like this," her husband said to Adela; and, drawing her more closely to himself, to pretossed in their wake, he went on, "Do you remember how the 'skipper's little daughter was lashed to the mast in the ballad? I am going to lash you to this mast, love. If the ship goes down in the night, we shall go with her. It will be better than being buffeted about in such a sea. We will quietly sink hand in hand-my wife, my love, my life-

"Better than living on estranged," she "But I think she will last till daylight, he went on eagerly, "and before that time we may fall in with a ship. We are in the track of vessels. At least, you will not suffer from the cold, my love. The 'salt waves' will not be frozen on your breast, nor the 'salt tears

in your sweet eyes."
"Ah!" exclaimed Adela, "I have often thought of that prayer which we have been told to gray, that danger may not come upon as in the winter. All horrors are so aggravated by cold."

The only officer remaining on the ship was The only officer remaining on the ship was making his way aft, and passed them at that moment. Even in the awful pre-occupation of his own and the ship's peril, he looked at them with curiosity. The colonel explained to him his plan for securing the women, apeaking of adela as his wife.

Mr. Wood, the officer, made no remark on the address though in reply he address.

the relationship, though in reply he addressed him, with a slight emphasis, as "Mr. Dobon," remarking that "Mrs. Welcott" would suffer greatly from eramp and from exposure greatly from eramp and from exposure

e spray. But here on deck she is in constant peril bom these frightful lurches, and no one any longer can go down below,"said her husband. Mr. Wood said no more, but turned into

the captain's little den, and brought out blankets and railway rugs.
"Wrap the ladies and the child in these," he said. "Make mummies of them, that ther may not feel the ropes, and draw one end of a rog ever their faces."

He assisted in doing this, first for Adela, then for Emma Wylie, then for Harrie; and Wolcott lifted each a few feet from the deck, he lashed her to the mast. and made fast, under the belaying pins, coil f rope, on which their feet might rest The colonel felt an unreasonable but intol erable pang of jealousy that anything which

tying of a sailor's knot, should be thus taker him. He would so gladly have per formed every service for her in the few m ments which remained to them.

Harrie resisted at first, but yielded on per

conscious of physical suffering, but was much subdued by the sense of desertion. He little heart, untaught, untrained, untamed was benumbed by the shock to her instinctive

I don't see how she could! I don't se low she could !" she sobbed from time to "I thought all mammas took care of their little girls, but my mamma has saved

"Horrible woman!" whispered Colonel Welcott to Adela.

She answered him by a caress, but smiled, and said, "Poor woman!" very softly.

"Could'we get anything to eat, Mel?"

"Dunne, Mas' Lancelot. I'll done try get inside the steward's pantry."

But Mel could not succeed in forcing open the door that led into the pantry. He brought

the door that led into the pantry. He brought back only a few spoiled biscuit, which they shared among them.

Between decks the water, coloured black

by coal, had broken through the bulkhes

by coal, had broken through the bulkheads, and was setting everything movable afloat, breaking up even the iron flooring and iron stairways of the engine-room, and making a loud, melancholy noise as it plunged from side to side of the vessel. It seemed a deep, black tarn.

"Real devilish black, like de ole pit, Mas' Lancelot," said Mel. "I'se 'fraid look down de hatchway, it's so black!"

When the women had been made safe, as far as the pitching and tossing of the ship was concerned, Colonel Wolcott left them for a moment, hoping to be more successful than a moment, hoping to be more successful than Mel in his search for food or brandy. He made his way down to his own state-room and then tried again to force the pantry

oors, in which he was not successful By this time the thunder-storm had rolled away. The dim clouds which had contained the tempest had parted, lightened of their wrath; and the setting sun looked forth between their rifts on the ruin that the day had

Finding he could get nothing to eat excep ome oranges, Colonel Wolcott went again into his state-room, took a few papers from his trunk, and then, his hands trembling with paste, tumbled out a quantity of clothes Adela had begged that he would put on dry clothing, and he now obeyed her by dressing himself from head to toot as if upon his wedding-day. He even smoothed his hair and passed a comb through his superb expanse of beard. One other thing he searched or in his trunk and found, and then he hurried back to Adela. It was the impulse to pay her a last tribute,

to look his very best for this once in her eyes,

to act the lover to his wife for the first tin and the last, before they died together. He had tried to get into her state-room t secure for her some little comforts, but he found that was not to be done. Two feet of water was swashing about the ladies' cabin, with books, boxes, shoes, chairs, and other light objects floating in it, while on the lee side all the heavy furniture had broken through the bulkheads or was piled against he doors of the state-rooms. He managed to get pillows and blankets from the berths

non the weather-side of the cabin, and hen struggled back to the deck. The object which he had taken from his trunk was an Indian shawl—such a shawl as eldom finds its way into the lands of sunset, costly and rare even to an Indian eye. was the gift of a rajah, who had bestowed it on his Frankish guest, as an offering of hospi

Colonel Wolcott had laughed a little in his sleeve over the gift. He now remembered this with a pang; he had smiled, not sighed, to think that he was without ties to any oman, had felt amused by the unsuitable ness of the princely gift to his bachelor condition. Now, with strange pride and joy and grief, he drew it forth for his love's winding-

Returning to her side, he saw by her eyes that his brief absence had disquieted and alarmed her. He spread his mantle of the East over her from head to foot. Even at such a moment she was too truly a woman not to feel delight in the costly offering.
"O Lancelot, is it for me "she asked How superb it is, how soft and beautiful!

"Thank God that I have yet the chance to rive it to you, my wife !" he cried, clasping s arms around her waist and resting his fac beside her knees. Her little feet nestled into his bosom. From time to time he looked into her eyes, which smiled back love upon him. The spray dashed over them, the billows raged, and the ship rolled; but their souls, parted for so long, drew together like two water-drops at this crisis of their fate. nd were fused into one another. They for gave without reason, they comprehended without speech, they trusted where they had no power to see. When did lovers negotiate ciliation? When did affection ever need a satisfactory explanation of past misunder

"Are you as comfortable as I can make u, dearest?"
"Ah, Lancelot, I am happier than I have An, lancelot, I am happier than I have been for years. It seems strange to be so happy. I wonder if it is wrong to be so? But for me, you might have saved yourself. Perhaps God means to save us, after all. He has heard my other prayers. He has given me back you!"

They put no questions to the officer no walking on the poop, who paused occasionally at the taffrail to note the settling of the labouring vessel. He, too, was "strengthen ng up his courage to his fate," as he the ing up his courage to his fate," as he thought of the bright promise of his life so soon to end, of the family who, far away "down East," would mourn his fate.

The Crimea no longer pitched so heavily; for the last twenty-four hours she had lain

lmost on an even keel, but her stern was set ling deep, and from time to time she gave an No one was at the helm. The wheel had been lashed fast by a stout hawser. Attempts to bail or pump the water out had been given

np as hopeless.

Now and then Harrie uttered a little wait Then Colonel Wolcott, from where he lay would put out his right arm and clasp he The sense of his protection se to comfort her. From time to time the dog, too, howled and whined. Adela was happy Colonel Wolcott anxious, Emma Wylie calm they were drifting into death, astor

leath, the great event of life, should come to brain had "grown too tired to understand"; her own will and her own heart seemed merged into the Will Omnipotent and the Lo Eternal./
"Adela." her husband whispered once

the lull of the gale, "let me hear you say once more that you love me!" And with the old caress she answer Dear Lancelot, I have prayed daily, since ew days after you went away from us, that I night live to hear you say those same word

"And suppose-suppose we should be saved suppose I should again turn out a harsh, unsympathizing husband suppose that should ever be unkind to you?"

"Then I will think of my own short comings in our old married life. I will re nember that you are my own husband. do not know the strength it puts into woman to remember those three words are as much my own by the will of God as if we had been born mated to each other."
"This is the proudest moment of my life

"My happiest," she said, and laughed a faint, sweet laugh. "Who could imagine we should be happy at such a dreadful time? Oh, I should be so glad, except for Lance! How can I give up my boy? How can I bear Then, after a pause, she added, "But it is

etter for Lance even to have us die together than to see us living estranged. A house divided against itself cannot shelter its children. We must give him up as our joint dying gift to his Heavenly Father. His ther and grandfather will be good to im, still I wish you could have chosen him a guardian. To be a very rich young America a great trial.

paused; then suddenly her self-con trol gave way. "I cannot bear it!" she cried. "God, give me faith and trust enough to do "I cannot bear it!" she cried. what millions of other poor mothers do in faith, and be willing to give my child up on this strange death-bed! God has heard all this strange death-bed! God has heard all my other prayers. He has given me you back, I know He will take care of Lance for me! It is easier to trust him to God than to leave him to man. But I have hoped against hope, ever since he was born, that I might live to see my Lancelots proud of one ano-

With that she broke for the first time into wild weeping. When she grew calmer under his comforting, he said— "Sing me that hymn you sang on Sunday, three days ago, Adela. It went to my heart.

There is hope in its words."

"Ah!" she exclaimed, "it is a hymn for ourning, a burial-service hymn. Was it for We'll take it for an omen." said her hus

To me it conveyed hope in every And then her voice rose clear and high, her whole soul pouring into the notes as a pours his heart out in his melody:

Torn sails, provisions short, And only not a wreck! But oh, the joy, upon the shore To tell our voyage troubles o'er

The song floated to the ears of the fo group of men huddled round the for They raised their heads to listen. two essayed a feeble cheer. Colonel Wolcott respon Wolcott responded

> CHAPTER XVII. ON A REEF.

After midnight Adela became restless noving her arms and hands, apparently with out purpose, and muttering low, as if in troubled sleep. Her husband could not make out many of her words. The night was intensely dark. When he spoke to her she di

not answer him.

The strain of so many hours of exposu and suspense, the cruel and perpetual dash of the spray, and the want of food were telling fearfully on her strength. Once in a while he thought he could distinguish a low moan of "Water, water!" thirst probably being aggravated by the constant salt wetting.

Harrie seemed to feel physicial sufferiless keenly than her companions. Mi
Wylie's lips were closed in stern endurance She was a small, soft, plump creature in ap-pearance, trained in the self-restraints of

English conventional propriety, and braced

to the endurance of a martyr.

When morning broke with a faint glim over their port bow, before it was possible to see near objects on the deck, Colonel Wolcott see near objects on the deck, Colonel Wolcott-glanced up at the sky above them. There were rugged rents and rifts here and there in the dun mass, but its prevalent tint was a lurid slate-colour, with low edgings of darker cloud fringing three parts of the horizon. The spray continued to be, as it had been all night, intolerable, wetting them through and through, like a prolonged shower-bath. The pale daylight grew, and at last Lancelot could see his companions. The rugs which protected them had fallen back, and each face lay on its wet pillow, calm, white, and

with salt spray, and too heavy to float, and all but Adela seemed to sleep.

Emma Wylie roused first. Her waking glance was full of great awe. Adela's eve were open—wide open—but neither memory, expression, nor intelligence beamed from them. Her husband gave a wild cry as he beheld her staring vacantly at him.

still as thought carved in marble; their long

hair hung down in wet strands, encruste

The cry woke Harrie, who had fallen into a troubled sleep, and Miss Wylie feebly moved and tried to turn her head. Worse than the worst that he had feared had come upon them. Adela was dying, and in her last moments she would never know low passionately he loved her.

He glanced despairingly, along the deck. During the darkness it had been swept by more than one great sea. The wreck had twice broached to, then quivered, righted, and gone on. He had fancied during the plack night that shrieks sounded above the creaking of joints and the howling of the tempest—shrieks, first shrill, then fainter, ying away along the foaming wake. But might have been mistaken: had grown confused in the loud jangle of dis

A few forms, he could not tell how many were still gathered round the stump of the mast, and all were gazing eastward. Upon the quarter-deck no one remained e cept themselves and Mel, who had not fol owed his master's example and advice to lash himself into the rigging. He was lying on the deck, with the dog licking his face and whining piteously. At first Colonel Wolcott fancied that the poor fellow was dead; but he was only in a negro sleep, which is almost as profound as death, and can be taken at any moment, like that of an animal. At his

naster's call he roused himself, raised his head, and looked about him. He sprang up, instantly, with a sharp cry. His eye, which had been trained to some experience on ship-board, saw that the men about the mast were intently gazing at a low speck in the far distance, a light line on the horizon to the east. He waved his cap, and was the first to short, The fog was lifting. In half an hour, plain before them, lay a long line of reef—a rugged ridge of rocks, dark and grim, with pools and straits and fiords on a tiny scale, running up into the hollows between the ridges.

On to this reef the Crimea was adlong. The sea was still boiling and uning, the wind high; it had shifted a little and was now a few points west of south.

"This is the east coast of Ireland, I suppose,
Mel?" said his master.

"Yes, Mas' Lancelot. Dere's where dis

ship gwine to lay her bones. She'll strike her ole ribs broadside on dem rocks and go to

Nothing but a miracle, as it now seen ould save them. The ship had not a boat eft. Yet to a landsman there is an instincve comfort in the sight of land, even if that land be a lee shore. To Colonel Wolcott, who had lived much on the Atlantic coast, with othing but the sea between him and the ame rocks that he now gazed upon, there was even a kind of reassurance in the familiar sound of the low roar of surf and the dash of

reaking billows.

His first care was to unfasten the women The ship was now much steadier than she had been, and they could keep their footing. Miss Wylie and Harrie were too cramped and stiff to stand, and very weak and cold. Both were incapable of active thought or physical exertion. Adela shivered painfully, coherent words, and occasionally singing snatches of hymns; but her bodily power

seemed greater than those of the other two, and she stood up, clinging to her husband.

The little group waited the moment of the crash with their eyes fixed upon the reef, especially on one great rock which stood out far to sea, captain or sentinel to all the rest, and over which dashed a cloup of spray as the full force of the sea broke against it

with a hollow roar.

The great hull of the steamship rolled ma estically in, drifting before the gale directly towards the centre of the reef, settling slowly nto the hollows of the waves with each life

of the green heave under her.

As they rose on the waves, houses, and even people, became visible on the land beyond the reef; but the shore was parted from the rocks by a quarter of a mile of comparativel quiet sea, the reef forming a breakwater to pretty little bay. A flagstaff had been planted in the middle of the reef, upon one of its

nighest ridges.

A sort of dull impatience took possession of Colonel Wolcott. He longed to strike and ave it over. But the sailors, few in number s they were, animated by some fragment of last hope, stimulated by the sight of a new danger, or impelled, perhaps, merely by the sailor instinct to do their duty to the bitter end, made a further attempt to save the If it were possible to anchor, or to round

the point of the reef between the outlying black rock and the main ridge, they migh vet be saved. But six men were left with Mr. Wood, third officer—too small a force to work the ship successfully in any case; against such odds, almost helpless. Two anagainst such outs, and there was an instant of hope while one of the seemed to hold: but presently the drifting recommenced, and it was evident that the anchor wa dragging. Meanwhile the attempt was made to set a topsail, but again and again the wet and heavy canvas tore itself out of their hands; the thunder of its flapping rose loude than the voices of the winds or surf. and al efforts to alter the course of the ship, and to steer her towards the west end of the reef, proved in vain. She rocked and tossed, she acked like an uneasy horse, shipping great seas after each attempt; but every time her head fell off again in a shower of foam. Again and again they tried, and again they failed. At last they gave it up, and let her drift unchecked to her doom. Each time she lifted on a wave the grim rocks rose nearer to her bows, white as a bed of wool with spray and foam.

The fear of death was strong on Colone Wolcott, who had now so much for which he wished to live—stronger than it had been until that moment. His heart swelled with

a great repentance. There was no German questionings to disturb his spirit as he stood looking eternity in the face, measuring with his eye the lessening space between Adela and himself and the last enemy.

The tide was almost at the full, and in many places on the rocks dulse-weed lifted its long leathery strands upon the heave. The reef seemed solid rock except for this draping of dull brown. When the ship struck, there would not be even the poor struck, there would not be even the poor neath them to soften the shock and receive

their bones.

A man, the sturdiest seaman left on the wreck, was holding on to a splinter of the foremast, with his feet planted in jags and rents made when the spar had broken off. He, too, was keeping a lookout upon the reef and calculating what remnant of life remainded to them.

ed to them. The tide sucked her in fast. The boom or the rocks sounded nearer and louder each second, thundering their summons to eter-

Another moment and the death-blow fell.

A tremendous roller lifted the Crimea over a low outer line of rocks, whose heads just showed themselves above the surge, and carried her half way over the reef, raising her bodily. There was a mighty heave, a grind, a crack. The ship quivered, and then lifted with a strange impulse, and crashed down into a hollow between two rocks, where she stuck hard and fast. Her fate was sealed, her race was run. The elements might work their will upon her. She gave a heavy lurch to port, and settled herself to rest, like a nded sea-monster lying down to die. The concussion as she struck threw every

The concussion as she struck threw every one on deck against the bulwarks or upon their faces. The ship lay motionless, held fast in the grim jaws of the reef, at an angle of about twenty-five degrees.

For one moment the bitterness of death was tasted by all on board, except Adla, who was unconscius of all sevention. The who was und cious of all sensation. The oment passed. To their surprise, life was still left them. The ship had not broken up with the shock. The men forward made signs to Colonel Wolcott to bring the ladies to the forecastle, for the fore part of the ship was tight wedged between the rocks, while the stain, which was still at the mercy of the

waves, might break off at any mom the tide ebbed from under the vessel. They could now plainly see people watching them from the shore, which, with its little illage under a round green hill, lay beyond the bay formed by the reef, at least half a mile away from them. When the tide at ength began to ebb, it became evident that arations were making to launch a boat. The fishermen of the place were coming off to help them. Very tiny looked their little craft as she danced under her reefed lug-sail over the rollers, which, even in the sheltered nner bay, were still high and dangerous.

was evident to those on board the Crimea that to get either from the ship's stern into the boat, or from the bows upon the reef, where, indeed, the slippery dulse-weed afforded no secure foothold, would be equally perilous; nor even, had they all been landed on some dry point of the reef, was it easy to see how to transfer helpless passengers the boat from its steep iron edge.

It was also more difficult than any lands-man can understand for the fishing skiff to approach the wreck while she lay in her pre sent position. She must have been dashed to pieces had her crew tried to round the reef in the wind's teeth. They knew better than to mpt fate by such a wenture, and contented themselves with beating towards the inner side of the reef, keeping as much as possible under shelter of the rocks that formed a reak-water, and there lay to.

Unless the men on the Crimea could effect a landing on the oozy, slippery ledge, and thence transfer themselves to the boat as she lay under the reef, which on the land side seemed almost perpendicular, those on board now began to think that nothing could be done for their relief until the storm was spent before which time it was evident the

must go to pieces.

"If a rope could be got from the end of the mainward and made last to the flagstaff on the reef," thought Colonel Wolcott, "we might be passed along it by a basket made of a small sail, or some others sailor's device, and us into the host upon the other how was a hawser to be got round the flag-staff? The sea was still breaking over the reef where the ship lay. The mainyard seem ed on a level with the foot of the staff, which was planted on the highest rock of the reef, about fifty yards away. The Irish fishermen were apparently not fertile in resources, or, with the wrecker's instinct, were waiting for the breaking up of the vessel to secure her cargo. Even if willing to afford help, they evidently required directions from those on board the ship, and communication was, so

far, impossible.

One or two of the Crimea's seamen made the attempt to land upon the reef, but it proved utterly impossible. The rocks, dash proved utterly impossible. The rocks, dashed over by a furious surf, and slippery with

slimy weed, gave no footing.
"Our only chance," said Colonel Wolcott,
after watching these attempts for some time
in silence, "is for some strong swimmer to find an opening through the rocks, or to weather the reef and communicate with the fishermen. Since their boat has got under the lee yonder, they can see neither us nor our signals. The men in her may have some plan with which we can co-operate. They are doing nothing, so far as we can tell. Very likely they only half understand our

He looked at the sailors as he spoke, was resolved to go himself if no more suitable volunteer should offer. His eye lighted upon Mel, who was already stripping off his cloth-

Mel was very agile, and in his boyish days had been renowned among his associates for wiming feats. 'I'se gwine, Mas' Lancelot," he

"You stay with Miss Adela. Me an' de pup will do it, if so be it can be done!"

He turned quickly, shook the hand of his master; and then, with his bare feet pattering along the deck, ran down the steep slop from the forecastle to the stern, flung off hi rom the forecastle to the stern, hing on his remaining garments on the poop, and, calling to the dog, sprang over the tatiral into the water. He held the slack of a light rope in his hand. The dog plunged after him.

The surf was still terrible. Luckily, the tide was now at ebb, but the force of the

wind drove in the waves with fury.

But for the help of Jeb, Mel, after his plunge, would have been dashed back against the chains of the rudder. Again and again he was whirled past the yielding, oozy weed that draped the reef, snatched at its treacherous strands, and was washed back again, grasping a handful of wet dulse.

His shipmates watched him from the wreck, too breathless, too absorbed, for hail or cheer.

But the struggle was unequal. At last one vast billow was seen to spin him round, as it rolled up after whirling him against the reef, and then it bore him back, back, back into the sea. He disappeared, with a black spot that darted after him, through surge and oam. They saw another roller lift up black specks a quarter of a mile away, and after that only the surf could be seen beating along the granite rocks of a lee shore.

After an interval of suspense, Jeb was perceived running along the bare part of the reef,

whining, and begging help from those "If we could get a rope round the dog" "If we could get a rope round the dog's neck, and make him reeve it round the flagpole, that might save us," said a foremast man. But in vain they called, in vain they coaxed or threatened. Jeb was the dog of the ship no longer, he was the friend of Mel; he would do nothing but run back and forth along the wester's adea slipping whising along the water's edge, slipping, whining, and mutely begging for aid, while on the other side of the reef the Irish boat lay tossng uselessly with her crew, willing, perhaps out not knowing how to afford the longed-f

lp. Colonel Wolcott, since the disappearance f, Mel, had been absorbed in caring for hi wife, who every moment was growing weaker He now roused himself and looked around him. His quick glance took in the difficulty. He placed Adela, with a look of earnest pleading, in the arms of Emma Wylie, and ran out upon the bowsprit which overhung

the ridge. There were several men upon it, trying to coax the dog to come nearer to

chistled. The animal stopped at once and ricked his ears. Colonel Wolcott whistled gain. The dog drew nearer, crouching autiously, with a low whine. One of the cautiously, with a low whine. One of the men far out upon the bowsprit threw a noose over his neck and captured him.

"That will do," said Colonel Wolcott.

"Pay out your line, now. Don't draw him in. I'll manage him."

He directed one of the men to bring him a gun, which had been loaded and laid in the captain's cabin to be used if necessary in

captain's cabin to be used, if necessary, in making signals. Again he whistled. Again, bewildered and surprised, the dog stood still and looked at him.

Then, selecting a gull flying low over the crest of the reef, not far from the flagstaff, he pointed it out to Jeb, shouting "Dead bird!" and fired. The instinct of a well-trained retriever, and his obedience to the order of the master who had trained him to his work, prevailed. Jeb bounded in the direction in which the bird had fallen. He passed the flagstaff, impeded but not stopped by the wet cord which trailed behind him. As soon as he was safely past the staff, Colonel Wolcott recalled him. The dog paus-

ed. The colonel whistled again. Je back slowly, but he returned without doubling round the pole, which was not what they had hoped of him. Again Colonel Wolcott shot This time, when the return and hied him on. signal was given, Jeb obeyed the motion of his master's hand, and returned on the right of the flagstaff, thus reeving the cord round

The men cheered. Colonel Wolcott encouraged him. Nearly choked by the tightening of the cord as he dragged it round the flag oole, he came nearer to the vessel. Con nunication with the land, if they could secure this cord, was now attained.
One of the sailors lowered himself daringl rom the bowsprit, till able to catch hold of able to preserve his balance with the weight of the dog added, and his comrades all began to haul in, with a loud cheer. Soon a stout nawser was safe reeved round the flagstaff, along which several sailors swung then hand over hand.

Once at the flagstaff, it was easy to run smooth water under the lee of the reef, which was very steep on the side towards the

village.

The tide, as we have said, was going down and the surf no longer made a clean breach over the reef. A "basket" for the women was quickly improvised out of a studding sail, and was worked by a guide-line along the hawser, attended by two seamen. Miss Wylie and Harrie Tontine went first, that Miss Wylie might be ready to receive Adela, whom the sailors would not allow to be accompanied by her husband. They fear ed to put too great a strain upon the line of nication. He therefore was obliged to consign her to the "basket," wrapping the Indian shawl around her carefully. On the next trip he followed her. Then the "basket," On the after two or three more trips to the ship to oring off landsmen, was attached to anoth hawser, one end of which was fastened to a point of rock on the land side of the ree lose to the little boat which lay in waiting. In a few minutes the ladies and Mr. Wood the officer, were on board of it, standing

cross the little bay in the direction of the ishing village.

Two or three of the Irish sailors, beside the erew of the Crimea, Colonel Wolcott, and the other male passengers, were left, waiting for its next trip. Mr. Wood, indeed, had pur-posely pushed off the boat to avoid being accompanied by "Mr. Dobson."

CHAPTER XVIII.

HOW WOMAN MAY PUT ASUNDER At first Colonel Wolcott was wild with vexation at being thus forced to let, his helpless wife go ashore without himself to keep guard over her. But he recollected that he had forfeited the right to keep her, in sickness or in health, and had no right to interfere with the young officer who had assumed the charge of her. He was told also that the boat was very small, and that Mr. Wood had

He next endeavoured to make arrange ments for sending out a party in quest of poor Mel, but found that none of the sailors were willing to waste time on an uncertain and perilous search for the body of an under from their officer to stay and look after the vessel. The fishermen, very possibly, migh be wreckers, who, if unwatched, wo quickly reap this harvest of the ocean. That Mel's body was on the reef the colo

was convinced, and he thought it possible that life might still be in him. He felt that he owed careful search, not only to the brave fellow who had been prompted to a gallant deed by attachment to himself, but also to the poor dog, who was howling on the ridge of the reef, and whose fidelity had saved all

their lives.

He applied for aid to the Irish fishermen.

They had brought water, bread, and whiskey in their boat, and their first care had been to give the women nourishment, which had wonderfully restored Harrie and her governess, and somewhat revived Adela, whom, through his glass, her husband could see lying quietly in the stern-sheets, with he head on the lap of Emma Wylie. The Irishmen were as little disposed as the sailors to search the reef for a dead body.

Colonel Wolcott then proposed to go himself and found a volunteer to accompany him in one of the Irish party, a tall, strong man who provided both himself and his companion with a pair of stout spiked brogans and a long pole, like an alpenstock, fitted with a bill-hook at one end.

Staff in hand, and shod like an Alpin climber, Colonel Wolcott, having refreshed himself by food and drink, set out on his earch. As they descended the ridge, on which the morning sun was now beating, they had a full side view of their stranded ship, whose vast

size and enormous height were astonishing as thus seen. What a prodigy of wood and iron she seem-There she lay, with her seams opening, the sea rushing in upon her wave after wave, like battalions reinforced by fresh battalions, each billow dealing a resounding blow upon the yawning timbers. Her joints were all

agape, her wounds were widening.
"Thank God!" said Colonel Wolcott, "Thank God! said Colones to the a sigh of relief. "Adela is safely out of her."
The dog was waiting for them on the ridge,
The dog was waiting for them on the ridge, and seemed to know their errand; he hem along the reef, where again and again, but for their shoes and poles, they must have lost their footing. Colonel Wolcott had a ship's glass with him, and from the higher points made a careful survey of the rocks, out nothing was to be seen of Mel. Still, dead or alive, he must be somewhere near, they thought, for the dog ran back to on them and trembled with excitement.

At last they reached a sort of gully in the rocks into which the waves foamed furiously. Across this the dog took his way, jumping from shelf to shelf, and the men followed When they came to the edge of the gully they looked down into a tiny cave or bay roofed with black stones and floored with sparkling shingle. From this point, black rocks, invisible at high tide, seemed to extend far out to sea, rising, like the backs of porpoises, above the slaty blue of the ocean. Stooping over and looking down as the dog me to a point, they saw poor Mel immedi-

The dog, as they guessed, had dragged him out of the surf, for there were the marks of his paws above the water-line. He sprang down when he perceived that they saw what he had come to show them, and threw himself upon the body, licking its face with moans that were almost like a human cry.

Poor Mel lay with his face upturned to the sun's glare, his legs outstretched in a small pool left under a round rock by the retreating

ately below them.

The Irishman and Colonel Wolcott raise him. His face looked very calm. His wet limbs shone like a bronze statue in the sun. There were many wounds about his face and

breast, but none that seemed enough to kill "He is not dead. His heart beats! I can

"He is not dead. His heart feel it!" cried the colonel.

They had brought whiskey with them, some of which they now poured down his throat. After a while he opened his eyes, but his left arm hung powerless. They put it in a sling, and with difficulty and danger, and at great cost of time, got him over the reef to the flagstaff, when his shipmates relieved them, and carried him down to the landing-place, where the boat was now waiting to receive a second load.

Colonel Wolcott suffered during this inter-

val an intolerable agony of mind. Mel, saved, though still insensible, no longer occupied his thoughts. Paddy Byrne, the Irishman, had told him there was a doctor in the village. What might that authority, in whose hands life and death seemed to lie, have said by this time of the condition of Adela? The village before them appeared a strag gling hamlet, desolate and wild enough to be nest of wreckers. He remembered, with

sudden alarm, that Adela had valuable rings

upon her fingers, and that a priceless shaw

as wrapped about her. He questioned the men as, relieved of the burden of poor Mel, they went down the husband, who was somewhere in India: that slope of the reef together.

The men told him that the ladies would most probably be taken to the house of the rector, Mr. Darrell, and pointed it out on the side of a round hill, at the foot of which

nestled the village.
"Is Mr. Darrell the Protestant rector of the place?"
"Shure he's no less, may it plaze your "Has he a wife?"

"True for your honour, and too true," was the answer. "Is she not a good woman?" "I've nothing anent her. I would not be asy if I got anyone's ill will."
"Will she take good care of my wife?"

"That I couldn't say, at all, at all. That'll be as it happens, plaze your honour.' By further pains and pressing, Colonel Wolcott got himself "discomfortably" informed that Mrs. Darrell was a woman very anpopular among her Roman Catholic neigh-

"His rivirince, Mr. Darrell, was a man," Paddy said, "but his lady was the divil for meddling. She hadn't no childer, an' no real work at all to do in life, and was always for making some trouble out of no-thing. She'd be good enough belike to the strange lady for a time, that is, if she took a fancy to her. But it was bad luck for them all when she came into the village. It was a pity that the likes of her couldn't be put to e for twenty or thirty hours in the twenty our hours of the day." Paddy evidently thought that even the tender mereies of the

rector's wife were precarious and undesirable. "And about this poor mulatto boy who is servant, and my dog," said Colonel Wolott, more and more anxious to get back to "How can I get them cared for? Is there an inn, or even a pot-house, in the rillage?"
"There isn't a public in the place, at all, at all, your honour. There's a shebeen, but that's two miles off, over the hill, an' it hasn't

but the one room in it. Anybody will be proud to take the dog and man-servant for Won't you do it yourself, Paddy?" the colonel said. "I'll pay you handsomely. Have you a cottage?" hesitated.

With all the pleasure in life, only may

be your honour's servant would be after wanting more nor the likes of us could offer 'Your cottage is better than the hu where he was born, on my estate," said Colonel Wolcott, making a mental inventory of the rags and makeshifts of Mel's native cabin What he wants is care and kindness. shall pay for these, and for any comforts he may need, and for the doctor."

He put his hand into his breast-pocket, and then refrained from drawing out his purse, fo his doubts had returned, and he recollected that it might be dangerous to let it be known that he had money about him.

By this time they had reached the water's edge. The men in the boat told him that the ladies and little girl had been carried to Mr. and little girl had been carried to Mr. Darrell's house, and pointed up the hi

white edifice of some pretensions.
"His rivirince, Father Joe, is waiting a he landing-place," they said, ouse to the jantleman. is very kind and hospitable." Colonel Wolcott, "but I shall go with my wife if the rector can take me in; if not, I must stay as near to her as possible." He said the same thing, on landing, to Father Joe, who met him on the little jetty with a hospitable invitation. The fathe then offered to see after Mel and the dog, who under his superintendence, were transported to Paddy Byrne's cottage, while Colonel Wolcott set off at full speed to the rectory.

The hill was very steep, and as he mounted he realized, for the first time, the full mea sure of his weakness and exhaustion. "There's Mr. Dobson, I declare, coming to nere," cried Harrie Tontine, who was terrib herself by this time, and was looking out of the rectory window. "He's the man we had on board under a false name. They said he was a thief or a defaulter, or something that kind. He acted real queer about Mr Wolcott. First place he frightened her, and tried to put his arm round her on the hurri cane deck one evening, and the officers were going to interfere, when I knocked down both of them. Then afterwards, when he tied us

up in the rigging, and we could not help our selves, he kept kissing her and kissing her like everything."
"Little girl," cried the rector's lady. trust he is not coming to my house. Shelah Shelah!" to her maid; "don't let that man ome inside of this door. Do you hear now Colonel Wolcott, panting and very pale ntered the wicket-gate of the rector's garden His appearance was not in his favour. The thes of the previous night were dirty vet, and ragged; his beard was matted, ful sand and sea-weed; he had lost his own hat, and had accepted the tarpaulin of a fisher

man.
To his eager, breathless questions, "How my wife, Mrs. Wolcott? Can I see her Shelah was a good deal puzzled to reply. "The lady is very ill, sir. I was to say as you could not come in. You had better come

again and see the master. "
"I cannot go in? Who says so?" Colonel Wolcott, putting his shoulder against the sill of the door. "Ask Mrs. Darrell to speak to me. Say that I am Colonel Wolcott At this Mrs. Darrell, who had been listen ing behind her parlour-door, came from her hiding-place, with Harrie grinning behind her.

the goodness to tell me how my wife is, and to show me to her room." "Go away, sir!" she said sternly. not intrude your most unworthy self into the esence of a lady who may be dying, for all ou know. Your character has been exposed and is known. Leave my house imm

'Madam, I am Colonel Wolcott. Have

ately!"
"Madam," cried Colonel Wolcott, "yor are under some very serious misapprehent I am Colonel Wolcott, the Asiatic trav whose book you may possibly have heard of I can refer you to the American Ambassado in London, or to my publisher. The lady under your care is Mrs. Wolcott, my wife, from whom I have been parted during vanderings for the past nine years. mand to see her. You have no right to keep me from her.' "My mamma said that Mrs. Wolcott

vasn't your wife," put in Harrie Tontine at this juncture.
"There, sir, you hear what the child says about you. Go away at once, or I will have you put out of my gate by force. You are t the man that you profess to be. Mr. Dobson, an impostor, a man under a false name, a defaulter and thief for aught I know,

or an escaped convict, perhaps a ticket-of At this moment her raised voice attracted Emma Wylie, who was looking out of an upper window—the window of Mrs, Wolcott's

"for humanity's sake, tell me how she is, what the doctor thinks of her!"
"He thinks she must be kept very quiet,

Mr. Dobson; and your voice has made her restless," replied Miss Wylie.

"Come down, then, if you please," said he, A moment after Miss Wylie came down-His voice was hoarse and hard, his eyes blood-shot and angry. He restrained him self, however, and in a whisper said excited

"Tell this-this lady, Miss Wylie, who I dare say means well, that Mrs. Wolcott re-peatedly acknowledged me to be her hus-band."

Emma Wylie hesitated. "Speak, Miss Wylie!"
"Indeed, Mr. Dobson," she said, bursting into tears, "I cannot bear to give you pain, I owe you a great deal. You saved our lives. But I cannot say what is not true. I do not remember Mrs. Wolcott saying that she was your wife, though during our last dreadful day and night many things that I did not hear may have been going on between you. I understood Mrs. Tontine, who often spoke about it in our state-room, that Mrs. Wolcott was a lady who had been divorced from her

she was very rich, and was going home to her familv."But I am Colonel Wolcott, her husband: and I do not think that we have been divorce ed. If we have, we shall be remarried immediately. I only ask to see her, to be with her, till she gets better.'

"It is a disreputable piece of business any I ever heard of," said Mrs. Darrell. "I don't want any divorced people in my nouse, —nor any impostors, either. Here, Mr. Dar-rell, Mr. Darrell?"'she cried, as that gentle-rell, into his own garden, "what must we do about this fellow? Here is a man who will not go away, who says the lady who is so ill is his wife, and wants me to let hi go up to her room. The child and the young lady both declare that he is not her husband; that she is a divorced woman whom he had been paying attentions to on board the steamer; that he is travelling under a false name, and is a disreputable character They knew him on board ship as Mr. Dob

By this time the strain of so many ho of exertion, privation, and excitement had told on Colonel Wolcott. He staggered, and eaned, faint and sick, against the door. "Allow me, sir," he said, "to explain the atter privately. "Indeed, you shall do no such thing, Mr.

Darrell. Anybody can take you in, as we all know." cried his wife. "My dear, my dear?" said Mr. Darrell. "Softly, my dear, I beg of you. Remember the poor man has just been through great suffering and exposure. If I may so express myself without irreverence, 'a night and a day he has been in the deep'; and" (lowering

little out of his mind." Here Harrie, Mrs. Darrell, and Miss Wylie ut their heads together, as he whispered for their information: "They say down on the beach that he has a monomania for claiming everything. He spoke of his servant, who turns out to be the ship's steward; and of his dog, a Gordon setter, that has been ter voyages in the Crimea. They say he offered to pay for attendance on the dog and steward but did not show his money. Let me get him away quietly. The poor man is in want of rest and food."

"Worse and worse!" said Mrs Darrel 'A crazy man and a divorced woman! never wished to have anything to do with Americans. American cousins, indeed, as people in public speeches call them! I don't lieve that Americans are more respectable than any other foreigners. Where is the

"Gone to Killarney to telegraph to his owners and the Trinity House. He says the Crimea's owners will pay all reasonable exenses, and that the lady upstairs is very rich—so that's all right, my love!"

Here Adela's voice was heard through the pen window of her chamber, singing

"Safe home, safe home in port! Rent cordage, shattered deck,

Torn sails, provisions short, And only not a wreck!" Colonel Wolcott flushed deeply and started to his feet, then sank down again with a sigh, and buried his face in his hands. The Darrells were more convinced than ever that he was crazy.

"Now go, Mr. Dobson, there's a good man," said Mr. Darrell. "You may disturb the lady. I'll walk a little way with you down the hill. I'll go down to the wharf and find a place for you. You want a little care yourself after your shipwreck. It will

you good to see the doctor,"

"Yes, sir; I intend to see the doctor when he comes out of your house, after his next visit to my wife," said Colonel Wolcott; and I will see him here.' So\_saying, he seated himself on a large stone outside the gate of the rectory, where for some time he remained motionless, over-come by the prolonged strain of the past week; for this was Wednesday, the 10th of June, six days after our narrative commenced, and not quite a week since we saw him run-ning gayly down the steps after the Minister's ball, rejoicing in his literary success, and congratulating himself that he was free from

Il domestic obligations. How much may happen in a week !

(To be continued.) Flirting on Ocean Steamers. The officers of the ocean steamers, it is said, can, from their posts of observation on the bridge," tell more of what is going on among the passengers—firtations and elope-ments—and better judge of their character and characteristics, whether they are fugi-tives from justice, commercial travellers, clergymen, or grass widows, than the passen-gers learn below. One of these observing captains declares that he knows whether a young woman has left her lover at one port or expects to meet him at the other. The explanation, like the explanation of many other amazing things, is simple enough. If her lover is behind her, she cares nothing for wind, rain, or fog, but gets tanned, freekled, and roughened in a highly healthful and independent fashion. But, if her lover is waiting for her, she takes infinite trouble with veils

and other complexion preservatives.

How a Dumb Man Was Made to Speak One Howard, indicted here for burglary, soon after imprisonment feigned insanity and pretended to hang himself with the bedclothes, but at a time when he would be promptly taken down. When cut down he pretended to be paralysed and unable to walk. All efforts to induce him to walk or talk were useless, and for eight months he was an emigma to the gaol offic cers, as also a cause of trouble, a man being constantly in couch. Finally the galvanic battery was applied to him, when his muscles responded and he danced vigorously around the cell. Soon after this experiment he was tried and

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## THE FARM.

EDITORIAL NOTES.

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The Oshawa Vindicator says that woman residing in that town won thousand dollars who steals hens. that she is worth twenty thousan else she might steal turkeys. says you can tell what the Creator money by the kind of people he giv

In round numbers, eighty million worth of hogs are sold annual United States to foreign countries, great trade, wails the New York perilled by hog cholera! added "and trichina." breeders never had such an oppor now, what with swine and cattle over the line, to improve their po secure the European market.

In spite of the vigorous mea neighbours are taking to suppress the spread of pleuro-pneumonia an live stock, the disease continues t and gather force. Such a state of not exist without danger to Canad It, therefore, behoves our farmers ers to take every precaution, and remember that cleanliness is the of the trouble. In an item re number of afflicted animals disco Long Island farm, the significant found: "the cattle were found i and wretched condition. whole story.

The Chicago papers are still trichinæ. Two more persons have from eating ham containing the par piece of the ham was procured and to an examination under the Each ounce was estimated to con fifteen thousand. The disease too course. Pain in the stomach was i diarrhese and pain in the muscles, fever. The disease runs its cour five weeks. The triching do not but become permanently embed muscles, where they lie The danger from these parasi mient to cause pe flesh altogether. The only safe thorough cooking. It requires of temperature to kill the pests. A ing will not do. They fortably in the centre of a boiler is well cooked on the outsi thoroughly cooked in all parts b A little precaution dangerous.

Lord Derby, while adhering firm belief in free trade, apparently spairs of bringing other countries his views. In a letter to the chair South Wales and Monmouthship scale Committee he says :- "I a cannot hold out to you or to your hope of effective action being tak abolition of foreign import duties industrial productions. Diplor little in a matter of this kind. vise foreign Governments to alter to for their sakes, and we may ask t so for ours, but to both—the advis appeal-the same answer will be g appeal—the same answer will be gi nations regulate their financial sys cordance with their own ideas and own convenience.' We ourselves, not been convinced that the ado free-trade system would benefit would certainly not have been led it by advice or remonstrances from States. Why should we expect more compliant? The only hope foreigners to adopt the economics valent in this country lies in sh their failure diminished our faith in them or tion in their ultimate success. cold comfort, but I have no other Remember that the world moves that it is not forty years since were in a minority in the Englishment." The trouble is not, as his appears to think, that the world in slowly, but that it moves too fast we have come to recognise that in well as individual life, if we woul consideration must first be given

AGRICULTURAL NOTI

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market fees, and with every prospe MR. MECHI, the well-known Eng culturist, has failed with liabi Hay pressing for export is being vigorously at Sterling. Some 500 be shipped during the winter.

To meet the views of the farmers, Mount Forest passed a l week declaring their market free. The London Council, at its nex will be recommended by the Ma mittee to throw the market open fr Simon Heslop, of Glanford, has Stewart farm in that township cash. One hundred acres is the ex The London Board of Alderme polved to abolish the market fees the county authorities do away with

Over four tons of Canadian pour been shipped from Belleville in one Frand Trunk railway, for the Eng Two hundred and seventy-five four hundred pounds of cheese we the West Nissouri cheese factory las an which \$31,400 was realized. The epizootic is raging among th Argentenil. The coughing, sneezing bility are so great that some horses ground, and others stagger from the

The Allan steamship Prussian, on, which arrived at Liverpool landed her live stock shipment of good order, with the exception of t ied on the passage. The Farnham Beet-Root Sugar are making great progress with the The machinery is being made in Eng

£5,000 was remitted on the 8th in payment for the same. Every farmer residing in the vi Wattord has devoted a day or two team in hauling brick and sand re-the buildings being erected in place destroyed by the recent disastrous fi The Ohio Grange has adopted a that hereafter all candidates for pul asking the support of the Granger requested publicly to express the

ents upon railway corporations relation to the people. From a piece of ground only Patterson, of Percy, recently pubushels of carrots. This is what called an extraordinary crop, equal loes, 900 bushels to the acre.

An ingenious machine has been di separating the sound cranberries in from the unsound. They are pour at the rate of six barrels an hou at the rate of six barrels an hour sound ones, having elasticity, boun barrier, while those decayed remain. The Elmira December cattle fair in that town on Monday. About dred head of cathe were offered, as all were sold. Mr. Isaac Stauffer

Mr. Dobson; and your voice has made her restless," replied Miss Wylie.

"Come down, then, if you please," said he.
A moment after Miss Wylie came downstairs, and stood in the entry.

His voice was hoarse and hard, his eyes blood-shot and angry. He restrained himelf, however, and in a whisper said excited-

Tell this this lady, Miss Wylie, who I dare say means well, that Mrs. Wolcott re-peatedly acknowledged me to be her hus-Emma Wylie hesitated.

"Speak, Miss Wylie!"
"Indeed, Mr. Dobson," she said, bursting into tears, "I cannot bear to give you pain. I owe you a great deal. You saved our lives. But I cannot say what is not true. I do not remember Mrs. Wolcott saying that she was your wife, though during our last dreadful day and night many things that I did not hear may have been going on between you. I understood Mrs. Tontine, who often spoke about it in our state-room, that Mrs. Wolcott was a lady who had been divorced from her husband, who was somewhere in India; that she was very rich, and was going home to her

"But I am Colonel Wolcott, her husband: and I do not think that we have been divorceed. If we have, we shall be remarried im mediately. I only ask to see her, to be with her, till she gets better.

It is a disreputable piece of business as any I ever heard of," said Mrs. Darrell. don't want any divorced people in my house. —nor any impostors, either. Here, Mr. Dar-rell, Mr. Darrell?" she cried, as that gentle-man came slowly into his own garden, "what must we do about this fellow? Here is a man who will not go away, who says the lady whe go up to her room. The child and the young ady both declare that he is not her husband that she is a divorced woman whom he has steamer; that he is travelling under a false name, and is a disreputable character. They knew him on board ship as Mr. Dob

By this time the strain of so many hours of exertion, privation, and excitement had told on Colonel Wolcott. He staggered, and eaned, faint and sick, against the doo 'Allow me, sir," he said, "to explain the

"Indeed, you shall do no such thing, Mr. Darrell. Anybody can take you in, as we all

'My dear, my dear?" said Mr. Darrell. know," cried his wife. Softly, my dear, I beg of you. Remember he poor man has just been through great suffering and exposure. If I may so express myself without irreverence, 'a night and a day he has been in the deep'; and" (lowering ittle out of his mind.

Here Harrie, Mrs. Darrell, and Miss Wylia out their heads together, as he whispered for their information: "They say down on the beach that he has a monomania for claiming verything. He spoke of his servant, who surns out to be the ship's steward; and of is dog, a Gordon setter, that has been ten o pay for attendance on the dog and steward ut did not show his money. Let me get m away quietly. The poor man is in want 'Worse and worse'!" said Mrs. Darrell.

A crazy man and a divorced woman! ver wished to have anything to do with Americans. American cousins, indeed, as eople in public speeches call them! I don't lieve that Americans are more respectable han any other foreigners. Where is the "Gone to Killarney to telegraph to his owners and the Trinity House. He says the

crimea's owners will pay all reasonable ex-censes, and that the lady upstairs is very ich—so that's all right, my love!'

Here Adela's voice was heard through the open window of her chamber, singing,

"Safe home, safe home in port! Rent cordage, shattered deck,

Colonel Wolcott flushed deeply and started o his feet, then sank down again with a sigh. and buried his face in his hands. The Darrells were more convinced than

"Now go, Mr. Dobson, there's a good man," said Mr. Darrell. "You may disturb the lady. I'll walk a little way with you down the hill. I'll go down to the wharf and find a place for you. You want a little care yourself after your shipwreck. It will

"Yes, sir; I intend to see the doctor,"
when he comes out of your house, after his next visit to my wife," said Colonel Wolcott; 'and I will see him here."
So saying, he seated himself on a large ide the gate of the rectory, where for some time he remained motionless, over-come by the prolonged strain of the past week; for this was Wednesday, the 10th of me six days after our parrative commenced and not quite a week since we saw him runng gayly down the steps after the Minister's

all, rejoicing in his literary success, and ongratulating himself that he was free from ll domestic obligations.

How much may happen in a week! (To be continued.)

Flirting on Ocean Steamers. The officers of the ocean steamers, it is aid, can, from their posts of observation on the bridge," tell more of what is going on among the passengers—firtations and elope-ments—and better judge of their character and characteristics, whether they are fugitives from justice, commercial travellers, clergymen, or grass widows, than the passengers learn below. One of these observing captains declares that he knows whether a ung woman has left her lover at one port of spects to meet him at the other. The ex lanation, like the explanation of many other mazing things, is simple enough. If her wind, rain, or fog, but gets tanned, freckled, and roughened in a highly healthful and indeendent fashion. But, if her lover is waiting r her, she takes infinite trouble with veils and other complexion preservatives.

How a Dumb Man Was Made to Speak. One Howard, indicted here for burglary, soon after imprisonment feigned insanity and pretended to hang himself with the bedothes, but at a time when he would be promptly taken down. When cut down he pretended to be paralysed and unable to walk. All efforts to induce him to walk or talk were useless, and for eight months he was an enigma to the gaol officers, as also a cause of trouble, a man being constantly in attendance on him to get him on or off the couch. Finally the galvanic battery was applied to him, when his muscles responded and he danced vigorously around the cell. Soon after this experiment he was tried and

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He did not speak a word during the trial, pretending to be affected with paralysis of the tongue, rendering him speechless. This, however, was found to be pretence. for when the galvanic battery was applied to his nostrils, although three of the stoutest guards were holding him, he broke away from them all, exclaiming, "My God, you don't intend to kill me, do you?"—Washington Despatch to the Gincinnoti Guartte

The Death Rate

of our country is getting to be fearfully alarming, the average of life being lessened every year without any reasonable cause, death resulting generally from the most insignificant origin. At this season of the year especially a cold is such a common thing that in the hurry of every day life we are apt to overlook the dangers attending is and often find too late that a fever or lung trouble has already set in. Thousands lose their lives in this way every winter, while had Boschee's German Syrup been taken a cure would have resulted and a large bill from a door been avoided. For all diseases of the throat and lungs Boschee's German Syrup has proven itself to be the greatest discovery of its kind in medicine. Every druggist in this country will tell you of its wonderful effect. Over 950,000 bottles sold last year without a single failure known.

· Allertan

THEFARM

EDITORIAL NOTES.

The Chicago Telegraph atters a fresh warning against the dangerous character of pork as food, and instances several recent cases of feath from trichine. For more than one reason the Chicago people should know all

The Oshawa Vindicator says that there is a woman residing in that town worth twenty thousand dollars who steals hens. It is well that she is worth twenty thousand dollars, else she might steal turkeys. Dean Swift says you can tell what the Creator thinks of money by the kind of people he gives it to.

In round numbers, eighty million dollars' worth of hogs are sold annually by the United States to foreign countries, and this great trade, wails the New York Sun, is imperilled by hog cholera! It might have added "and trichinæ." Our farmers and breeders never had such an opportunity as now, what with swine and cattle diseases over the line, to improve their position and ecure the European market.

In spite of the vigorous measures our neighbours are taking to suppress and check the spread of pleuro-pneumonia among their live stock, the disease continues to develop and gather force. Such a state of things cannot exist without danger to Canadian stock. It, therefore, behoves our farmers and breeders to take every precaution, and always to remember that deanliness is the great enemy of the trouble. In an item relative to a of the trouble. In an item relative to a number of afflicted animals discovered on a Long Island farm, the significant sentence is ound: " the cattle were found in a filthy wretched condition." That tells the whole story.

The Chicago papers are still discussing trichinæ. Two more persons have succumbed from eating ham containing the parasites. A piece of the ham was procured and submitted an examination under the microscope. richinæ were found in immense numbers. Each ounce was estimated to contain at least fifteen thousand. The disease took its usual course. Pain in the stomach was followed by diarrhœa and pain in the muscles, with high fever. The disease runs its course in about five weeks. The triching do not disappear, but become permanently embedded in the muscles, where they lie in a passive state. The danger from these parasites is almost sufficient to cause people to avoid swine's sufficient to flesh altogether. The only safety lies in the course cooking. It requires quite a high emperature to kill the pests. A mere warm ing will not do. They may live quite com-fortably in the centre of a boiled ham which cooked on the outside. Unless oughly cooked in all parts boiled ham is A little precaution may save

belief in free trade, apparently almost despairs of bringing other countries round to his views. In a letter to the chairman of the South Wales and Monmouthshire Slidingscale Committee he says :- "I am afraid I cannot hold out to your to your friends a hope of effective action being taken for the abolition of foreign import duties on British industrial productions. Diplomacy can do little in a matter of this issue. Diplomacy can do little in a matter of this issue. Diplomacy can do little in a matter of this issue. Diplomacy can do little in a matter of this issue. Diplomacy can do little in a matter of this issue. Diplomacy can do little in a matter of this issue to deep foreign Governments to alter their tarifis for their sakes, and we may ask them to do for ours, but to both—the advice and the appeal—the same suswer will be given, 'that rations regulate their financial system in accordance with their own ideas and for their own convenience. We courselves, if we had not been convinced that the adoption of a free-trade system would benefit for finance, accompanied by the would certainly not have been led to adopt it by advice or remonstrances from foreign. States. Why should we expect them to be more compilant? The only proper sinduced the delegation. He considered that the soloption of a free-trade system would benefit should not first the lumbermen, as home-killed platford. States. Why should we expect them to be more compilant? The only proper sinduced for the lumbermen, as home-killed lides prevalent in this country lies in showing that their failure to make progress abroad has not diminished our faith in them or our conviction in their ultimate success. I fear this is cold comfort, but I have no other to give. Remember that the world moves slowly, and that it is not forty years since free-traders were in a minority in the English Parliacannot hold out to you or to your friends a that it is not forty years since free-traders were in a minority in the English Parlia-The trouble is not, as his lordship appears to think, that the world moves too we have come to recognise that in national as well as individual life, if we would succeed consideration must first be given to number

## AGRICULTURAL NOTES.

By Telegraph and Mail. The erection of extensive flouring mills has been commenced at Victoria, B. C Stratford is agitating for the abolition market fees, and with every prospect of suc

MR. MECHI, the well-known English agriculturist, has failed with liabilities amount ing to £130,000. Hay pressing for export is being carried o

vigorously at Sterling. Some 500 tons will be shipped during the winter. To meet the views of the farmers the Coun Mount Forest passed a by-law last week declaring their market free.

The London Council, at its next meeting, will be recommended by the Market Committee to throw the market open free. Simon Heslop, of Glauford, has bought the Stewart farm in that township for \$5,500 ash. One hundred acres is the extent. The London Board of Aldermen have re olved to abolish the market fees, provided the county authorities do away with tolls. Over four tons of Canadian poultry have been shipped from Belleville in one day, via Grand Trunk railway, for the English mar-

Two hundred and seventy-five thousand four hundred pounds of cheese were made in the West Nissouri cheese factory last summer, on which \$31,400 was realized.

The epizootic is raging among the horses argenteuil. The coughing, sneezing, and de-bility are so great that some horses fall to the ground, and others stagger from the effects of The Allan steamship Prussian, from Bos ton, which arrived at Liverpool last week, anded her live stock shipment of 170 oxen in

ood order, with the exception of two, which on the passage. The Farnham Beet-Root Sugar Company are making great progress with their works. The machinery is being made in England, and £5,000 was remitted on the 8th inst. as part payment for the same. Every farmer residing in the vicinity of

Watford has devoted a day or two with his team in hauling brick and sand required for the buildings being erected in place of those destroyed by the recent disastrous fire.

The Ohio Grange has adopted a resolution that have formed by the recent disastrous fire. that hereafter all candidates for public offices asking the support of the Grangers shall be requested publicly to express their sentiments upon railway corporations and their relation to the result.

ion to the people. From a piece of ground only thirty-nine

Messrs. Boyd Bros., of Winnipeg, instructions from their agency to make preparations for the recep-tion of sixteen Irish families which her Grace the Duchess of Mariborough is sending out to Manitoba in the spring. They will all be provided with a full outfit for farming. At a meeting of the Lorne Farmers' Club, held last Wednesday at Collingwood, the fol-lowing officers were elected:—Mr. Charles

Lawrence, President; Mr. W. A. Furlong, Secretary; Mr. D. Carmichael, Treasurer. The club meets every Wednesday evening for the discussion of questions relating to agri-

The treasurer of the township of Sunnidale must acknowledge that the hum has extended to the farmers of that township, the collector having returned the roll and the taxes in full for the present year, amounting to about \$9,000. This is the first time the roll has been returned so early in the history of Sunnidale. The collector experienced but little difficulty in the collection. difficulty in the collection.

At a meeting of the Board of Agriculture at Fredericton, a resolution has been passed recommending the Government to import atock, in view of the growing importance of the cattle trade; also a resolution asking the Board of Education to introduce in the cattle trade. duce into schools a system of agricultural education. A model farm is also asked for At a meeting of the East Middlesex Agricultural Society last week, a resolution was passed that an appropriation of \$750 be made for Western Fair purposes. The President stated that the bill for expenses in connection with the control of the second of th tion with the late Chancery suit was \$917.47, of which \$329.99 was the bill of M. R. Merefith, Q.C., and \$587.48 for Mr. E. T. Essery. settlement was made on the spot.

The Elora Christmas fair was held Tuesday and was a success. Prizes to the amount of nearly \$100 were given. Competition in every class were very keen. The principal breeder of the county was among the exhibitors. Beef sold from 4½ to 5c., but F. Murdock sold a Groff, of Elmira, showed an 18 months old steer weighing 1,550 lbs. Sheep sold from \$4.60 to \$4.65 per hundred.

Mr. Andrew Burrows, cattle buyer, o Ottawa, has been commissioned by London and Liverpool parties to purchase for their account \$80,000 worth of hides, which are to be shipped to England as purchased. Mr. Burrows has appointed agents to represent him in Guelph, Stratford, Elora, Walkerton, Owen Sound, Mount Forest, Waterloo, Berin. Galt. Hamilton, Brantford, Toronto, and all the principal cities in Western Canada.

The Oshawa Farmers' Club has discussed the value of the early amber sugar-cane, which has been grown by Mr. J. Bartlett in that vicinity for two years, with very profitable results. The club passed a vote of thanks to Mr. Bartlett for his experiments and the valuable information furnished by him, and a resolution expressing the belief that the cane was a valuable crop for this country, and recommending farmers to test it next season.

The total abstainers' argument that even the beasts will not drink alcoholic fluids is often met by adverse facts. In Grass Valley, Cal., all the nogs on a ranch went on a spre together. The contents of a wine cask ran out into a pool, and they found the beverage good. The account says: "Some were frisky and full of play, others belligerent and

A very successful fair was held in the village of Kerwood on the 5th inst. It is only two years since this fair was first established, and it now ranks among the foremost in the western district, and has proved to be a source of remuneration to the farmers generally in bringing together both buyers and sellers, ir-respective of distance. Notwithstanding the day being cold and stormy about 200 head of cattle were offered for sale, nearly all of which were readily purchased. Among those with whom sales were effected were Mr John sullivan, 9 head, principally cows, at \$315, or \$35 each, or 31 cents per lb.; Mr. R. W. Bolton, 3 cows, \$110, or 32 cents per lb.; Mr. Henry Hawkin, 20 steers and heifers, 3½ cents per lb.; Mr. R. Morgan, 1 cow, 842, or 3½ cents per lb.; Mr. R. Henry, 5 cows and steers, 3½ cents per lbs.; Mr. W. Dowding, 3 heifers, cents per lb.; &c., &c. Mr. Samuel Early flered for sale 12 beautiful steers, averaging nearly 1,200 lbs. each. and could furnish nearly two car-loads of such, but refused 4 cents per lb., wishing to await further de-velopments, they being well adapted for oreign markets, four car-loads being shipped on air day to Toronto and Montreal markets. Among the buyers were Lumess and Beach, Toronto; Restrick, Cook & Sons, Watford; Brown, Kerwood; McClean and Pincomb, Lobo; Hawkin, Kerwood; Fowler, Watford, and Thomson, Watford.

A Novel Way of Calling Sheep. There are many ways of calling sheep. Some are sensible enough, and some seem otherwise. A sheep is sorter like the hired man who said he did not care what they called him, so they called him to dinner. Our friend, C. B. Eaton, who prefers to live on the cheap hills of the Mississippi River, with enough rich bottom lands adjoining, rather than go to Texas or Mexico to raise sheep, has taught his flock to come by blowing a hora. His 400-acre pasture is, every part of it, within easy hearing of his conch shell. The sheep will raise their heads at shell. The sneep will raise their neads at the first toot, and will come on the full run to see what is wanted of them. They expect and always get salt or corn for their obedi-ence at the call. It saves many a long tramp. -Minneapolis Tribune.

Farmers complain very generally of the crittleness of their horses' hoofs. A man was so complaining recently, and asked the cause. On examining the hind feet, which were most complained of, it was found the sole was granular and soft, so that it could easily be to pieces with a knife. The soles were filled with dung and saturated with its moisture. This constant steeping in alkaline moisture deprives the horn of its natural oil or fat, and dissolves the celatine. The hoofs then rot, and the crust and sole and too tender and weak to hold a nail. This is the cause of much of the trouble complained of. The remedy is obvious; but while the cause must always exist to some extent, the evil may be mitigated greatly by attention to the feet. Occasional washing with warm water and greasing with castor-oil, whale-oil, neatsfoot-oil, or glycerine, which do not dry readily, will act as a preventive. Littering

The management of manure in the winter

The management of manure in the winter season is always an important matter for study. Much labour is involved in the usual method of handling it with the purpose to have it well rotted and in fine condition for use in the apring. It has been supposed that manure exposed during the winter to the winds and sun loses a large portion of its most valuable fertilizing elements, and that these are preserved and developed to a large extent during the time that it is kept in the heap. But both practice and science go to disprove these suppositions, and in disproving them they prove, on the other hand, that we burden ourselves greatly with unnecessary labour and care in the on the other hand, that we burden ourselves greatly with unnecessary labour and care in the winter management of the manure. In discussing this point it is not intended to refer to the work of composting manure with coarse materials, this being a special work which requires particular management, but merely to consider the methods of disposing of the daily product of manure in the stables and pens, and not the yards, during the winter season. The yard is usually well littered or supplied with absorbents, which receive the accumulations of manure from the cattle kept in them. and this must remain until the spring without disturbance, because it is during this time undergoing a course of preparation and fitting for use, and until it is so fitted it is not manure, but merely the materials of which manure is being made. But there is a considerable accumulation of fresh manure, consisting of the droppings of cattle and horses, intermingled with saturated litter, that is intermingled with saturated litter, that is already fit for use, and has a definite value which is known. And the question now occurs, how can this fresh manure be best used? shall it be heaped in the yards and turned over and worked fine until spring, or shall it be drawn out to the fields and spread. shall it be drawn out to the fields and spread as it is made, and so cheaply and easily disas it is made, and so cheaply and easily disposed of? In the first place, it will be interesting to consider what changes this
manure will undergo when it is kept in the
best condition; and is thoroughly well worked
over, so as to be kept from freezing and in a
state of fermentation and decomposition for
six months. There is a prevalent idea
among farmers of the old school that the manure thus managed is greatly increased in value by this working over and heating and rotting, and very great pains are taken to make the work as effective as possible. But now comes the ruthless chemist, and with his facts he cuts away all the basis of this common opinion, and leaves it without ground of sup-port. For he finds that after six months of decomposition in a well-made pile the manure, although it is greatly reduced in bulk and weight, is yet of no more value than it was at first, and indeed may be said and believed to be of less value. This is shown by the following figures given by Dr. Voelcker, which relate to a careful analysis of manure which had been kept in a heap under cover from November to May, or six months. The following table shows the original and the final

condition of this manure Weight of manure..... Organic matter. organic matter..... 

no loss. Whatever was soluble in it would have been carried into the soil, and the gradual decomposition would have gone on— more slowly, it is true, but yet as certainly and no doubt as profitably in the end as in the pile under the shed. It is quite certain that there would have been no loss of nitro-gen, and that all of this valuable element would have been absorbed by the soil. The result thus ascertained by Dr. Voelcker in the laboratory has frequently been observed by careful farmers. The writer ascertained it careful farmers. The writer ascertained it very clearly some years ago for himself, when carefully piling a quantity of manure from a sheep-pen and a calf-shed and turning it three times during the winter so as to get it into as fine and rotten a condition as possible for a corn-field, to be planted the next spring. Forty loads were thus treated, with a good deal of labour, to prevent the manure from the value of the condition as possible for a condition. The value of the condition are the purpose of ten thousand dollars serve to do the same work that may be done elsewhere by ten sets owned by a partnership of the control of the contro reezing. As there was not room in the yard or another heap, the rest of the manure that winter from these pens were drawn out as the pens were cleaned, at intervals of two or three veeks, and was spread on the ground on the snow. In the spring this manure was ploughed in, and the pile was drawn on to the rest ed in, and the pile was drawn on to the rest of the ground after it was ploughed, and harrowed in. It was supposed that this latter part of the ground would give the best crop, but, on the contrary, it was not so good as that on the other part at any time, nor at harvest, the difference being very visible. The unexpected result was supposed to be due to some other cause than any difference in value of the manure, but repeated experience in the same direction has confirmed the fact that the fresh manure spread during the winter was really more useful than the fine and well-rotted manure. The same result has been observed by farmers who have top-dressed their grass and farmers who have top-dressed their grass and grain through the winter with fresh manure, and this practice has become very common, while it is now rare to see manure piled and worked over in heaps in the former method. There is something in the protection furnished by the coarse part of the manure as well as in the benefit to the crop from the plant food supplied, so that the advantage is doubtless ubled. The covering of the soil is itself of great service, more especially if it is occupied by grass or grain, for the protection of straw alone has been found to benefit the crop greatly. The use of coarse manure would therefore be advisable if for this reason alone. The fact that in carting out fresh manure a large portion of water is moved with it is hardly worth an objection, for the reason that a ton of manure is about as easily hauled

on the snow or the frozen ground, or under, any circumstances in the winter, as half a ton in the spring, when the farmer is often hardly driven with work, and the roads and fields are soft. In spreading the manure as it is made, it is a convenient plan to have the waggon either in the manure cellar under the trap-door, when this arrangement is adopted, or near where the manure is thrown out of the stable, so that it may be thrown at once into the waggon or sled and drawn away when a lead is accumulated. Or it may be collected and drawn out once a week or at other convenient ntervals. As it is spread in the field it should

the advantages of this method. The major the advantages of this method. The majority of dairymen are now engaged in either partial or complete soiling, and make a constant practice of spreading the manure as it is made upon the grass, winter grain, or upon ground for other crops, at any or all seasons of the year. The advantage is so apparent that the practice becomes more common year after year, and doubtless will soon become genera as soon as the existing prejudices against it are found to be undeserved.

CO-OPERATION.

How it may be Turned to Account It seems to be probable that the next great step in advance to be made in agriculture will be the introduction of some sort of co-opera-tive association among farmers. At the present time agriculture is the only business in which men act singly, and confine their opera sent time agriculture is the only business in which men act singly, and confine their operations to their own resources. What would have been the position of things now had other business enterprises been limited in the same manner? There would have been no lines of steamers crossing the ocean; no telegraph companies spanning the world with their wires and cables; no railroads opening up vast wildernesses rich in every source of wealth, but destitute of associated labour and capital; no mines pouring out gold, silver, iron, or the still more valuable and indispensable coal; no furnaces to convert cross into metals. Mankind, in fact, would have been only partially civilized; knowledge would have been confined to narrow personal experiences, and this great continent would have been the home of the savage, excepting a narrow strip along the sca-coast in which men would still have delved, dug, ploughed, and reaped by hand without the help of machines or of any civilized aids. Indeed, it was an associated effort that first peopled this coast. Commerce and civilization could never have been but for association of ideas, of labour, and of capital. Co-eperation is economy, developed in proportion to the effectiveness of the association. The enormous operations by which wheat is grown so cheaply in the North-West are cooperative. Associated capital procures a vast tract of land; stocks it with the most effective implements and machines; introduces an effective system of division of labour; has abunimplements and machines: introduces an effective system of division of labour; has abundant means to carry on work until the grops are harvested and sold, and by the extent of the shipments is able to secure the very lowest rates of transportation and the best market. Here are present all the elements of success, and the ordinary farmer sees these enormous and the ordinary farmer sees these enormous quantities of wheat thrown upon the market, and reducing prices to the lowest point of production. The unaided single farmer might as well put his crop into bags, and haul it in his waggon a thousand miles to a market, and hope to compete successfully with the railroad or the canal, as to hold his own with a combination that can farm 20 000 acres of bination that can farm 20,000 acres of land and ship 500,000 bushels of wheat in one season. The very same thing is occurring in regard to live stock. On every hand the farmer may see combinations form-ing with which he must compete single-handed and embarrassed by an unprofitable expenditure of his capital, or at least a portion of it. He labours under the disadvantage of a diversity of crops, and a constant change of employment; of a large amount of money invested in tools and machinery that could do ten times the service which he can get from them; of a small retail business, which costs greatly more in preportion than which costs greatly more in preparation than it can bear; of purchases made in the same small way, and chiefly upon long credits at the highest prices; so that while his investment of capital pays but a very low interest because it is idle a large portion of the time, his income is lessened and his outgo is increased at the same time. Thus he is pressed as between the netters and the

have emancipated themselves. But how shall it be done?

It is scarcely possible as yet to define any system by which interests to some extent antagonistic can be harmonized and consolidated; but there are ways and means by which mutual help can be given. A notable instance of how simply men may combine for this purpose is afforded by the Russian Mennonites in the North-West. These people buy and own their costly implements and machines in common, as far as possible. A whole set of machinery—seed drills, mowers, reapers, threshers, and hay-rakes—is owned by a partnership of several neighbouring farmay indicate that there is a way to meet the whole case if farmers would only seek it.

SPURIOUS AMERICAN " BUTTER. An American's Complaint in the London "Times" and Some of the Facts on Which it is Based.

the tubs and shipped as such; but I would call attention to the lard butter manufactured in Chicago and called here 'sucine;' this is never branded, and goes to England as pure butter. Also, there is another Chicago manufacture, which is 50 per cent, good butter, and the balance some neutral substance; this also is never branded, and is shipped as fine oreamy butter.' With all this stuff going to England, and tons of 'oleomargarine' oil to Ireland, to be there mixed up with butter, it seems to me to be a bad look-out for our butter producers, especially as the business is butter producers, especially as the business is increasing every day. Some of the most re-spectable firms in this city are engaged in it, pronuncing these bogus manufactures 'fair articles of commerce.

pearance and taste of the sueine to make the mixture profitable, for the lard is easily detected on investigation, and even where a large per cent. of butter is used, the product remains soft like lard instead of becoming hard like butter or oleomargarine. The export of oleomargarine has, it is said, almost deased, but the export of oleomargarine oil, or unchurued oleomargarine, is constantly increase. but the export of oleomargarine oil, or un-churued oleomargarine, is constantly increas-ing. Most of this oil is shipped to Holland, where there are 10 large factories where it is churned with milk and made into oleomar-garine or "butterine." This is manufactured in Holland instead of this country, because it can reach the Lordon market within for can reach the London market within forty-eight hours of manufacture, and in its first state brings a much higher price.—New York World.

FRESH EGGS. Management of Poultry in Winter. Management of Poultry in Winter.

The cry of a scarcity of eggs comes about as regularly as Thanksgiving or Christmas. Fortunate is the farmer who has his hens in such good training that they will produce eggs at a time when they are worth twice as much as in the summer. With the exception of a month or so in the molting season, the laying of eggs can go on interruptedly through the year, just as an interrupted flow of milk can be had. Not that one hen can produce 365 eggs in a year, nor 300 even, but in a flock of twenty hens, about the number which it is profitable for the average farmer to winter, some can be kept laying during the cold season if they only are of the right breed and receive proper treatment. The old notion was that both cows and hens should go dry in the winter in order to recuperate for the summer, but now, in many localities, the milk product in winter is as great as in summilk product in winter is as great as in summer, and the profit of the dairy is found to be greatly increased. Te a lesser extent the same is true of eggs, but the production of eggs in winter is more confined to amateurs, and has not enlisted the attention of farmers so much as it deserves. Thus the hen, considered as a machine for manufacturing eggs, may be run so fast that she will wear out early; but it is more profitable to secure 200 to 250 eggs from a hen in one year than to spread product over two years, even if at the end of the first year the hen may be so exhausted as to be fit only for a chicken pie. If there were moral principle involved in this hard working of the hen, as there was in the hard work. ing of the negro in slavery times, there might be a question as to its adoption, but as all poultry are expected "to go to pot" when they have served their day and generation. there can be no objection in shortening the period of their life. The most profitable eriod in a hen's life we find to be the first 18 months. If farmers will watch their egg product carefully they will find that a hen will lay from a quarter to a third more eggs in the first summer than in the second, and that the production will decrease still more in the third summer. The best plan, therefore, is to hatch the chickens early in the spring, get the pullets to bying in the autumn, and keep them at it till the next autumn, when they may be allowed to rest from their labours and give way to the next generation.

We formerly thought the white and brown Leghorus were the best lavers, and possibly they are, but we found them rather delicate in their constitution, requiring very nice tare to keep them in vigorous health. they did not amount to much when brought to pot. As the Brahmas are larger and better protected with feathers, we gave them a trial, and though they do not mature and get to laying as early as the Leghorns, still it must be said that they are a good breed for winter eggs, and produce a large amount of meat when the heads are cut off. If they were as persistent in laying eggs as in sitting upon them we should pronounce the Brahma as the breed of breeds, but they have such a propensity to sit that it is with difficulty that one can be made to lay over 150 eggs in a one can be made to lay over 150 eggs in a year. This pays, but the profit comes when, with the same care, a hen lays 200 or more eggs in a year, and a due proportion of them in the winter. The Dominiques and their lineal descendants, the Plymouth Rocks, will do this, and when they come to Thankagiving, after a year of almost continuous egg production, their bodies, plump as a partridge's, add to the profit. We give the bonding the same about five dollars to de it with, can accomplish that desirable end. Very pretty covers of the that desirable end. Very pretty covers add to the profit. We give the Dominiques the preference, as they lay the most eggs, and their double combs are less likely to be touched with frost. Mureover, while their bodies are large and well proportioned, they are not so heavy as the Plymouth Rocks, and therefore are less liable to break their eggs, and do not require so much food.

Another essential condition for producing

eggs in winter is a comfortable hennery. eaving hens to roost in trees, on old carts, or Leaving hens to roost in trees, on our carts, or even under an open shed, and then complain-ing that they lay no eggs in winter, while they eat more corn than they are worth, is un-reasonable. In summer such treatment may ssibly be tolerated, but hens are natives of the warmer portions of Asia, and cannot endure exposure to the severe cold of our winters. From a series of experiments it has been ascertained:—(1) That cold exercises a constant action on the lungs of fowls, and that this action is more rapid and severe the younger the bird is; (2) when the cold does not cause acute and speedily fatal inflammable action it produces achronic inflammation; (3) heat always prevents the attacks of pulmonary disease, and suspends, if it does not cure, it when once seated. A warm hennery is, therefore, essential to egg production in winter. In order to secure heat, it is very desirable that the hens quarters should be on the sunny side of the basement of the barn. With a bank wall on the north side to keep out the frost, and glass on the south side to let in the sun's heat, hens will lay just as well in winter as in summer. If there is no basement to the

in summer. If there is no basement to the barn with a sunny side to it, then finish off a little room on the ground floor of the barn, on the south side, and if it is made in the hay, with hay overhead, in the rear, and on the flank, all the better, for it will be warmer. Such an apartment, sufficient for 20 hens, can be constructed for \$10, if eld sash are used for lights, and they are just as good as new. The living room for 20 hens should be at least 15 feet long, 8 wide, and 8 high. The windows should be made so as to let down from the top, and except on extremely cold nights one of them should be kept down a few inches, and the port-hole for the entry of the hens—a 10-inch square hole—should also be luft open to inch square hole—should also be left open to give good circulation of air, for however important warmth is, ventilation is equally important. If space can't be allowed for such a hennery in the barn, then build it as a "lean-to" on the south side of the barn, or some other building, where it may receive protection from the cold north winds The boxes for nests should furnish a cozy, retired place for the hen to lay eggs in. To remind her of her duty in this line a glass egg

should be kept in each nest.

A third condition essential to enjoying the luxury of fresh eggs in winter is suitable food. A third condition essential to enjoying the luxury of fresh eggs in winter is suitable food. In summer, hens, if allowed a free run, as they should be ordinarily on a farm, will pick up food in such abundance and variety as net only to support life, but furnish material for eggs. In winter it should be the aim of the poultry-keeper, certainly if his objective point is eggs, to give much the same variety of food as hens pick up in summer. Every farmer must have seen how eagerly his hens call it, calls itself a "dairy company." Enormous quantities of sueine have been manufactured in Chicago and Cincianati during the past six months. Most of it has been shipped to New York firms and here sold or exported. It is frequently marked to "fine ereamy butter." As the sueine is composed of about 25 per cent, of good butter worth from 28 to 35 cents per pound, and the product sells for 27 cents From a piece of ground only thirty-nine pards long and twenty-one yards wide, Mr. Tatterson, of Percy, recently pulled 160 the sare, and providing a drain to carry off the liquid, will also help very much.

The general verdict of the smokers of Canada, so the agree of the statistic of the smokers of Canada were offered, sand the sound oreas, having clasticity, bound over a barrier, while those decayed remain.

The Elmira December cattle fair was held in that town on Monday. About one human of the sunsumed and down the next. It has been dead of case were collected, and the sound orea, and down the next. It has been dead of case were collected, and the sound orea, having clasticity, bound over a tast own on Monday. About one human that town on Monday. About one human that town on Monday. About one human case and a sunsumed part of the sunsumpassed quality of the Cobacce accounts for this.

purposely for the hens, for the refuse of the table, if carefully saved, will furnish the re-quisite amount of this kind of food. Mix a little bran and some meal with skimmed milk, and feed it warm to hens in winter, and if they do not lay they are either of a per verse breed or are in poor quarters.

HOUSEHOLD HINTS.

A nice cake with raisins, which has the a vantage over many other kinds of keeping well for two weeks at least, is made from this well for two weeks at least, is made from this recipe:—One cup as sugar, half a cup of butter, three eggs, half a cup of sweet milk, one cup heaping full of chopped raisins, two teaspoonfuls of baking powder, and about two cups of flour; flavour with nutmeg. Put the butter, sugar, well-beaten eggs, and the milk together, then stir the flour and raisins in. By putting them in together, I have never had any trouble about the raisins falling to the bottom of the cake, but they have been evenly distributed through it. A cake with raisins needs a little more flour in it than one without them. without them.

The best preparation for cleaning kid gloves that I have ever tried can be bought for a small sum at any drug store. Get one quart of deodorized benzine, one drachm of sulphuric ether, one drachm of chloroform. two drachms of alcohol. Cologne oil can b added if desired. Pour a little of this into a clean bowl, and wash the gloves in it as you would wash anything. After the dirt is nearly out, rinse in more of the clean fluid. Usually one rinsing is enough, but if the gloves were very much soiled, rinse the second time. If the gloves are of cheap kid it is best to dwy them on the hand but a nice. it is best to dry them on the hand, but a nice glove, after having been rubbed with a soft cloth to smooth out wrinkles, may be hung en a line to dry. This preparation is an excellent thing to keep in the house, not only for cleaning gloves, but for taking out grease spots from clothing and carpets, sponging coat collars and felt hata. It is a curious fact that much as most we-

nen appear to like novelty and change, ther

is beneath that liking a strong tendency to-ward conservatism. In all matters of dress ward conservatism. In all matters of dress and ornament, and in many of their surroundings, they not only tolerate but encourage transformations; but how few housekeepers transformations; but how few housekeepers who are more than forty or forty-five years old are favourably disposed toward improvements in household utensils? They often have an actual prejudice against them. They refuse to be helped by washing machines and carpet-sweepers. They rejuctantly accept the wringer. The ordinary housekeeper would as soon think of adding a new word to her year housekeeper with the statement of the second plant are new dish to her bill of her vocabulary as a new dish to her bill of fare. These are the women who prefer to do their own work rather than to tell anyo else how to do it, or than to be interrupted in the pursuance of their usual plan of work. If it is true that woman has a natural bias towards conservatism, it is a mistake for her to cultivate it. Conservatism does not need to be cultivated. One of the bad results from it is that she deprives herself much help which she might otherwise have It prevents that intelligent and sympathetic observation of other people's work which would be of benefit to her in her own. Of course, it is just as bad to be extremely radi course, it is just as bad to be extremely radi-cal as to cling too closely to the old ways of thinking and doing. Indeed, it may often seem to be worse. But any tendency which makes one unwilling to better her condition, and which induces her to settle down upon her own methods as the only ones worth knowing about, is not a tendency to be developed and strengthened; it may not infrequently be the cause of the lack of charity which sometimes characterizes the judgments passed upon others of their sex by some ex-cellent women.

There are many pretty things which can be made so cheaply that anyone who has ten people to give Christmas presents to, and about five dollars to do it with, can accomcambric or cashmere will do. Then make a equare of the little pieces of lace and muslin, and put over. Finish the cushion with a muslin ruffle edged with narrow Italian lace, which costs a few cents a yard. Tidies made which costs a few cents a yard. Tidies made of scarlet Java canvas in the form of panels, with a stripe or bouquet of cretonne flowers, are tasteful and wear well too. Table-covers made of blocks of cretome are very handsome. If two or three persons wish to make them, they can buy the materials to better advantage. Let each one get several kinds of cretome, a quarter of a yard of each kind. Then they can arrange to have each block different. Stitch the blocks on to a lining made of unbleached cotton or of coloured cambric. Then where the blocks are joined sew on narrow braid, which can be bought at any furniture store, or use narrow black velvet, worked with different coloured silks in fancy stitches, or even common black dress braid feather-stitched with canary-coloured silk. When cutting out the blocks, if a little care is exercised in placing the pattern on silk. When cutting out the blocks, if a lit-tle care is exercised in placing the pattern on the cloth, strips will be left with a suitable figure which can be sewed together to make a lambrequin. Have the strin about five inches wide. The seams can be ornamented in the same way as the table-covers. The tablecloth must be finished with a handsome border of striped cretonne, which may be trimmed with frings, and the lambrequin trimmed with fringe, and the lambrequin may be finished with fringe. Almost every one has fringe which will answer this purpose. The worsted dress fringe so much worn a year or two ago can now be made use worn a year or two ago can now be made use
of. It is also serviceable as a finish to mats
made of burlap. One thing should be borne
in mind when beginning to do fancy work,
and that is, if you have not time to do it well
do not undertake it; it cannot be slighted or
hurried over without entirely spoiling the effect.

E. W. B.

As to Babies,

English children enjoy the rarely disputed reputation of being the prettiest, healthiest, and most engaging juveniles in the whole world. An international congress of mothers, doctors, and nurses could come, we should say, to no other conclusion. Our American kinisfolk, notably the geod people of New York, Boston, and Philadelphia, dress their olive branches up to our standard, and fancy that they run us hard in the way of charming little boys and girle; but their climate is against them; they spoil their bantlings; they overfeed them and allow them to sit up too late at night; and their ridiculous practice of allowing very small girls to wear valuable overreed them and allow them to sit up too late at night; and their ridiculous practice of allowing very small girls to wear valuable jewellery robe American childhood of half its beautiful simplicity. As for French children, attired with exquisite tastefulness, they are so elaborately artificia that it is hard to tell where one of the "petites demoiselles" who trundles her hoop or plies her skipping-rope in the Garden of the Tuileries ends, and where one of the dolls from the toy-shops of the Gallerie Vivienne begins. In Italy and Spain the exhausting and enervating heat of the chimate brings the young ones to the complexion of English children who have been kept too long in India. Turkish babies are delightful, but the little girls are apt to run too much to fat. Negro babies are by some thought charming—but they are black. German children are chubby, but degenerate into "pudginess," and their hair is too frequently of the hue of tow. Excessive heat and sold in Russia, and the over indulgence of Russian parents, make Muscovite children very like America ones; while Swedish and Danish children, albeit sturdy and ruddy enough, are somewhat rough-skinned. As for Holland and Switzerland, Dutch little boys smoke children, albeit sturdy and ruddy enough, are somewhat rough-skinned. As for Holland and Switzerland, Dutch little beys smoke pipes, and Helvetian little girls wear spectacles; and they are thus altegether out of court. It is all very well to sneer at "Chauvinism," and "Podsnappery;" but the claim of British children to supremacy among their kind must be resolutely upheld.—London Telegraph.

Since the last prospectus of the WEEKLY

FOR 1881.

MAIL was issued, THE MAIL has moved

into its new building at the corner of King and Bay streets, which is now one of the finest and most complete publishing houses on the continent. The WEEKLY MAIL has held its place as the best and cheapest weekly in the country. Its circulation is now larger by at least ten thousand than that of any other newspaper printed in Ontario. During the coming year it will be much improved, the subscription price will remain as before—ONE DOLLAR PER ANNUM. Our arrangements with the New York Herald for the simultaneous publication of its special cable despatches continue ; and particular attention is being paid to British politics, Irish affairs, and other matters of interest to Canadians. The WEEKLY MAIL is sent to press early on Thursday morning, and contains the latest cable and telegraphic news, including market reports, from every part of the world up to that time. Two Scorr perfecting presses, capable of printing 45,000 copies an hour, are used in striking off the edition; and a third press of the same kind will be running by the 1st of January, so that the paper will be held back for the news until late on Thursday. Nothing that money and energy can accomplish will be left untried to give the readers of the WEEKLY MAIL the freshest and most interesting newspaper in the Dominion. When found necessary, an edition of twelve or sixteen pages will be printed. It is a marvel of cheapness one bushel of wheat or one day's labouring wages is one year's sub scription.

The year 1881 will be one of the most memorable in Canadian history. Parliament has been summoned to ratify the bargain made by the Dominion Government with the syndicate for the construction, from end to end, within ten years, of the Pacific railway. Early next year the work will be commenced and pushed on with extract-dinary energy. The section through the vast prairie region lying between Manitobs and the Rocky Mountains is to be finished within three years. Arrangements are already being made in Great Britain and the Continent for securing a large influx of settlers; and the people of Old Canada will feel the benefit of every dollar spent on construction, and of every acre redeemed from the wilderness. THE WEBELY MAIN will pay special attention to this matter.

A fair and copious summary of the debates on the syndicate agreement will be given, and speeches of more than ordinary in-portance, whether delivered by member of the Government or the les Opposition, will be published in full. Special correspondents in the North-West will supply the most authentic news of the progress of the works, with trustwerthy accounts of the agricultural features of the new regions about to be opened up. Farmers who think of moving to the North-West will find THE WEEKLY MAN

a safe guide. THE WEEKLY MAIL will continu heretofore, to advocate protection to home industry. The new tariff which came into force on the 15th March, 1879, is doing its the revenue will balance the expendith Manufactures are springing up, capital no longer fights shy of country. Business is brisk, and outlook is bright and hopeful. WEEKLY MAIL will uphold the principle of protection, that is to say of Canada for the Canadians in manufactures and inthe Canadians in manufactures and industry; and the development of foreign trade with any country that will meet us in a spirit of fair play. The West India trade has been revived, and the negotiations with Brazil are progressing favourably. French capitalists are investing enormous sums in Lower Canada, and a scheme for the establishment of a steamship line between Havre and Quebec is on foot. An effort is also being made to bring the Australian colonies into closer trade relations. In dealing with these and kindred subjects. The Weekly Mail advocate a liberal and energetic policy. The protection of and chergetic policy. The protection our home markets and the extension our foreign trade cannot fail to it

the national prosperity.

The special departments of THE WEEKLY
MAIL will be kept up to their high standard. Church and school topics will receive earnest and careful attention.
The farmer will find the agricultural columns full of interest. A well selected columns full of interest. A well selected story will be published every week. The commercial reports, by far the most trustworthy issued from Toronto, will be improved by the addition of several new features. The sporting department, which has attracted great attention, will be maintained and improved; legitimate sport of every kind will be fully treated of, and no expense spared to secure news by cable and telegraph. expense spared to secure news by cable and telegraph.
In conclusion, THE WEEKLY MAIL will

In conclusion, THE WEEKLY MAIL will continue to give its cordial support to the Duminion Government and the Liberal-Conservative party. But, as it is under no obligation to either, it will discuss public questions upon their merits, and deal with public men according to their deserts. It will treat its opponents fairly and henourably, and strive to elevate the tone of political discussion. It has no friends to favour, and no enemies to destroy. It relies solely for its prosperity and progress upon its enterprise as a newsgatherer, and its honesty and ability as a leader of public opinion.

THE CANADIAN ANNUAL for 1881 will be given free to all yearly subscribers to THE DAILY and WEEKLY MAIL. The following table of contents will give a clight idea of the value of the Annual as a book of reference, a compendium of valuable informa-tion, and a book of stories of an usual excellence,

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The Annual will be issued in January, and will hen be sent to all who are entitled to it at that late. To old subscriburs, whose time is not then ut, the Annual will be sent when the subscriptor is renewed. Telegraph.

Mr. Cockburn, M.P., reports three feet of snew in Muskoka, and says that the lumbermen are vigorously prosecuting operations in the woods this winter.

Lion is renewed.

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Toronto, Grey and Bruce		50	
Toronto and Nipissing			
Debentures, &c.	1		1
Dom. Gov. Stock, 6 p.c			
Dom. Gav. Stock, 5 p.c		106	
County (Ont.) Stock, 6 p.c.		108	
Th'p (Ont.) Stock, 6 p.c			
City Toronto Stock, 6 p.c.		102	
Control (Control Control Contr			

FOUND TOTAL SINCE A DATE OF THE CONTROL OF THE CONT large supplies affoat from the Pacific reach England, which they are not likely to do for several weeks. Mail advices also state that a continental demand for cargoes prevailed; and as the quantity of wheat on passage for the Continent is reduced to 440,000 qrs., against 818,000 qrs. at this time last year, and stocks in France are low, K is by no means impossible that the inquiry may be renewed. Continental advices by mail state that in France markets were quieter early in the week, but at Paris prices were kept up by the fact that the stock of flour there was only 48,570sks. against 261,800sks. at this time last year,

and Kenigsberg the export trade remained at a standstill. Austrian advices state that at Pesth

on the 28th uit, there was an active demand for going dem

in like mander on the Pacific slope is estimated at twenty million bushels. The visible supply of grain, comprising the stocks in granary at the principal points of accumulation at lake and scaboard ports, and the rail shipments from Western lake and river ports and afloat on New York canals:— 1880, 1880, 1879, 1878, Dec. 11, Dec. 4, Dec. 13, Dec. 14, bush. bush. bush. bush. 
 Wheat. 28,673,491
 26,930,850
 27,688,559
 18,842,048

 Corn... 15,757,056
 15,753,676
 10,079,363
 8,855,364

 Oats... 3,816,749
 3,587,563
 2,612,664
 3,934,889

 Barley... 2,963,944
 2,861,443
 4,730,815
 5,701,568

 Rye... 332,633
 913,044
 1,161,970
 1,608,215
 Total ....52,143,873 50,046,585 46,273,371 38,942,034 The following table shows the top prices of the different kinds of produce in the Liverpool market for each market day during the week:—

Dec. 18,
5 p.m.
Dec. 17,
5 p.m.
Dec. 18,
6 p.m.
Dec. 20,
6 p.m.
Dec. 21,
5 p.m. S. D. S. D. S. D. S. D. S. D. FLOUR—The market has been very dull, with buyers and sellers apart all week, and very few buyers at any time. Superior extra of a choice quality, and a favourite brand, brought \$5.05 for quality, and a favourite brand, brought \$5.05 for a single car lot on Tuesday; but average brands have been offered all week at \$5. without buyers. Extra has been offered daily at \$4.90, with no sales reported. Strong bakers sold on Thursday to the extent of 500 barrels at equal to \$5.40 here. The market to day showed no improvement; indeed the feeling seemed to be increasing sickish; superior extra and extra were offered as before, with no enquiry at any price.

BRAN—Inactive, and prices of cars unsettled; one sold on Tuesday at \$13.25.

OATMEAL—Seems easier; a car sold on Saturday at \$4 on track. Small lots are unchanged at \$4.25 to \$4.50.

home-grown wheat thus far in the pre-	yond Christmas. On the street turkeys have
sent season was 42s. 4d. per quarter, against	been abundant and wanted at \$1 to \$1.75, the latter for fat gobblers; geese steady at 50 to 60c.;
48s, 4d, in the corresponding period last season.	ducks scarce at 55 to 65c., and fowl flat at 30 to
The quantity of wheat during the present	40c.
month seems to be comparatively small, and this	FLOUR, f.o.c.
fact has doubtless been influencing prices of late,	Superior extra, per 196 lbs\$5 00 to \$0 00
and will continue to influence them until the	Extrae
large supplies affoat from the Pacific reach Eng-	Fancy and strong bakers' 5 25 5 30 Spring wheat, extra 5 00 0 00
land, which they are not likely to do for several	
weeks. Mail advices also state that a continent-	Superfinenone. Oatmeal, per 196 lbs
al demand for cargoes prevailed; and as the	Cornmeal, small lots 3 00 3 25
al demand for cargoes prevaned, and as the	BAG FLOUR, by car-lots, f.o.c.
quantity of wheat on passage for the Continent	Extra
is reduced to 410,000 qrs., against 818,000 qrs. at	Spring wheat, extra 4 80 4 90
this time last year, and stocks in France are	GRAIN, f.o.b.
low, it is by no means impossible that the inquiry	Fall wheat, No. 1, per 60 lbs 1 12 1 13 No. 2. " 110 1 11
may be renewed. Continental advices by mail	" No. 2, " 1 10 1 11 1 No. 3, " 1 06 1 07
state that in France markets were quieter early	Red winter
in the week, but at Paris prices were kept up by	Spring wheat, No. 1 1 17 0 00
the fact that the stock of flour there was only	No. 2 1 15 0 00 No. 3 1 10 1 11
48,570sks. against 261,800sks. at this time last year,	Oats (Canadian), per 34 lbs 0 33 0 34
and that of wheat only 13,500 qrs. against 86,500	Barley, No. 1, per 48 lbs 1 02 1 03
qrs. Foreign wheat in the ports had to be sold	" Choice No. 2, per 48 lbs 0 97 0 98 " No. 2, per 48 lbs 0 93 0 94
at a decline, but there seemed to be more dispo-	" Extra No.3 0 88 0 89
sition to buy at the decline; at Bordeaux,	No. 3 0 77 0 78 1
where the stock of both wheat and flour is almost	Peas, No. 1, per 60 lbs 0 69 0 00
wil, and the quantity shortly expected small, red	" No. 2, " 0 68 0 00 Rye 0 84 0 85
winter was quoted at equal to 49s. 9d. per 480 lbs.	PRICES AT FARMERS' WAGGONS.
ex-ship; whilst at Nantes equal to 48s. 9d. to 49s.	Wheat, fall, new, per bush \$1 05 \$1 10
8d. per 480 lbs. free on rail was quoted. Marscilles	Wheat, spring, do 1 10 1 16
has been quiet, with rather numerous arrivals;	Barley, do 0.78 1 03
the stock in the docks there, however, was only	Oats, do 0 34 0 36 Peas, do 0 63 0 68
68:500 ms., against 143,000 qrs. at this time last	Peas, do 0 63 0 68 Rye, do 0 87 0 88
year. Markets closed on the 3rd with a firmer	Dressed hogs, per 100 lbs 6 00 6 50
feeling prevalent, both at country markets and	Beef, hind-quarters, per 100 lbs 4 50 5 00
the ports. Belgian markets were again firmer,	Mutton, by carcase, per 100 lbs none. Chickens, per pair 000 0 35
red winter being worth 47s. 6d. to 47s. 1s. per 480	Ducks, per pair 0.5 0 65
lbs. at Antwerp. German advices state that the	Geese, each 0 50 0 60
"term" markets had varied but little for either	Turkeys, each
wheat or rye, the tendency at the close being	Butter, pound rolls 0 20 0 23 Do. large rolls none.
firm. The recent official estimate of the Prussian	Do. tub dairy 0 20 0 21
	Eggs, fresh, per doz 0 20 0 27
crop seemed not to obtain much credit in Ger-	Potatoes, per bag 0 35 0 45 Apples, per bbl 1 00 1 75
many; it appears, however, that although the	Onions, per bag 1 25 1 50
quantity has perhaps been larger than was ex-	Tomatoes, per bush none.
pected, the very bad condition and quality of	Cabbage, per doz 0 25 0 50
much of the grain cenders it unfit for use. At	Celery, per doz
Berlin wheat was rather quiet, and rye also had	Carrots, per bag 0 40 0 50
been drooping. At llamburg spot wheat met a	Beets, per bag 0 50 0 60
free sale at full rates, but closed quieter. At Danzig	Parsnips, per bag 0 55 0 60 Hay, per ton 8 00 12 50
Transcarbane the company tonde secondard at	1 1107, DC1 10H 1 11 12 10 1

ms to have been generally rathe

have sold at 22½ to 25c. but anything in quantity would not bring over 20 to 23c. for choice, and 16 to 18c. for medium; yearlings range from 7 to 12c., according to quantity and quality.

GROCERIES. TRADE-Jobbing has been quiet, but country usiness fairly active.
TEA—The movement in lines has been small and generally at unchanged prices. Young Hyson has sold at 18\frac{1}{2}c. for dust, and at 35 to 37c. for seconds, with no movement reported in thirds

Hyson has sold at 18 c. for dust, and at 35 to 37c. for seconds, with no movement reported in thirds or firsts. Japans have sold at 28c. for common; at 33 and 35c. for medium, and 37 to 40c. for good medium. Blacks quiet; the only movement reported is the sale of two lines of medium Congou at 42c. There has been only a slow enquiry for goods offered on English account, and anything doing has been in first Young Hysons, which have sold at 1s. 7d. to 1s. 8d., and common Congous at 9d. to 11d. Quotations are as follows, the outside figures being for retailers' lots:—Young Hyson, common to fair, 33 to 40c.; Young Hyson, medium to good seconds, 42 to 48c.; Young Hyson, ordinary to choice extra, firsts, 50 to 85c.; Twankays, none; Gunpowder and Imperials, common to good, 35 to 45c.; fine to extra choice, 50 to 80c. Blacks—Congous, 30 to 70c.; Souchong, 40 to 55c.; Seented Pekoes, 45 to 55c.

70c.; Souchong, 40 to 55c.; Stented Pekoes, 45 to 55c.

COFFEE—Has remained dull and weak; Singapore has sold in lots of 50 ta 73 at 20c.; and good Rio in job-lots at 16tc. Quotations are as follows, the outside figures being for retailers lots;—Government Javas, 27 to 31c.; Singapore, 20 to 20c.; Rio, 15t to 19c.; Mocha, 30 to 33c.

SFGAR—The market has generally been firm, and cable advices report an advance at home. Raws have been steady and fairly active, with sales of car-lots at 7tc. for medium Cuba; at 7tc. for dark Porto Rico; at 7t and 7tc. for medium, and at 7tc. for extra bright. Scotch refined has also been selling well; three cars of dark sold at 7tc.; medium bright at 8tc. and extra bright at 9tc. by the car. Canadian yellows have remained much the same as for a month past. Granulated quiet and much as before at 10tc. for job lots. Quotations are as follows, the outside figures being for retailers' lots, and all sugars now being sold at sixty-days:—Porto Rico, per 1b. 7t to 8c.; Barbadoes, 7t to 7tc.; medium, 7t to 8tc.; bright to choice, 8t to 9tc.; canada refined, 7t to 9tc.; Paris lump, 10t to 10tc. Syrgdps—There has been some movement in

CATTLE. TRADE—Has been rather quiet for the season in this market.

BEEVES—Receipts have been small for the season, but this has been, in some measure at least, due to the fact that city dealers have been buying at the fairs instead of waiting until offerings outside had come into Toronto. At the fairs anything like decent cattle have 'sold at \$4.50, and choice Christmas qualities have brought up to \$8 per cental; some sales have been made for shipment at about \$5.50 for steers averaging 1,400 lbs. Prices here have been firm; steers averaging 1,300 lbs. would bring \$5 to \$5.25; and light steers and heifers from \$4.50 to \$4.75, with a good demand for these, and all offering readily taken. Second-class have been quiet but steady, at prices ranging from \$3.75 to \$4.25; and third-class not much wanted, and nominally unchanged at \$3 to \$3.50.

SHEEP—Have been in rather better demand, and prices firmer than at our last. First-class have advanced about 25c, per cental, and any weighing from 125 to 150 lbs, bring \$4.25 per cental, or from \$5.50 to \$6 each; but any below the former weight are rather slow of sale at \$4.25 to \$5 each.

Lamus—All offering have been wanted, and TRADE-Has been rather quiet for the season

former weight are rather slow of sale at \$4.25 to \$5 each.

I.AMUS—All offering have been wanted, and taken readily at firm prices; but no actual advance can be reported. Picked lots dressing not under 48 lbs. have been worth \$5 per cental, with very few to be had. Good first-class, dressing about 45 lbs., have sold at \$4 to \$4.12. Good droves, dressing from 35 to 42 lbs., have usually ranged from \$3.37 to \$3.75, and culls have sold as before at \$3 to \$3.25.

CALVES—More activity has prevailed; offerings have increased, but all have been wanted. Some fancy calves have brought \$25; but choice first-class, dressing from 125 to 160 lbs., have sold usually at \$8 to \$10; ordinary first-class, dressing from 100 to 125 lbs.. have been unchanged at \$6.50 to \$7.50, and any of lighter weight have not been wanted.

HIDES, SKINS, AND WOOL. TRADE—Has been fairly active,
HIDES—Prices of green have declined 50c. during the weck; No. 1 now stand at \$9.00; offerings have been large and sufficient. Cured have been in steady demand; three car-lots sold at \$9.75, at which price they are still held.

CALFSKINS—Has been offered more freely, and sold at former prices.

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10 names. GLOBE CARD CO., Northford,
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BY TELEGRAPH.

MONTBEAL

Dec. 22.—Flour.—Receipts, 1,240 bbls. The market is quiet and unchanged. Sales, 125 bbls. superior extras at \$5.40: 485 bbls. spring extra at \$5.35. Quotations:—Superior extra, \$5.40; extra superine, \$5.35; fancy, \$5.25; spring extra, \$5.35 to \$5.35; superior extra, \$5.40; extra superine, \$5.35; fancy, \$5.25; spring extra, \$5.25 to \$5.35; superior extra, \$5.25 to \$5.35; ontario superine, \$4.20 to \$4.40; middlings, \$3.70 to \$3.36; ontario bags, \$2.50 to \$2.75; city bags, delivered, \$3 to \$3.25. Barley, 65 to 7c. Oatmeal—Ontario, \$4.40 to \$4.45. Rye, \$7 to \$9c. Oats, 35c. Peas, 81 to \$2c. Cornmeal, \$3.00 to \$3.10. Corn, 60 to 61c. in bond to arrive. Butter—Western, 16 to 18c; Kamouraska, 16c; Brockville, 17 to 19c.; Morrisburg, 19 to 21c.; Eastern Townships, 20 to 22c; creamery, 24 to 27c. Cheese, 12 to 123c., according to quality. Lard, 12 to 124c. for pails. Pork—Heavy mess, \$16.00 to \$17.00. Hams—Uncovered, 125 to 13c. Bacon, 10 to 11c. Ashes—Pots easier at \$5.00 per 100 lbs, for firsts, Dressed hogs firm at \$6.50 per 100 lbs.

OTTAWA. Dec. 22.—Hay—\$9.00 to \$10.00 per ton. Oats—30 to 31c. per bush. Peas—65 to 67c. per bush. Barley—40 to 45c. per bush. Corn—50 to 55c. per bush. Buckwheat—40 to 45c. per bush. Beans—90c. to \$1 per bush. Potatoes—40 to 45c. per bag. Butter—19 to 20c. per pound. Eggs—20 to 25c. per dozen. Chickens—40 to 5c. per pair. Mutton—6 to 7c. per lb. Beef—4 to 5c. per lb. Rye—80 to 55c. per bush. Pork—6 to 7c. per lb. Wheat—\$1.20 to \$1.24 per bush. Geese—50 to 60e, each. Turkeys—60c. to \$1.10 each.

GUELPH.

Dec. 22.—Flour, per 100 lbs., \$2.75 to \$3. White wheat, per bush., \$1 to \$1.05: Treadwell, per bush., \$1 to \$1.06: Treadwell, per bush., \$1 to \$1.06: spring, per bush., \$1.05 to \$1.08. Oats, per bush., \$1 to \$30. Barley, per bush., 65 to 80c. Rye, per bush., 73 to 78c. Peas, per bush., 60 to 70c. Hay, per ton, \$7 to \$9.50. Straw, per ton, \$2.50 to \$3.50. Wood, per cord, \$3.50 to \$4. Eggs, per dozen, 15 to 18c. Butter, dairy-packed, per pound, 16 to 18c; rolls, 18 to 20c. Apples, per bag, 25 to 50c. Potatoes, per bag, 40 to 45c. Sheepskins, each, 50c. to \$1.25. Hides, per pound, 7 to 8c. Wool, per pound, 27 to 28c. Dressed hogs, per 100 pounds, \$5.75 to \$6.

ST. CATHARINES. Dec. 22.—Flour—No. 1 super, \$5.50 to \$5.75.
Wheat—Fall, \$1.05; spring, \$1.03 to \$1.10. Barley
\$5 to 90c. Peas—60c. Oats—34 to 35c. Butter

—22 to 23c. per lb. Eggs—22 to 25c. per doz.
Cheese—13c. Hay—\$12 to \$14 per ton. Potatoes

—70c. per bag. Corn—58 to 60c.

KINGSTON. Dec. 22.—Barley, 80 to 90c. Peas, 68c. Rye, 80 to 82c. Wheat, none. Oats, 32 to 33c. Receipts of rye, peas, and barley, light.

LONDON, ONT. Dec. 22.—The market during the past week, excepting Saturday, has been dull for the season. Wheat has ranged during the week from \$1.65 to \$1.50; the supply has been small. Oats and barley were offered in fair quantities, though the demand was far in excess of deliveries. Corn has been sold in fair quantities in the produce market. Poultry has been supplied in large quantities, and fair prices have been obtained. Beef sold rapidly, and was bought in wholesale. Dressed hogs were scarce. Grain—Wheat, spring, \$1.70 to \$1.75; Delhi, per 100 lbs., \$1.65 to \$1.75; Treadwell, \$1.67 to \$1.75; Clawson, \$1.65 to \$1.73; req. \$1.68 to \$1.75. Oats, \$0 to \$2.00; \$1.75; Clawson, \$1.65 to \$1.75; Clawson, \$1.75; C

BRANTFORD. BRANTFORD.

Dec. 22.—Flour, \$2.75 to \$2.90 per 100 lbs. White wheat, 95c. to \$1.00 per bush.; red fall wheat, 95c. to \$1.00 per bush. spring wheat, 95c. to \$1.05. Barrley, 60 to 70c, per bush. Peas, 62 to 66c. per bush. Onts, 32 to 33c. per bush. Corn, 55 to 56c. per bush. Buckwheat, 40 to 45c. Rye, 75 to 78c. per bush. Lard, 12c. per pound. Cheese, 12 to 13c. per pound. Butter, 20 to 22c. per pound. Eggs, 20 to 25c. per dozen. Hay, 85 to \$10 per ton: Straw, \$2.50 to \$3 per ton. Potatoes, 40 to 50c. per bug. Apples, 40 to 50c. per bag.

ONE WEO OSWEGO, N.Y. Dec 27/hoome Wirest Scarce; white state at \$1.16; not hadriat \$1.18; Corne-Firm; 30 bush, westerment \$100, 18 arrier—Quiet; No. 2 Canada at \$1.15.

MILWAUKEE.

Dec. 22, 9,30 a.m.—Wheat—962c. for January;
83 c. for February.
11.27 a.m.—Wheat—972c. for January; 984c. bid
for February. Receipts—Flour, 14,742 bbls.;
wheat, 64,900 bush.; corn, 4,000 bush.; cats, 4,000
bush.; ryc, 2,000 bush.; barley; 19,000 bush. Ship
ments—Flour, 15,845 bbls.; wheat, 7,000 bush.;
corn, none; cats, 7,000 bush.; ryc, 1,000 bush.;
barley, 17,000 bush.
1.03 p.m.—Wheat—No. 2 at 97c. for cash for December; 972c. for January; 99c. for February. MILWAUKEE.

CHICAGO.

Dec. 22.—Opening—Wheat—99\(\frac{1}{2}\)c. now: 98\(\frac{1}{2}\)c. for February. Corn—42\(\frac{1}{2}\)c. for May. Oats—34\(\frac{1}{2}\)c. for May; 30\(\frac{1}{2}\)c. for February. Pork—\(\frac{1}{2}\)id. 15 for February. Lard—\$8.62\(\frac{1}{2}\) ts \$8.65\(\frac{1}{2}\) for February; \$6.60\(\tria\) to \$6.62\(\frac{1}{2}\) for February; \$6.72\(\frac{1}{2}\) to \$6.75\(\frac{1}{2}\) for March. Pork—\(\frac{1}{2}\)il. 15.75\(\frac{1}{2}\) for December; \$12.85\(\frac{1}{2}\) for February; \$13.15\(\frac{1}{2}\) for March. Lard—\(\frac{1}{2}\)8.45\(\frac{1}{2}\) for February; \$13.15\(\frac{1}{2}\) for January; \$3.72\(\frac{1}{2}\) for February; \$8.67\(\frac{1}{2}\) to \$8.70\(\frac{1}{2}\) for January; \$3.72\(\frac{1}{2}\) for Jecember; \$1.08\(\frac{1}{2}\) for Jenuary; \$2\(\frac{1}{2}\) for May; \(\frac{1}{2}\) for Jenuary; \$3.72\(\frac{1}{2}\) for December; \$3.74\(\frac{1}{2}\) for June; \(\frac{1}{2}\) for June; \(\frac{1}{2}\) for July. Oats—30\(\frac{1}{2}\) for Jecember; 30\(\frac{1}{2}\), for January; 30\(\frac{1}{2}\), for February; 30\(\frac{1}{2}\), for May.

Dec. 22, 12 m.—Wheat—No. 1 white at \$1.13 to \$1.15 for cash; \$1.13 to \$1.14\frac{1}{2} for December; 24.000 bush, at \$1.14\frac{1}{2} for January; 16.000 bush, at \$1.17\frac{1}{2} for February; No. 2 red at \$1.16 to \$1.17\frac{1}{2} for cash; \$1.16 to \$1.17\frac{1}{2} for December; \$1.17 to \$1.17\frac{1}{2} for January; \$4.000 bush, at \$1.19\frac{1}{2} to \$1.20\frac{1}{2} for February. Receipts—Flour, 39.033 bbls; wheat, 108.000 bush, corn, 61.000 bush, cots, 40.000 bush, zye, 5.000 bush, barley, 21.000 bush; pork, 787 bbls.; lard, 4.685 tcs.; whiskey, 550 bbls.

2 p.m.—Wheat—Sales, 450,000 bush; Chicago at 550 bbls.

2 p.m.—Wheat—Sales, 450,000 bush.; Chicago at \$1.12 to \$1.16; Milwaukee at \$1.17 to \$1.18; No. 2 red at \$1.16 for cash or December; \$1.171 for January; \$1.20 for February; \$1.214 for March. Corn—Quiet: sales, 30,000 bush. No. 2 at 571 to 571c. Oats—Quiet. Tallow—61c. Dressed hogs—6 to 61c.

LIVE STOCK MARKETS. Dec. 22, 9.30 a.m.—Cattle—Active; prime, 54 to 55c.; fair to good, 44 to 5c. receipts, 408; Hoga-Slow; receipts, 2,600; shipments, 3,500; Philadelphias, \$4.75 to \$4.85; Yorkers, \$4.45 to \$4.85. Sheep—Active; receipts, 2,000; shipments, 4,000. EAST LIBERTY.

3.00. SIECP—ACLIVE; receips, 2,000; snipments, 4,000.

UNION SPOCK YARDS, CHICAGO.

Dec.22, 9.37a.m.—Hogs—Estimated receipts, 43,000; official receipts yesterday, 36,404; shipments, 1,288; light grades, \$4.50 to \$4.70; mixed packers, \$4.50 to \$4.75; heavy shipping, \$4.80 to \$5.05.

Cattle—Receipts, 5,800.

Dec. 22, 11 a.m.—Cattle firm: at \$8.75 to \$10.75; receipts, 135. Sheep—Firm, at \$5 to \$6; receipts, 13 cars. Lambs—Firm, at \$6 to \$6.50; receipts, 1 car. Hogs—Firm, at \$5 to \$6.50; receipts, 1 cars. Hogs—Firm, at \$6 to \$6.50; receipts, 1 cars. Hogs—Fi

Bast Buffalo.

Dec.22, 11.25a.m.—Hogs—Strong; receipts, 19 cars; shipments, 14 cars; 4 cars to New York; Yorkers, \$4.60 to \$4.65; choice York weights to local packers, \$4.70 to \$4.80; medium heavy, \$4.65 to \$4.85; choice heavy, \$4.50 to \$5; one deck extra, \$5,10.

UNION STOCK YARDS, NEW YORK.

Dec.22, 9.40 a.m.—Cattle—Lively; at \$9.50 to \$11; receipts, 741. Sheep—Lively; at \$5,50 to \$6.50; receipts, 1,227. Calves—Lively; at \$7 to \$8.50; receipts, 182.

ENGLISH MARKETS. BEERBOHM.

Dec. 22.—London—Floating cargoes—Wheat and malze, very quiet; cargoes on passage—wheat and malze, inactive. Mark Lane—Wheat and malze, quiet. Imports into the United Kingdom during the week—Wheat, 230,000 to 235,000 crs. maize, 100,000 to 105,000 qrs.; floating the week—wheat, 230,000 to 150,000 to 150,000 bbls. Liverpool—Spot wheat, inactive; average red winter, 3d, cheaper on passage from the continent—Wheat, 310,000 qrs.; maize, 170,000 qrs.

170,000 qrs.

LIVERPOOL

Dec. 22, 5 p.m.—Flour, 9s. to 12s.; spring wheat, 8s. 6d. to 9s. 9d.; red winter, 9s. 6d. to 9s. 10d.; white, 9s. 10d.; et al., bs. 8d. to 10s. 6d.; corn, 5s. 7d.; barley, 5s. 3d.; oats, 6s. 2d.; peas, 7s.; pork, 65s.; bacon, 38s. to 40s. 6d.; becf, 7rs. 6d.; lard, 46s. 6d.; tallow, 34s. 6d.; cheese, 65s.

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Post-office address: Union Grove, Iowa. The best improvement this month comes from HENRY COLLING, A. M., Principal of Gallia Academy, Gallipolis, Ohio, whose portrait and autographs (both old and new as sent us) are given below:

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[Pall Mall Gazette, London.] "Simpler and more easily learned than any of the old styles."

Following is the speech on the Pacifi gain with the Syn Minister of Railway nons on the 14th i THE PACI Sir CHARLES TU urn showing a ret down to the 30th the Pacific railway, Chief Engineer

all the works that rangement, were Sir CHARLES TI into Committee of The House acc Sir CHARLES TI man,—It affords me the House in relati question that has ev of this Parliamentfor the approval of the which that great no railway, shall be c hereafter in a way th obtained the approva sanction of the peop upon terms more fa have ever the House.

considerable length, grounds upon which I tion embodies the po Canada, as expressed tion, that these re or the consideration he completion of this han any previously si ave the less hesitat ence of the House, be or the purpose of reater ability than ositions in this House a o other, and but for esterday, I would xpressing the opinio rave and important as eive the unanimous ment.

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THE WEEKLY MAIL, printed and published every Friday morning by THE MAIL PRINTING COMPANY, at their Printing House, corps of King and Bay street, Toronto. C. W. BUNTING, Managing Directer.

Full Text of Sir Cl Great St

INCONSISTENCIES OF

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Mr. Chairman, gence of the Ho

Sir CHARLES TUPP have been warranted in are lusion but for the very ions that were made from ask hon, gentlemen on House to affirm a proposit have again and again, as

THE POLICY

I need not remind the Houright hon. friend, the leader ment, occupied in 1871 which he now occupies, structing a great line that two great oceans which for western boundaries of Canada received the appr And not only did the that great work rec of a large majority in the country, but in specific to by which that work should were embodied in the form liament. It was moved by Sir George Cartier:—"Th ferred to in the Addr jesty concerning the un Columbia with Canada this House on Saturday, should be constructed and enterprise and not by the ment, and that the public air secure that undertaking sh such liberal grants of land ar and any other aid not undu the industry and resources of the Parliament of Canada sha termine." Mr. BLAKE—That was the brought down.
Sir CHARLES TUPPER first resolution, and it was a more strongly that the work volve an increase in the exist tion. The hon. gentleman

tion. The hon gentleman me that it embodies the mode road should be constructed though hon gentlemen in though the two great parties this House, may entertain opinion as to the construction and the means that may be opinion as to the construction and the means that may be accomplishment, the House we that, because the hon, gentlem the Opposition in this House so lution introduced as an amend the present Chief Justice Dorion the road should be construct way, adding to the resolute and not otherwise." The was to make it impossible for was to make it impossible f in any other mode than thro of a private company or aide lands and money. And wh moved by Sir George Carti the work should be construcreceived the support of even this side of the House, affirmation moved by Mr. work should not be done received, I believe, the sup tleman on the other side of fore I think I may say that t liament, not the policy of and distinctly affirmed in the reso the journals in 1871. THE PROPOSALS O

Well, sir, in 1872 it became state in distinct terms Government proposed, u thority of that resolut for the construction of The journals of 1872 will sh ment, by a deliberate vote large majority, placed at t Government a sum of \$30,00 and a grant of 50,000,000 a and a grant of 50,000,000 a the construction of the main ditional amount of 20,000 acr Pembina branch of 85 mile acres of land for the Nepig that time, sir, I may remind it was expected, as possibly m the case yet, that the line of way from Nipissing westward the north of Lake Nepigon was therefore made for a branco f 25,000 acres of land per mile to secure connection between and the main line. Now, sir, came the subject of very constant in this House and out PRACTICE WITHOUT A TEACHER.

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wille Courier-Journal.]

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Full Text of Sir Charles Tupper's Great Speech

INCONSISTENCIES OF THE OPPOSITION

Masterly Vindication of the Bargain With the Syndicate THE MINISTERIAL MISSION TO ENCLAND.

A Review of the Past, Present and Future of the Road.

VALUE OF THE LANDS AND COST OF THE WORK. The Late and the Present Government's Policy Contrasted.

Following is the complete text of the great speech on the Pacific Railway and the bargain with the Syndicate, delivered by the Minister of Railways in the House of Commons on the 14th inst. :-

THE PACIFIC RAILWAY. Sir CHARLES TUPPER presented a return showing a return of all the expenditure, down to the 30th November, connected with the Pacific railway, and the estimate of the Chief Engineer of the Pacific railway of the amount that would be required to complete all the works that, under the proposed arrangement, were handed over to the syndi-

Sir CHARLES TUPPER moved the House

into Committee of Supply on the railway re-The House accordingly resolved itself into Committee, Mr. Kirkpatrick in the chair.
Sir CHARLES TUPPER said:—Mr. Chairman,—It affords me very much pleasure to rise for the purpose of submitting a motion to the House in relation to the most important on that has ever engaged the attention of this Parliament—a motion which submits for the approval of this House the means by which that great national work, the Pacific railway, shall be completed and operated hereafter in a way that has more than once obtained the approval of the House and the sanction of the people of this country; and apon terms more favourable than any that have ever previously been offered to the House. I shall be obliged, Mr. Chairman, to ask the indulgence of the House while, at some considerable length, I place before it the grounds upon which I affirm that this resoluodies the policy of the Parliament of

Canada, as expressed on more than one occa-sion, that these resolutions present terms or the consideration of this Parliament for the completion of this work more favourable han any previously submitted. And, sir, ave the less hesitation in asking the indul ence of the House, because I ask it mainly or the purpose of repeating to the House tatements made by gentlemen of much reater ability than myself, and occupying ositions in this House and country second to o other, and but for what took place here extended. I would have fall to the second in th xpressing the opinion that the resolutions rave and important as they are, would re eive the unanimous consent of this Parlia

ment. Mr. BLAKE—Hear, hear. Sir CHARLES TUPPER-I would, I say have been warranted in arriving at that con-clusion but for the very significant indica-tions that were made from the other side of the House, because these resolutions only ask hon, gentlemen on both sides of the House to affirm a proposition to which they have again and again, as public men, committed themselves.

THE POLICY OF 1871. I need not remind the House that when my right him. friend, the leader of the Govern-ment, occupied in 1871 the same position which he now occupies, the policy of con-structing a great line that would connect the structing a great line that would connect the two great oceans which form the eastern and western boundaries of the Dominion of Canada received the approval of this House. And not only did the policy of accomplishing that great work receive the endorsation of a large majority in the Parliament of this country, but in specific terms, the means by which that work should be accomplished were embodied in the form of a resolution, and submitted for the consideration of Parliament. It was moved by the late lamented Sir George Cartier:—"That the railway referred to in the Address to her Majesty concerning the union of British Columbia with Canada, adopted by this House on Saturday, the lst of April, should be constructed and worked by private enterprise and not by the Dominion Government, and that the public aid to be given to secure that undertaking should consist of such liberal grants of land and such subsidy, and any other aid not unduly pressing on

Government, having been sustained by a majority placing at their disposal that amount of money and that amount of lands to secure the construction of the railway, and the term of Parliament having expired, Parliament was dissolved and the country appealed to. And, sir, after that question was placed before the country, a very sufficient working majority was returned to support the Government and confirm the policy which the House had adopted, both as to the mode in which the work was to be constructed, and as to the public money and public lands which the Government were authorised to use for the purpose of securing the construction of this work. Well, sir, under the authority of this House in 1872, and under authority of this House in 1872, and under the authority of the people of this country, the Government entered into a contract with a number of gentlemen, who subsequently selected Sir Hugh Allan as the president of the company for the purpose of construction the company, for the purpose of constructing the railway on the terms that I have now mentioned to the House. I need not at this period remind the House that that company, embracing a number of the most able, leading, and influential men in finance and commerce, proceeded to England, at that time at all events the great money market of the world— I might almost say that it was then the only market in the world. They proceeded to England, and exhausted every means in their power to obtain the support of financial men in such a way as to enable them to carry that contract to completion. If my recollection does not fail me, the hon, leader of the late Government on more than one occasion expressed the on more than one occasion expressed the hope that that company would be successful. He always expressed his strong conviction that the means were altogether inadequate to secure the object in view; but inadequate to secure the object in view; but I think that on more than one occasion he expressed the patriotic hope that these gentlemen would succeed in obtaining the capital required upon those terms. But, sir, they did not succeed, as every person knows. After having exhausted every effort in their power, they were obliged to return and surrender the charter under which they received authority to endeavour to obtain authority to endeavour to

money for the construction of this great THE EVENTS OF 1873 AND 1874. Well, sir, a very unpleasant result followed, and the then Government of this country met with a defeat. The means placed at their disposal to secure the construction of the great work which these gentlemen had in hand proved inadequate, and the Government also succumbed to the pressure from hon, gentlemen opposite. It is not a pleasant topic, and I will not dwell any longer upon it than is absolutely necessary to introduce the Administration which followed, led by the hon, member for Lambton. Now, sir, I the hon. member for Lambton. Now, sir, I have said on more than one occasion that in my judgment, inasmuch as the only authority which Parliament had given for the construction of the railway required that it should be done by a private company, aided by a grant of land and money, and inasmuch as the resolution embodying have said on more than one occasion that in my judgment, inasmuch as the only authority which Parliament had given for the construction of the railway required that it should be done by a private company, aided by a grant of land and money, and inasmuch as the resolution embodying that statement, as the hon. leader of the Opposition has correctly reminded me, also embodied the statement that it should not increase the existing rate of taxation, and inasmuch as the Finance Minister of the Government at once announced to Parliament the fact that there was a great impending deficiency between the revenue and expenditure, it became apparent, as it had been apparent in the mach of prosperity. If have no reason to doubt that we shall be able to keep our obligation to British Columbia, as now amended, without seriously interfering with the march of prosperity. That is, that by 1890 the hon, gentleman encountered, to be a ficiency between the revenue and expenditure, it became apparent, as it had been apparent in the course of his negotiations with the local Government to the construction of the statement that in my judgment the hon. leader of the then Government would have been warranted in stating that he was obliged to leave the question of the construction of the railway in abeyance. But, sir, he did complete that there was a great impending definition of the construction of the railway in abeyance. But, sir, he did complete that the local course to pursue in the meantime would be to confer with the local Government of British Columbia and ended the very meant of the prosecution of the work which we were bound to undertime could be procured for the prosecution of the work which we were bound to undertime the work which we were bound to undertime the fact that there was a great impending deficiency between the revenue and expenditions with the local Government the local Government in the construction of the state province. How soon that time leaveloude, the work which we were bound to undertime the province. The wor and authentic manner to the construction of the road, and notwithstanding the difficulties which had occurred, he appealed to the people of this country in the most formal manner in which it is possible.

MR. MACKENZIE'S VIEWS IN 1874. The House will perhaps allow me to draw The House will perhaps allow me to draw attention to some very important statements contained in his manifesto. The hon, gentleman said:—"We must meet the difficulty imposed on Canada by the reckless awangements of the last Government with reference to the Pacific railway under which they pledged the land and resources of this country to the commencement of that gigantic work in July, 1873, and to its completion by July, 1880." The hon, gentleman will see that the term "reckless arrangement" is confined and limited by the hon, gentleman to the short time which we had allowed ourselves for the construction of the work, and not to the work itself. The hon, gentleman further said: "That conhon, gentleman further said: "That con-tract has already been broken. Over a miltract has already been broken. Over a million of dollars has now been spent in surveys and no particular line has as yet been located. The bargain is, as we always said, incapable of literal fulfilment. We must make arrangements with British Columbia for such a relaxation of the terms as will give

sand submitted for the consideration of Parliament. It was moved by the late lamented Sir George Cartier:—"That the railway referred to in the Address to her Maisesty concerning the union of British Columbia with Canada, adopted by this House on Saturday, the lat of April, should be constructed and worked by private enterprise and not by the Dominion Government, and that the public aid to be given to secure that undertaking should consist of such liberal grants of land and such subsequent prosecution of the work with such speed as the resources of the country, as the Parliaments of Canada shall hereafter determine."

Mr. BLAKE—That was the resolution first brought down.

Sir GHARLES TUPPER—That was the first resolution, and it was amended to state more strongly that the work should not involve an increase in the existing rate of taxation. The hon, gentleman will agree with me that it embodies the mode upon which the road should be constructed. Now, sir, although hon, gentlemen in this House, although the two great parties represented in this House, may entertain differences of opinion as to the construction of—the railway, and the means that may be adequate to its accomplishment, the House was unanimous in that, because the hon, gentlemen representing the Opposition in this House, and three means that may be adequate to its accomplishment, the House was unanimous in that, because the hon, gentlemen representing the Opposition in this House, and three months. A road was essentially and the means that may be adequate to its accomplishment, the House was unanimous in that, because the hone, gentlemen representing the Opposition in this House, it is accomplishment, the House was unanimous in make it impossible for any Government to secure the construction of the road in any other mode than through the agency of a private company or aided by a grant of lands and money. And while the resolution moved by Sir George Cartier declaring that the work should be constructed in that way received the support of every gentleme

MR. MACKENZIE'S STATEMENTS IN PARLIAMENT. I have given the House some of the extra-Parliamentary utterances of the hon. gentle-man, and I propose now to invite its atten-tion to some still more formal and distinct statement of policy in regard to this im-portant question, statements made in the ca-pacity of Prime Minister of this country on the floor of Parliament. In 1874 the hon. gentleman introduced a bill for the purpose of providing for the construction of the railway, and in the course of a very able and ex-haustive speech he placed very fully on re-cord the opinions which he held, and which embodied the opinions of the Government at that time. He stated, as will be seen on reference to the Hansard of May 12th, 1874, that "the duty of the Government at that time. He stated, as will be seen on reference to the Hansard of May 12th, 1874, that "the duty was imposed upon Parliament of providing a great scheme of carrying out the obligations imposed upon us by the solemn action of Parliament in this matter. The original scheme was one that I opposed at the time of its passage here, as one that in my mind then seemed impracticable within the time that was proposed, and impracticable also within the means proposed to be used to accomplish it." I wish to invite the attention of the House to the formal declaration made on the floor of Parliament by the late Prime Minster, that the means that Parliament had placed at the disposal of the late Government by their predecessors, thirty million dollars in money and fifty-four million acres of land, was utterly inadequate to secure the construction of the work. Then the hon, gentleman continues, "I have not changed that opinion, but being placed here in the Government, Tam bound to endeavour, to the utmost of my ability, to devise such means as may seem within our reach to accomplish in the spirit, if not in the letter, the obligations imposed upon us by the treaty of union—for it was a treaty of union—with British Columbia." I am sure that British Columbia will be very, glad to be again reminded that the leader of the Opposition maintained that the leader of

I am sure that British Columbia will be very glad to be again reminded that the leader of the Opposition maintained that this was an absolute treaty of union with British Columbia. Then he continues:—"We had to undertake to vindicate the good faith of the country, and to do something which would enable this Parliament to carry out in spirit, if not in letter, the undertaking of building this railway as far as the shores of British Columbia. The legal terms are exact. We are bound within a specific time to construct a road to connect with the railway system of Ontario on the east to the Pacific coast on the west. There is a moral obligation as well as a regal obligais a moral obligation as well as a regal obliga-tion. We thought in the first place, after having had time to consider what should be

posed to make some terms for the extension of time, to undertake the construction of the island portion as rapidly as possible. But if it became apparent that the local authorities were determined to adhere rigidly to the terms and nothing less, this House and the Dominion of Canada, I was and am strongly of opinion, would on their part concede to them the terms and nothing more. Proceeding upon the belief that this was a fair representation of the opinions of the country which had to pay for the construction of this enormous work, we instructed Mr. Edgar, who was appointed to represent the Government in the matter, to say that the Government would be prepared to undertake immediately the commencement of the work upon the island, traversing it northwards in the direction of the point of that the local authorities were determined to adhere rigidly to the terms of Union, and demand the whole terms and nothing less, this House and the Domision of Cainada, I was and an strongly of opinion, would on their part concede to them the terms and nothing more. Proceeding upon the belief that this was a fair representation of the sonemous work we instructed Mr. Edgar, who was appointed to represent the Government in the matter, to say that the Government would be prepared to undertake immediately the commencement of the work upon the island, traversing it northwards in the direction of the point of crossing, prosecute the sarveys on the main line, exceed the legraph line along the ridge, exceed the legraph and the point of crossing prosecute the sarveys on the main line and a half a year within the province. I do not know whether the offer will be accepted or not, and in the meantime it is absolutely necessary that the Government should have authority to proceed with the commencement of the works in such a way as they think will meet with the acceptation of the country generally, and the reasonable people in British Columbia. Now I need not remind the Hogos that this abject was made the subject of reference by British Columbia, which will be acceptation of the first Government, and Lord Carnarvon submitted for the consideration of this Government his view of what shoulth be done. That was that no less than two millions, in addition to what we are to do in Vansouver's Island, the telegraph line, the wagon road, and all those color of the segment propositions to the segment of the work of the tolking because we cannot throw of that obligation imposed on the proceed with the construction of the road that the provision that the House can make the subject of reference by British because we cannot throw of that obligation in the service of the segment of the contracting parties, and we are therefore bound to make all the provision that the House can make the subject of the segment of the contracting parties, and

proceed with the construction of the road under the terms of the union with British Columbia, because we cannot throw off that obligation except with the consent of the contracting parties, and we are therefore bound to make all the provision that the House can enable us to make to endeavour to carry out in the spirit, and as far as we can in the letter, the obligation imposed on us by law. The British Columbia section will, of course, have to be proceeded with apart as we can do it, for it is essential to keep faith with the spirit, and as far as possible with the letter, of the agreement. I attribute a very great deal of importance indeed to being able to throw in settlers to all parts of the country and filling it with population, which is the only thing which can give ultimately commercial value to the road or prosperity to the country. It will be observed, sir, that in the resolutions, as I have mentioned, the Government provide for the submission of these contracts to Parliament. They provide, also, that in case we receive no proposals for the building of what are called the activation. received, I believe, the support of every gentium and on this side of the House, the still stronger affirmation moved by Mr. Dorion, that the work should not be done in any other way, received, I believe, the support of every gentleman on the other side of the House. Therefore I think I may say that the policy of Parliament, not the policy of any one party, was distinctly affirmed in the resolution placed on the journals in 1871.

THE PROPOSALS OF 1872.

Well, sir, in 1872 it became necessary to state in distinct terms what aid the Government proposed, under the authority of that resolution, to offer for the construction of the railway. The journals of 1872 will show that Parkament, by a deliberate vote and by a very large majority, placed at the service of the Government as sun of \$30,000,000 in money and as grant of 50,000,000 acres of land for the Pennina and the Government as sun of \$30,000,000 in money and as grant of 50,000,000 acres of land for the Pennina branch of 85 miles, and of 25,000 acres of land for the Pennina branch of 85 miles, and of 25,000 acres of land for the Pennina branch of 85 miles, and of 25,000 acres of land for the Pennina branch of 85 miles, and of 25,000 acres of land for the Pennina branch of 85 miles, and of 25,000 acres of land for the Pennina branch of 85 miles, and of 25,000 acres of land for the Pennina branch of 85 miles, and of 25,000 acres of land for the Pennina branch of 85 miles, and of 25,000 acres of land for the Pennina branch of 85 miles, and of 25,000 acres of land for the Pennina branch of 85 miles, and of 25,000 acres of land for the Pennina branch of 85 miles, and of 25,000 acres of land for the Pennina branch of 85 miles, and of 25,000 acres of land for the Pennina branch of 85 miles, and of 25,000 acres of land for the Pennina branch of 85 miles, and of 25,000 acres of land for the Pennina branch of 85 miles, and of 25,000 acres of land for the Pennina branch of 85 miles, and of 25,000 acres of land for the Pennina branch of 85 miles, and of 25,000 acres of l that in case we receive no proposals for the build ing of what are called the sections in the bill

and embodied in the contract made with the Allan company in 1873, were utterly inadequate, and that it was necessary to the good faith of the country, and that its honour and interest demanded, that the railway should be proceeded with. He asked and obtained from Parliament a large addition to the means that, had been previously provided by Parliament for the constitution of the work. In 1875, after having had a year's experience, he came to the House and said:—"We only let the grading apon this line (the Pembina branch) because we thought it advisable, while proceeding thus far, not to proceed any further until we could get a general contractiet for the entire line, where we propose to build it now, which would cover all the more expensive parts of construction. For the same reason we are only letting the grading and bridging from Fort William to Shebandowan and the same from Rat Fortage to Red River." Again, it will be seen that the hon. gentleman puts forward as his policy and the policy of the Parliament of 1874, as it had been the policy of the Parliament of 1874, as it had been the policy of the Parliament of 1871-2, that the work should be prosecuted by the agency of a private company, aided by a grant of money and land.

THE CARNARVON TERMS.

money and land.

THE CARNARVON TERMS.

As I have already stated, the subject was made a matter of reference in 1875 to Lord Carnarvon, and he proposed that \$2,000,000 and not \$1,500,000 should be the minimum expenditure on railway works within British Columbia from the date at which the surveys are sufficiently completed to enable that amount to be expended on construction. In naming this amount his lordship understood, in the language of the memorandum, "that it being alike the interest and the wish of the Dominion Government to urge on with all speed the completion of the works, the annual expenditure will be as much in excess of the minimum of \$2,000,000 as in any year may be found practicable. Lastly, that on or before the 31st of December, 1890, the railway shall be completed and opened for traffic from the Pacific seaboard to a point at the wester and of Lake Superior at which it will fall into connection with existing lines of railway through a portion of the United States, and also with the navigation on Canadian waters." These terms, sir, it is true, included a considerable extension of the time within which the road was originally to have been completed. But they fixed a definite and distinct limit within which a large portion of the railway should be constructed and put in operation. The hon, gentleman himself, in referring to these terms, used this language:—"We shall always endeavour to proceed with the work as fast as the circumstances of the country, circumstances yet to be developed, will enable us to do, so as to THE CARNARVON TERMS. stances of the country, circumstances yet to be developed, will enable us to do, so as to

only the authority of the leader of the Government, but that of the hon, and learned gentleman who is now leader of the Opposition at the present moment. That hon, gentleman is reported in Hansardol March 5th, 1875, to have used these words:— The general policy of the country upon the subject of the Pacific railway.

the authority of Parliament for the prosecution of his scheme. tion of his scheme.

UNDISMAYED IN 1876.

In 1876, after longer experience, after having found that the financial difficulties of the country had certainly not decreased, the hongentleman was still undiamayed, for in 1876, from the high and authoritative position of a Prime Minister submitting the policy of his Government to the country, after full and deliberate consideration, he enunciated the following views:—"We have felt from the first that while it was utterly impossible to implement to the letter the engagements entered into by our predecessors, the good faith of the country demanded that the Administration should do everything that was reasonable, and in their power, to carry out the pledges made to British Columbia, if not the entire obligation, at least such parts of it as seemed to be within their power, and most conductive to the welfare of the whole Dominion, as well as to satisfy all reasonable men in the province of British Columbia, which province had fancied itself entitled to complain of an apparent want of good faith in carrying out these obligations. In endeavouring to accomplish this result we have had serious difficulties to contend with, to which I shall shortly allude. The Act of 1874 prescribes that the Government may build the road on contract in the ordinary way, or it may be built on the terms set forth in section 8, which provides that the Government may pay \$10,000 in money and grant 20,000 acres of land per mile, with four per cent, for twenty-five years upon any additional amount in the tenders, to a company to construct portions of the line. The intention of the Government was, as soon as the surveys were in a sufficiently advanced state, to invite tenders for the construction of such portions of the work as in the judgment of Parliament it might be considered desirable to go on with, and that in the meantime the money, that had hees spent in grading UNDISMAYED IN 1876.

mile referred to be a part of the \$10,000 a mile referred to in section 8. Whether the Government would be in a position during the coming season to have contracts obtained and submitted to Parliament for the whole line at its next session, is perhaps problematical." So that the hon, gentleman in 1876 and only contemplated conte cal." So that the hon, gentleman in 1876 not only contemplated going on steadily with the prosecution of the work, or very important sections of the work, but he had it in contemplation to invite tenders for the construction of the whole railway on terms which, as I shall show specifically hereafter, were largely in excess of any authority we ever obtained from Parliament, and terms that, as I have said before, he himself held, and I suppose conscientiously held, to be utterly inadequate. "If we are able," said the hon, gentleman in 1878, "to commence the work of construction this coming year in British Columbia these rails would be required. It may be said to be impossible to commence the construction of the road in British Columbia without having rails on the spot," and in that I concur with the hon. spot," and in that I concur with the hon.

entleman.
Mr. MACKENZIE — The concurrence comes very late,
Sir CHARLES TUPPER—The hon, gentleman will not, I think, find any ground for making that statement. I think he will perhaps allow me to interject that they world have been equally useful if they had not lain quite so long in British Columbia. "There are 5,000 tons in British Columbia, and if we are 5,000 tons in British Columbia, and if we erred in sending them there we have simply erred in our earnest degire to show the people of British Columbia that we are desirous of keeping faith with them, that our speeches were not mere empty promises, and that we were resolved to place ourselves in a position they could not misunderstand." Well, sir, in 1877, after another year's experience, the hon, gentleman again stated the policy that still was the policy of his Administration in reference to this work. The late Administration in entering into the agreement for bringing British Columbia into the Confederation had an express obligation as to the building of the railway across the continent from Lake Nipissing on the east to the Pacific Ocean on the west, within a specified number of years. "When the present Administration," he said, "acceded to power, they felt that this, like all treaty obligations, was one which imposed upon them certain duties of administration and government which they had no right to neglect, and that they were bound to carry the scheme practically into effect to the extent that I have indicated. The whole effort of the Administration from that day to this has been directed to the accomplianment of this object in the way that would seem to be erred in sending them there we have simply been directed to the accomplishment of this object in the way that would seem to be most practical and most available, considering the difficulties to be encountered and the cost to be incurred." So that down to 1878, the House will see, the hon. gentleman still remained true to the obligation of the rapid construction of the railway, of its construcconstruction of the railway, of its construc-tion by the agency of a private company, and a grant of land and money. In 1878, the last occasion on which the hon. gentle-man, with the authority of Prime Minister, discussed the question, he said, "There can be no question of this, that it was in itself a desirable object to obtain railway communica-, tion from one end of our Dominion to the other, traversing the continent from east to west. So far as the desirability of obtaining such a connection may be concerned, there west. So far as the desirability of obtaining such a connection may be concerned, there can be no real difference of opinion between any two parties in this country or amongst any class of our population." So that I am very glad, on this important occasion, in submitting resolutions of such magnitude for the consideration of this House, to have the authority of the leader of the late Government, after years of close and careful examination thority of the leader of the late Government, after years of close and careful examination of this question, given to the House and the country, that it was a matter, not only of vital importance to the country, but upon which both parties were agreed, not only in this House, but outside of it. In 1878 the hon. gentleman also said:—"I have to say in conclusion that nothing has given myself and the Government more concern than the matters connected with the Pacific railway. We are alive to this consideration—that it is of vast importance to the country that this road should be built as soon as the country is able to do it without imposing burdens upon the present rate-payers which would be intolerable." I quite agree with the hon. gentleman in that statement, and I am proud to be able to stand here to-day and offer for the hon. gentleman's consideration, and I trust after full consideration for his support, a proposition that will secure to this country the construction of that which he has declared to be not only a matter of honour to which the country was bound, but a matter of the deepest necessity to the development of the country, upon terms that will not impose any intolerable burdens on the ratepayers.

Mr. MACKENZIE—I shall consider it by-and-bye.

Sir CHARLES TUPPER—The hon. gentle-

and-bye.

Sir CHARLES TUPPER—The hon, gentleman continued: "On the other hand, it is tolerably evident that the wealth of the country will be much more rapidly increased if we are able to throw a large population into those hitherto deserted plains, which contains so much land for habitation, and which have been wholly unproductive in the commercial interests of our country." Again, I invite the hon, gentleman's attention to the obligation that rests upon him to support a plan by which what he designates the "deserted plains" may become the abode of an industrious population, not only furnishing: a comfortable living to themselves and their families, but increasing greatly the national wealth of Canada; and upon terms which come quite within those which he has approved as offering no obstacle to the progress of this work. The hon, gentleman added, "And so with regard to this western and more gigantic work—a work which cannot be estimated unless we have given some thought to it, such is its magnitude—a road which is four times the length of the Grand Trunk from Montreal to Sarnia, which is five times the length of the road from Edinburgh to London, which traverses our whole terriritory—nothing can possibly exceed the importance that is to be attached to the building of such a gigantic work, either as regards the ultimate prosperity of the country or its bearing upon our several relations to each other in the United Provinces." It requires no comment of mine, sir, to cause a statement from such an authentic source to carry conviction to the mind of every hon, gentleman present as to the obligation that rests upon all parties, both in this House and-bye.
Sir CHARLES TUPPER—The hon. gentleto carry conviction to the mind of every hon. gentleman present as to the obligation that rests upon all parties, both in this House and out of it. to realize what the hon gentleman has indicated could be realized by the construction of this work. That, sir, as I have said before, was—the hon. gentleman thinks, no doubt, unfortunately for the country—the last occasion on which it became his duty to speak with the authority of the First Minister of the country in relation to the question.

question.

MR, MACKENZIE OUT OF POWER. MR. MACKENZIE OUT OF POWER.

The hon gentleman has stated that the question of construction, the question of the steady prosecution and completion of the railway, was not an issue that went to the country at the last elections. It had been submitted on two occasions by two First Ministers, representing both the great parties of the country, and on both occasions had received the affirmation of a very large majority of the people. But; as is well known, a change of Administration took place in 1878, and the hon. gentleman was called upon to deal with the question. He had that test of patriotism applied to him which is involved in considering a policy from the Opposition as well as from the Government benches, and I will read to the House the remarks which the hon. gentleman, as leader of the Opposition, made to this House after the change of Government in 1879. I may mention, incidentally, that while I entirely approve of all these efforts, the hon. gentleman was, I think, never called upon to lay upon the table of the House any correspondence that took place between his Government and these capitalists which did not result in their obtaining a contract.

Mr. BLAKE—Did he ever refuse?

Sir CHARLES TUPPER—He never was asked anything, so utterly at variance with the first principles of government as, to bring

enter into negotiations with capitalists to ascertain how far they could be prepared to take up a great work, and then bring down the correspondence, which could only reflect on the character and standing of the gentlemen interested, and render gentlemen in future cautious how they discussed negotiations with a Covergment, which would give tions with a Government which would give publicity to those negotiations. The House will readily understand the gratification l expected to see spread over the hon, gentle-man's countenance on learning that all he lamented he had been unable to accomplish in the official position he occupied in the House, his successors were in a position to present for the consideration of the House, I frankly consederation of the House. I frankly concede—and in doing so I only do justice to the sincere, able, and energetic efforts of the hon. gentleman—that he did all that lay in his power during his term of administration to put this great work upon the foundation which Parliament on two separate occasions and the people had affirmed it should be placed, namely, that the work should be done by a private company, aided by grants of land and money. But, sir, the hon, contlement the contraction of t

of land and money. But, sir, the non-gentleman stated on another occasion that it would have been very easy to commence to grade the road and so keep within the terms of the Union Act, but I scorned to practise any deception in the matter. THE CHANGE OF GOVERNMENT. In 1878 there was a general election, the result being that my right hon friend was again charged with the important duty of administering the public affairs of this country, and again brought face to face with this great work. We found ourselves then called the state of the country of the state of the country of the state of th

THE '79 MISSION TO ENGLAND. My right hon, friend and the Minister of My right hon, friend and the Minister of Finance and myself went to England in 1879. I do not intend to lay claim to any great results from our mission as regards the railway, but I think I may claim credit for a fair measure of success that attended our efforts, if not our joint efforts, in regard to the business of our respective departments, We found the press of England indifferent, if not hostile, to Canada. Very suddenly, however, a very striking, a very marked change took place when Earl Beaconsfield, the not hostile, to Canada. Very suddenly, however, a very striking, a very marked change took place when Earl Beaconsfield, the Prime Minister of that day, stated openly or in public the enormous value of the great in Mouseaul, who on this side of the Rome invariance of Canada. I do not mean to say he was entirely accurate in all his statements, but at all events he was entirely accurate in the remark that the most to say he was entirely accurate in the remark that the most to go and the standard of the standard of the line to the Georgian Bay, but on the steady prosecution of a line connecting the provinces of Quebec and Ontario and all beaters provinces by the shortest and available means with the fertile scritics of the North-West, and the inviting character of the his every person knows the marked and instantaneous nature of the changes that took place in English public opinion, and the amount of attention and interest concentrated on the North-West. The people of this country one to my right hon. friend this great and beneficial change, brought about through his personal communication with the Prime Minister of Eangland. How the series of the Mouseaul is personal communication with the Prime Minister of Eangland. How the series of the Mouseaul is personal communication with the Prime Minister of Eangland. How the series of the Mouseaul is personal communication with the Prime Minister of Canadian, I think that my bon, friend the mount of actual to the series of the St. Lawrence. He can the leader of the Opposition, who has sincered at our statement that we had obtained their sympathy in relation to the railway, will find a strong corroboration of our assertion in the intelligence received to day with regard to the action of that Imperial Government. The Colonial Office has been considered to the series of the St. Lawrence. He constructed the consideration to the railway but it very the prime Minister of the St. Lawrence. He constructed the consideration to the prime Minister of the plan of the land of the pla

ne will be gind to learn that the London Times announces that the Imperial Government has promised to bring down a scheme of emigration, assisted by the Canadian Government. He is not now in a position to repeat what I am rather afraid was to him a gratifying thing—that the Canadian Government had been entirely thwarted in their negotiations.

Sir CHARLES TUPPER—Hanlan is an agency that I do not at all despise.

Sir JOHN MACDONALD—He rows in the

to arrange for any complete scheme for the rapid construction of the rallway in 1879. I 1880 we again met the House, and we met with the same policy we adopted the year before, which was to take up the obligation that devolved upon us through the acts of the rapid construction.

THE CONTRACTS OF 1879-80. Although we had not propounded the policy of caraying on this work by the Government, we took up the work as we found it. We placed under contract the 127 miles of the road which the leader of the late Government had announced it as his intention to build, which he had assured the people of British Columbia he intended to build, and which under the terms with Lord Carnaryon he was bound to place under contract. When we met Parliament with the statement that we were going on with this work. I think we we were going on with this work, I think we scarcely met with the amount of aid and coscarcely met with the amount of aid and cooperation from gentlemen opposite to which
we were entitled. As we were only carrying
out what they proposed, we had a right to
expect to be met in a manner different to that
in which we were met by them. The leader of
the Opposition moved—and in making this
motion he submitted a resolution directly in
antagonism to the policy of the Government
which he supported, and to his own recorded
utterances on the floor of this House—that
we should break faith with British Columbia we should break faith with British Col and with Lord Carnavon, and that he should give—I was going to say the lie—to Lord Dufferin, who stated on his hopour as a man that every particle of the terms of agreem with British Columbia were in a state literal fulfilment. The result of the mov ministering the public affairs of this country, and again brought face to face with this great work. We found ourselves then called upon to deal with a work upon which a large amount of public money had been expended, and in a way that would prove utterly useless to the country unless measures were taken promptly to carry, at all events, the work under construction to completion. We, therefore, were not in a position to effect any change of policy, as hon, gentlemen opposite will see. But we came to Parliament to reaffirm the policy of utilizing the lands of the North-West for the purpose of obtaining the construction of that vast-work. There was every reason in the world say we should adopt that policy in the first instance and return to it afterwards. Every person knows that the development of this great territory was concerned in this great territory was concerned to the secondary of the territory that the construction of the railway. We were therefore, compelled to take it up as we found it, and go on with it as a Government work. To make the work upon which so much had already been expended of use to the country connection with some other line, and it must provide for the payment of a subside some connecting line east of the Georg Bay. Their object was to have connect with the Quebec lines through the Car Central. Their plan would form a line the Ottawa Valley, which would probable the shortest line to the east. Hon, gemen opposite had given up advantages we the Province of Quebec and the provinces of it would have derived from their The hon, gentleman, who twitted my The hon. gentleman, who twitted my friend here (Mr. Mousseau), will be ver to find that the President of the Council Mousseau), who on this side of the

ment has promised to bring down a scheme of enigration, assisted by the Canadian Government. He is not now an a position to repeat what I am rather afraid was to be a gratity-induced been entirely thwarted in their negotiants. General the been entirely thwarted in their negotiants of the control of the co

Well, sir, why did he not get any off
It was because the position of this com
was such for five years as to make it imp
ble for the hon. gentleman to obtain
offers in that direction; and when, unde
influences to which I have adverted,
whole tone of the press of England chan
when a large body of people, the best cli
immigrants that can come to this cou
flowed in there alive with excitement
reference to the Canadian North-West;
a movement such as never previously
place was occupying the attention of or
ists, as well as emigrants, in England
relation to the Canadian North-West;
int under the fiscal policy propounded
House by my hon. friend the Minis
Finance, the whole financial position
country was changed; and when com
prosperity had agair, under the influ
that change in the fiscal policy, dawne
canada, we succeeded. (Cheers.)
when the Government of Canada had
we the may be a cardialists, either

mulating indebtedness of the country, not for the prosecution of public works that were going to give an impetus to our industries, but merely to enable the ordinary expenditure of the country to be met, they failed. But when all this was changed, the aspect of affairs in relation to this work was also changed. Under the previous condition of things my hon, friend opposite could not obtain offers in response to the advertisements which he published all over the world. The hon, gentleman might fairly assume that we could not obtain any offers either. But as I say—When under a changed policy, and when the Government had successfully grappled with the most difficult portions of this great work, and shown to the capitalists of the world, unthe most difficult portions of this great work, and shown to the capitalists of the world, under the authority of this House, that one hundred million acres of land were placed at our disposal for the prosecution of the undertakings that we were not afraid to go on with its construction, or afraid to show that the construction of the railway was a work capable of fulfilment; when we proved to the capitalists of the world that we ourselves had some confidence in this country and in its development, and that we were prepared to grapple with this gigantic work, the aspect of affairs was wholly changed. Well, sir, under these circumstances the Government submitted their policy to Parliament, and they were met by a complete change of front on the part of the Opposition in this House and the country. The men who had for five years declared that they were prepared to construct the Canadian Pacific railway are a sable. The men who had for five years declared that they were prepared to construct the Canadian Pacific railway as a public work, the men who had pledged themselves to British Columbia to construct it as a public work, and who had in this House, in every way that men could, bound themselves, called a halt in order to obstruct the Government, when we took the only means by which we could remove the difficulty which had prevented the hon, gentleman obtaining any offers in reply to the advertisement that he had sent all over the country. I hold the advertisement in my hand. It was outlished on the 29th May, 1876, and it says that "they invite tenders to be sent in on or before January, 1877, under the provision of the Canadian Pacific Railway Act of 1874 which enacts that the bontractors for its construction and working shall receive lands or the proceeds of lands."

Then it goes on to say that "the proceeds of the lands at the rate of 20,000 acres and cash at the rate of \$10,000 for each mile of cash at the rate of \$10,000 for each mile of railway constructed, together with interest at the rate of four per cent for twenty-five years from the completion of the work on any further sum which may be stipplated in the contract, shall be paid," and that "the Act requires persons tendering to state in their offer the lowest sum, if any, per mile upon which such interest will be required." That advertisement was published all over the world, in Great Britain, in this country, and I presume in the United States, and to it no response was made. I believe under the circustry. sponse was made. I believe under the cir-mstances to which I have adverted that

s matter from a better position. THE INITIAL NEGOTIATIONS. I will frankly state to the House that one of the causes that led to the great change in the public sentiment in relation to railway enterprise in the North-West was the marked and wonderful success that was bablished to the world as having resulted the world as having repeated the from the syndicate who had purchased the st. Paul, Manneapolis, and Manitoba railway. The statements they were enabled to publish thowed not only the rapidity with which railway construction in private hands could be carried on, but it showed the value of the static lands in the North-West, and the exit to which they could be made valuable for e construction of such lines. It attracted on of capitalists in relation to en-of that kind to a degree that had a marked influence indontitedly upon the mind in relation to this question. I further frankly state to the House, bewe have nothing to conceal, that when stermined that it was desirable for us to se determined that it was desirable for us to sk intending contractors and capitalists on that terms they would complete and take ver the road, we placed ourselves in communication with all the parties whom we had my reason to suppose would have any intendent to contract for the purpose of getting heir lowest possible offer. As my right hon, riend has stated, Canadian and American capitalists made proposals for the construction of the emaining portion of this work. The Government proposed to complete the line from hunder Bay to the Red River, and the contracts that were placed in British Columbia. Thunder Bay to the Red River, and the contracts that were placed in British Columbia, and to carry the line from Emory Bar to tide twater at Port Moody, the barbour sefected by the hon, gentleman opposite as the best terminus. We asked the parties upon what berninus. We asked the parties upon what berninus beyond undertake to build the remaining portion of the line from Nipissing to Thunder Bay, the distance being about 650 mailes, and also the line from the Red River westward to Kamloops and take over and the whole road.

Mr. MACKENZIE—Will you place a copy to these propositions upon the table?

the time had come when we might deal with

these propositions upon the table? Sir CHARLES TUPPER—Yes, I have no pjection to do so, but it will give the hon.
utleman no additional information.
Mr. MACKENZIE—And the names of the parties to whom they were made?
Sir CHARLES TUPPER—I may say to hon, gentleman that these were not of-ally communicated. Mr. MACKENZIE—Were the offers not de in answer to a public advertisement

Sir CHARLES TUPPER—They were not, and I think we could have taken no better means of defeating the object we had in view than in adopting the course that the hon. gentleman had taken. It was enough to deter anybody from looking at us, seeing that he had stated on the floor of Parliament that no offer could be obtained. We took a wiser plan, which has been crowned with success. By placing oursolves in communication with parties who selves in communication with parties who were likely to make propositions, we have the pleasure now of laying before the House a pro-position to which, in its character and des, I shall invite more closely the attention ent, and it amounts in round figures to

s been spent ? Sir CHARLES TUPPER—It is every dolof expenditure that will come out of the reasury of Canada for the existing contracts, and for the completion of the road that to be built by the Government. I ay say to the House that we way to the House that we want to be submitted the estimate of the lief chighner. It was published in a supplier which was used in the debate. The was literally and specifically correct, for sted to the House that in the position the lovernment then were, with this gigantic work in hand and obliged to deal with it as a lovernment work, we felt compelled, after constructing the road to the Red River as a irst-class road, which we had carried out in or the country, and be in the first instance a colonization road. The House will remember. that that the total estimate was for \$84,000,000 for the work done in the mode in which we proposed to deal with it. That included \$80,000,000 as the portion of money required for the road, and the money expended upon

CHARLES TUPPER-Yes. I may that this estimate which I have laid in the table differs in some measure from estimate laid upon the table last year. I tell you trankly why we stated that we made our calculations upon the outside mates. We determined not to be in a tion to have to say to the House that the

estimates upon which money had been voted for the construction of the railway had been exceeded. Mr. MACKENZIE—Which contracts?
Sir CHARLES TUPPER—All the tracts between Thunder Bay and the

Mr. MACKENZIE-Does the hon. gentlemr. MACKENZIE—Does the hon, gentleman say that he prepared these contracts or that they were prepared in his time?

Sir CHARLES TUPPER—I say that we twice postponed the advertisement in order to get the work specified.

Mr. MACKENZIE—What I wish to know

is whether the specifications were changed between the issuing of the tenders and the time when they were received. Sir CHARLES TUPPER—All I can say sir CHARLES TUPPER—All I can say is that before we sent out the specifications, or entertained tenders at all, in addition to the time that elapsed between the change of Government and our entry into office, we twice extended the time for receiving tenders, so that the specifications might be made sufficiently accurate. This estimate that is now prepared by the present engineer, and which I have laid on the table of the House, of \$28,-000,000, covers all the money that has been spent up to the present time, and all the money that in our judgment, in the light of the work, that is now proceeding will be required to complete it as required by the contract. The amount that is put in for engineering, apart from the construction, is \$1,600,000, and I draw that as a distinction between the three millions of dollars extending over the whole range of the Canadian Pacific railway generally and that which has no relation whatever to the cost of this particular work that we are now handing over. They have no relation in this sense, that they do, not appertain to the construction of that particular work.

Mr. BLAKE—They were part of the expenses of finding the route on which the road was to be built, and therefore part of the cost

penses of finding the route on which the road was to be built, and therefore part of the cost of it.

Sir CHARLES TUPPER—If the hos. gentleman will look at the Canadian Pacific Railway Act of 1874 of his hon. friend (Mr. Mackenzie), he will find that it distinctly states that these surveys are not necessarily to be paid for by the parties entering upon the contract.

THE PRESENT BARGAIN. I will now draw attention to theestimates of the contract as laid on the table of the Mouse. It amounts to \$78,000,000. I may state that suppose the contractors were to change the read, suppose they were to go north of Lake Nipigon instead of south of it, and add fifty miles to the length of the road, they would not receive an addition.

Sir ALBERT SMITH—Suppose they shorten it?

has always considered these terms inadequate to secure the construction of the Pacific railway. The hon, gentleman on the platform in my presence declared we might as well offer \$30 as \$30,000,000 and 50,000,000 acres of land to secure the railway. From that I now come to the proposition of 1874, and what does that show? The hon gentleman got Parliament to rectal position of 1874, and what does that show? The hon, gentleman g of Parliament to vote him for the construction of 2,627 miles of the through line from Lake Nipissing to Burrard Inlet, for 85 miles of the Pembina Branch, and for 85 miles of the Georgian Bay Branch.

Mr. MACKENZIE—I was not aware that hat Act declared Burrard Inlet to be the

Sir CHARLES TUPPER—The hon. gen Sir CHARLES TUPPER—The hon, gentleman ought scarcely to interrupt. On this 2,797 miles, including the main line and branches, he got voted—not by estimate, but by authorityfof a statute—the sum of \$27,970,000, and he also got authority to give 20,000 acres of land for every mile of that distance, which amounted, besides the guarantee, to 55,940,000 acres.

Mr. BLAKE—Why do you capitalize that sum?

Sir CHARLES TUPPER—I do not capi-Sir CHARLES TUPPER—I do not capitalize it all, but it would have to be paid in money, as the other is paid. Let the hon. gentleman apply that principle to the \$25,000,000 we are to pay the syndicate, and he will find it means a very much less sum. The hon. gentleman will find that by the terms under which Parliament in 1874 authorized the late Government to the late Government to secure the construc-tion of the railway, the amount to be paid in cash was on the guarantee capitalization principle \$48,947,500, which, with 55,940,000 acres of land, at \$1 per acre, would make \$104,887,500.

It being six o'clock the Speaker left the

Sir CHARLES TUPPER, resuming, said-Mr. Chairman—When the recess took place I
was dealing with the question of the amount
that Parliament had placed at the disposal of
my hon. friend, the then leader of the Government, for the construction of the Canadian Pacific railway, and I find that I have made slight mistake, which take the earliest oppor-tunity of correcting. Letated that the dis-tance from Nipissing to Burrard Inlet was 2,627 miles. I must add forty miles to that tunity of correcting. I-stated that the distance from Nipissing to Burrard Inlet was 2,627 miles. I must add forty miles to that distance in computing the amount which after the Act of 1874 Parliament placed at the disposal of the leader of the Government for the construction of the railway, because you will remember the then Government located the terminus of the railway not at the Callendar statiou on Lake Nipissing, where it is now located, and where it was originally located by the former Government, but. forty miles south of that point. Therefore, under that Act the hon. gentleman would not only have been obliged to expend \$104,887,500 at the lowest computation, but to provide for the construction on the same terms of forty miles more to bring the railway down to the terminus as located by the then Government. That will add \$400,000 in cash, and reckoning the land and the guarantee \$1,500,000. Now, sir, having shown that Parliament had placed at the disposal of the Government of my right hon. friend Sir John Macdonald, in 1872, \$34,700,000 for the construction of the work, that Parliament had placed \$104,837,500 at the disposal of the leader of the Government in 1874, to which we must add the \$1,500,000 to which I have just referred, I now come to the present contract which is laid on the table of the House for its consideration. The total amount expended and to be expended by the Government on the sections to be handed over to the company, including everything, is \$28,000,000. The Government have agreed to pay, in addition to the \$28,000,000, \$25,000,000 and \$25,000,000 acres of land, making stotal subsidy in cash of \$53,000,000, and in land, estimating the 25,000,000 acres at \$1 an acre, of \$25,000,000 acres of land, making stotal subsidy in cash of \$53,000,000, and in land, estimating the 25,000,000 dovernment that have previously been sanctioned by Parliament. The matter, then, stands thus: Under the contract of 1874, \$104,887,500,000.

THE VALUE OF THE LAND.

I will now draw the attention of hon, gen-

THE VALUE OF THE LAND. I will now draw the attention of hon. gen-demen opposite to an authority with reference

of the contract as laid on the table of the Mouse. It amounts to \$78,000,000. I may state that suppose the contractors were to change the road, suppose they were to go north of Lake Nipigon instead of south of it, and add fitty miles to the length of the road, they would not receive an addition.

Sir ALBERT SMITH—Suppose they shorten it?

Sir CHARLES TURFER—If they shorten it, I shall be very glad to find that they do, and they will receive the amount stated in the contract. I will now take up in the contract all these propositions in the order in which they have been voted by this Parliament. I will take up the proposition of 1872. It was a cash subsidy of \$30,000,000 for the main line and a land grant of 50,000,000 acres, with 20,000 acres per mile for the Nipigon branch. If you estimate the land at some particular value for the purpose of comparison, call it a dollar an acre, Parliament then voted in land and money a subsidy of \$34,700,000. How was that proposition treated? Why, sir, as I have stated, a company was formed. A contract was made with them, under the terms of which they were clothed with all the powers and means that we could give them to command the money markets of the world, and they could not do it. The hon, leader of the late Government 1 think they dould not do it. The hon, leader of the late Government by Parliament on the authority of his own engineers, with all the powers and means that we could give them to command the money markets of the world, and they could not do it. The hon leader of the late Government by the proposition. He has always considered these terms inadequate to secure the construction of the Pacific ocean; and yet the present proposition is a market late of the late of the late Government by the proposition of 1872, 1874, the hon, gentlemen opposite an authority as to the cost of this work about to be undertaken that I think the powers and means that we could give them to command the money markets of the world in the proposition. He has always considered these terms i be required for the road from Lake Superior at Thunder Bay to the Pacific ocean; and yet the present proposition secures the construction of the entire read within ten years from the first of July next, from Lake Nipissing to Burrard Inlet, at a cost to the country, at the estimate hon. gentlemen opposite placed on the lands, of \$78,000,000. One would have supposed the hon. member for Lambton would have stood aghast at such an estimate as \$00,000,000 for the portion of road mentioned, and would have abandoned it as beyond the resources of Canada. But as Prime Minister, and weighted with the responsibility which rests on such a high officer, he felt he must not shrink from his duty. He said—"We frankly recognize the failure of the attempt to give a fictitions value to the lands in order to get English capitalists to take up the railway, but we also frankly confess the necessity of building the railway by direct money subsidies or a combined system giving both money and land." The hon. gentleman gallantly performed his duty, and did not shrink from the responsibility, arduous and responsible as was his position. He continued:—"We propose to give \$10,000 per mile and a grant the same as that proposed by the late Government, of 20,000 acres, and we invite intending competitors to state the amount for which they will require the guarantee at four per cent, in order to give them what they may deem a sufficient sum wherewith to build the road. We know that somethink \$10,000 per mile and 20,000 acres of land, supposing they realize on an average \$1 an acre, will not build the road. It would

what they may deem a sufficient sum wherewith to build the road. We know that some think \$10,000 per mile and 20,000 acres of land, supposing they realize on an average \$1 an acre, will not build the road. It would more than build it in some parts, but from end to end it is evident it would not build it. The Intercolonial railway will cost \$45,000 a mile, traversing on the whole a very favourable country. The Northern Pacific railway, in the accounts published by the company, has cost so far as it has been carried, that is to Red River, \$47,500, or \$48,000 per mile in round numbers. That road traverses almost wholly a prairie region easily accessible, and where materials were easily found, and is altogether quite as favourable as the most favourable spot of any part of our territories—with this advantage, that it was much nearer to the producers of supplies than any portion of our line except that on the immediate borders of the lakes. The Central Pacific I will not touch as the most favourable on the fivourable to this country. Now I am bound to say I never felt more grateful in Parliament is evidence to show not only that the proposal which I have the honour to submit to Parliament is evidence to show not only that the proposal which I have the honour to submit to Parliament is entitled to the favourable consideration of the Opposition, not only that it is ment is entitled to the favourable consideration of the Opposition, not only that it is evidence to show not only that the proposal which I have the honour to submit to Parliament is entitled to the favour

the country would not be discharged, but just commencing. The hon, gentleman went on to say:—"Supposing it only takes the minimum amount estimated by Mr. Sandford Fleming, viz., \$100,000,000, you have a pretty good idea of what it must cost the country in the end. When you double the debt of the country you will not be able to accomplish the borrowing of the sum of money that would be required to build the road, paying the attendant expense of management and the debt, interest, and everything else connected with it." The hon, gentleman opposite last session also enforced very strongly upon our attention the fact that if we went on with this work as a Government work, and stood pledged in the face of the country and of the financial

world to an expenditure of eighty to a hundred million dollars for the construction of the railway, we could hardly be surprised if it increased the cost of the money we were obliged to borrow in the money markets of the world. The hon gentleman said, "If you add six per cent, upon the minimum amount to the existing obligations of this country, you will have, in addition to our present annual birdens, six millions of dollars, which, added to the cost of management, would probably make a continuous drain of twelve millions of dollars before you would have a cent to apply to the ordinary business of the country." A rather startling ground for the hon gentleman to take, but one which commended itself to all those who

to the berms. This may be necessary, as the position now takem by the Opposition, as may be assumed from that takem by the Offolt, it the hand as I per acre, with or extended the hand of the hand as I per acre, with or established, but the hand as I per acre, with or established, but the hand as I per acre, with or established, but the hand as I per acre, with or established, but the hand as I per acre, with or established, but it will not do for the leader of the Opposition (Ar. Blake) when we were dead to be a datement made by the leader of the Opposition (Ar. Blake) when we were dead to a statement made by the leader of the Opposition (Ar. Blake) when we were dead to a statement made by the leader of the Opposition (Ar. Blake) when we were dead to a statement made by the leader of the Opposition (Ar. Blake) when we were dead to a statement made by the leader of the value of the land as \$2 and an acre, that was in 1876—and the hon, gentleman will find his remarks on the subject of the land of the opposition of the opposi in some sections, perhaps, would meet expenditure, but, in the early days, if not for a long time, he (Mr. Blake) believed the road would have to be run at a loss." I know that this is an authority for

sir, that when we come to Parliament with a great measure like this, when we occipy a position in respect to the probable completion of this great work which twelve months ago the most sanguine man in this country could not have hoped we would occupy, these hon, gentlemen hesitate. Although we have found gentlemen with great resources at their command to go forward with an enterprise so essential to the progress of Canada although essential to the progress of Canada; althoughthat work is to be completed on a purely con mercial basis—these gentlemen, turning their backs as they have been obliged to do upon their own declarations, again and again re-corded, still complain of the smallest details of the arrangement, which, happily, we have been enabled to place before Parliament. But for those remarks of hon, gentlemen opposite which have led me-to believe to the contrary, I should have thought that this was a measure support not only of those who usually sup-port the Government, but of hon, gentlemen opposite, who stood committed by their votes and by the strongest possible statements of their leaders to the support of terms for the construction of this work much less favourand I trust that in submitting such criticisms as in the interests of the country every Government measure of this kind ought to receive the hon, gentleman will not lose sight of the position he took in criticising our proposals twelve months ago. I will again revert to a criticism with relation to the cost of a more valuable; character than that of the leader of the Opposition. No person perhaps esteems the hon, gentleman's ability, certainly as a special pleader, higher than I myself, or his general judgment when he gives a question the law, candid, and unbiassed examination which a question like this under consideration deserves but does not always receive. But I will give the House an opinion which I estimate more highly than that of the leader of the Opposition, and that is the opinion of the gentleble than those embodied in the present con THE PERSONNEL OF THE SYNDICATE. But, say these hon. gentlemen, "we don't like the company"—a remark most libelious and insulting to the gentlemen who compose

Mr. MACKENZIE—Who said so? Sir CHARLES TUPPER-The organ on. gentlemen in this city.
Mr. MACKENZIE—Do you mean the tion, and that is the opinion of the gentle man who, for five years as leader of the Gov ernment of this country, dealt with this question, and was daily and hourly conversant with all its details—I mean the hon. leader of the late Government. After all his experience, and after the experience of a year in Opposition, as well as of five years of administration, he was detailed.

ministration, he undertook to give to the House his estimate as to what the road would cost. He put it at \$89,000,000. same and four per cont. In order to give them
are the to build the road. We know that some
think \$10,000 per mile and \$20,000 acres of
the state of THE MERITS OF THE BARGAIN. I trust I have given to the House sufficient The gentlemen who have undertaken this work stand before the people of this country

company embraces capitalists, both of our own and of other countries, who are men of the highest character, men whose names are the best guarantees that could be offered the people of Canada that any enterprise they may undertake will be successful. With regard to the terms of the contract, I do not health to any that ne

greater injury could have been inflicted on the people of Canada than to have made the conditions of the engagement so onerous that instead of insuring their successful fulfilment, they would have led to failure. I say that everything that men could do for the purpose of obtaining the best terms in their power has been done, but our idea has been that we owed it to Canada to make a contract that was capable of fulfilment, to give those gentlenten a fair contract, and afford them a fair opportunity of grappling with this great, this gigantic enterprise that we were so anxious to transfer from our shoulders to theirs. And I would ask this House whether they think this contract, involving the great importance that it does, is one to sit down and cavil over, and to drive the most difficult bargain that could be driven, and perhaps lead to what occurred when we made the contract in 1873, with terms largely in excess of those that this contract contains? But that was not a contract that was capable of fulfilment, because the parties were unable in the then conditions of the country to raise the capital that was necessary. Now we approached this question in that spirit, and I would ask every member of this House if we should not be unworthy of representing the Parliament of Canada in the discharge of the public business if we had not felt in the interests of Canada that this arrangement should be one that would obtain the command of the capital that was required, and that would enable the parties engaged in this great work to make it thoroughly successful, as I trust it will be. We have reason to know that all that skill and energy and a knowledge of precisely such work will do has been done in order to make this a successful contract; and I would ask hon, gentlemen opposite whether we could have had this contract with the strongest body of capitalists that could be formed in the city of London? We would have had leading the engineers with extrawagant ideas, totally ignorant of the work and the construction of railway THE CRITICISM OF THE PRESS.

I may say that I have been greatly gratified at the criticisms that have been bestowed upon the proposition we are submitting to Parhament. Nothing has given memore confidence in the soundness of our position, and the impregnable attitude we occupy in Parlament or out of it, than the criticisms to which this scheme has been subjected by the press as far as I have seen it. First I may speak of the Ottawa Citizen. The editor has evidently handed over his editorial columns not only to a hostile hand but to a disingenuous writer, who was not willing to put the facts fairly before the country; and this strengthens me in my conviction of the soundness of the proposition we are submitting to Parliament. If that contract contained objectionable features to which the attention of Parliament might be called, and that were sufficient to condemn it, where was the necessity of the person who wrote the criticism in the Citizen misstating every clause in the contract that he commented upon from beginning to end? I say nothing has more strengthened my conviction in the soundness of this measure than these criticisms of the Ottawa Citizen, from which I had hoped better things, or from the Free Press, from which I did not expect any different treatment, or the Globe newspaper of Toronto; and when I take up these papers and find that every critisism, every serious ground of attack, is based upon misstatements of what the contract contains, I am confirmed in my opinion that they found that contract unimpeachable, and that a fair and candid criticism would compel them to give their adhesion to it. When I look at these criticisms I am reminded of the position a gentleman would occupy who had made a contract for the construction of the great Eastern—an enormous ship, greater in extent, and involving a greater expenditure, than any other ship that ever was built in the world—I am reminded of what would be the position of a man who, after building a ship, and finding it complete in every respect, would be t THE CRITICISM OF THE PRESS. matter what their resources might be, a per-fect failure on their hands, and worse than that, you would have had discredit brought that, you would have had discredit brought upon the country in consequence of the parties who had purchased their bonds failing to obtain that interest which they justly expected from their investment. Whether you look at the American, or the Canadian, or at the English, French, or German gentlemen associated with this enterprise, I believe that Canada has been most fortunate, and the Government has been most fortunate, and the Government has been most fortunate, and the Government has been most fortunate, in having this work placed in their

work constructed on this continent—the Union Pacific railway—and I would ask Union Pacific railway—and I would ask him whether the capital of that company was larger, or whether the security given by them for the construction of the road was larger, than is now obtained with this company. He may examine into the carrying out of any of those great works, and he will find that the security that the Government had was confidence in the parties engaged in the projects that they would carry them out to completion. The hon, gentleman will find that under this arrangement we have the best guarantee that these works will be pushed rapidly to completion under the contract now proposed. The contract requires the parties to complete the road in ten years, that in July, 1891, it shall be carried to completion.

THE POSITION OF THE OLDER PRO-

THE POSITION OF THE OLDER PRO-Sir CHARLES TUPPER—Well, perhaps the Cuizen is now the organ of hon. gentlemen opposite. I know that in the short space of twenty-four hours they were able to take the Ottawa Times out of our hands by some means—a "human device" I believe they called it. But, sir, I do not feel surprised that hon. gentlemen reject with scorn the imputation that the Free Press is their organ or speaks their sentiments—a journal that attempts to throw obloquy upon gentlemen of the highest standing in Canada and in the British Empire. The gentlemen who have undertaken this West as far as this city for the purpose of the opposition may have forgotten it, he took the liberty a year ago of expressing his opinion, and to a certain extent, I suppose, his sympathy, with the deplorable condition in which the members from the province of Quebec found themselves. The hon. gentleman said "that Quebec had spent eleven millions of dollars which they could not afford for the construction of a provincial railway, principally for the purpose of the opposition may have forgotten it, he took the liberty a year ago of expressing his opinion, and to a certain extent, I suppose, his sympathy, with the deplorable condition in which the members from the province of Quebec found themselves. The hon. gentleman said "that Quebec had spent eleven millions of dollars which they could not afford for the construction of a provincial railway, principally for the purpose of tapping the Pacific trade, and that Quebec had stretched out her arms towards the great West as far as this city for the purpose of securing that trade, and the question was how soon that expenditure is to be made available. Her road is paying as it is, what Quebec expected it should pay—some fraction of the interest on its construction. But they also expected it would bear the great trade of western traffic into her principal cities, and bring prosperity to her people; but unless some through connectaon is made, these expectations on the part of Quebec would not be realized, if the eastern end was not constructed until if the eastern end was not constructed until the western was finished, and he hoped they would be alive to enjoy it." I will not say

> to Duluth 410 miles, and from Duluth via Emerson to Winnipeg 464 miles, making the total distance from Callendar station to Winnipeg 1,168 miles. That was the shortest route which, twelve months ago, the Government were able to hold out any expectations of obtaining. Now we propose to secure the construction of a through line, to be commenced on the 1st of July next, which will shorten that distance by 111 miles.
>
> Mr. BLAKE—That is, 1,050 from Winnipeg to South East Bay. peg to South East Bay.
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> Sir CHARLES TUPPER—It is 1,006 miles from Nipissing along Thunder Bay to Winnipeg, if you take the lake, or 1,057 miles by rail—the distance from Callendar

station to Linkoping, the station where the line will strike the Thunder Bay branch, 686 miles, and that from Linkoping to Winnipeg being 371 miles, so that the House will see we have the shortest possible line by which to reach Winnipeg. It will also see that the distance from Montreal to Callendar station is 354 miles, while the distance from Toronto by the Gravenhurst line is 226 miles, or 128 miles less than that from Montreal.

niles less than that from Montreal. THE CONSTRUCTION STANDARD. I may now advert for a moment to some of the objections which have been urged against this proposition. I am told the standard is too low, that the standard of the Union Pacoi low, that the standard of the Union Pacific railway is a very unfavourable standard, and that we ought to have selected something higher. Well, it is very well after having obtained the opportunity of making a contract to make severe stipulations, but when I have stated to the House the terms under which these parties have undertaken to conwhich these parties have undertaken to construct this road, I think you will agree with struct this road, I think you will agree with me they were entitled to as favourable consideration as we could give them. I should like to know what position the Government of Canada would have been in which, after having offered \$\$4,000,000 in 1878 to the company of which Sir Hugh Allan was the president, should ask the gentlemen who were undertaking to do the same work for \$78,000,000 to make the terms more onerous than those of the previous contract. If any hon, gentleman will turn to the contract with the company of which Sir Hugh Allan was president, he will find that it provided that the standard of construction and equipment of the Canadian Pacific railway should be the Union Pacific railway, and therefore we have gone as far as any member therefore we have gone as far as any member of this House or any fair-minded man will say of this House or any fair-minded man will say we ought to go with reference to the standard. But what is this standard? Why there are half-a-dozen leading roads in the United States to-day of which the standard is mor objectionable in grades and curves than that of the Union Pacific; therefore I think there is not much ground for eavil in that matter when the Union Pacific was built, the Government, which gave a mach built, the Government, which gaves a week built, the Government which gaves a week built. ernment, which gave a much greater amount of aid to it than we are giving to this read agreed that the standard of the Baltimore and Ohio railway should be put in the contract as the contract of the Union Pacific, and the Baltimore and Ohio railway, as everyon, knows, is a road that is doing an enormoutraffic, and is regarded as a first-class road. The Portland and Ogdensburg railway, and half a dozen other American lines, have also a standard that cannot compare with the standard we have selected. I need not detail the House, therefore, by trying to show that it would have been utterly unreasonably for the Government of Canada to exact from these gentlemen, who were agreeing to continue the contraction. these gentlemen, who were agreeing to construct this road at so much less terms that struct this road at so much less terms that were agreed to in the Allan contract, a higher standard than we have done. But we have better guarantee than could be inserted in the contract of the high standard of the road and that is, that these gentlemen are not constructing the road for the Government of Canada to work, but they are constructing as their own property; and when it is constructed, they have to furnish the means emaintaining and operating the road; and every disadvantage of construction will fail upon them, and not upon us. And, sir, what would have been my position in demanding excessive terms in relation to the standard of the road when they had in their hands my own statement, the statement of THE SECURITY.

It is stated that the security of one million dollars for the carrying out of the contract is too small. They say that a paid-up capital of five millions of dollars within two years and a deposit of one million dollars is too small. My opinion of security is this—that provided you get the parties who are most likely to deal successfully with the matter, the less security you demand the better, because in proportion as you lock up the resources of the party, the more you decrease his power to carry on his work successfully.

Mr. BLAKE—In order to improve the situation, let us strike out the clause about the million dollars.

Sir CHARLES TUPPER—Of course I am speaking within a certain latitude, and I would ask the hon. gentleman to turn his attention to what was a somewhat similar the land at a dollar an acre? I think, therefore, I need not detain the House by dealing with the question of the standard of the road.

THE SUBSIDY DIVISION. Nor, sir, will I detain the House very long nor, sir, will I detain the House very long upon the other point that has been raised, and that is the mode upon which the money is being divided. I have shown the cost of the Pembina branch at the lowest rate at which we can now put it. If hon gentlemen have paid any attention to the deplorable description that the late First Minister gave us a very ago as to the difficulties they would us a year ago as to the difficulties they would have to surmount between Red River and the foot of the Rocky Mountains, I think they will come to the Rocky Mountains, I think they will come to the conclusion that the amount is not extravagant. I call the attention of the House to this fact. The Government want that road pushed through Red River to the foot of the Rocky Mountains as fast as it can

be done.
THE SYNDICATE'S PROGRAMME. THE SYNDICATE'S PROGRAMME.

The syndicate intend the road to be completed to the foot of the Rocky Mountains at the end of three years from the present time. If it be thought a gigantic work to build 300 miles of railway by this powerful syndicate in a year, I may tell hon. gentlemen, for their information, that within the last year a few of these gentlemen completed between 200 and 300 miles of railway themselves, through a somewhat similar countw; and therefore it is not an extravagant statement for them to make in stating that they intend to construct to the foot of the Rocky Mountains in three years, and to build 300 miles of this struct to the foot of the Rocky Mountains in three years, and to build 300 miles of this road during the coming season. What does that involve? It involves the expenditure of an enormous amount of capital at the outset. The very moment this contract is ratified by people; ction is he part realized, realized, red until ped they not say remarks. man was n he was bee; but wish and a is the rest hon. leader of the late Government about these lands and the difficulty of getting them sold, it is not unreasonable to suppose that with all their energy and the western was finished, and he hoped they would be alive to enjoy it?" I will not say that the hon, gentleman was not shedding tears of sympathy when he was bemoaning the unhappy fate of Quebec; but, where are Nova Scotia, New Brunswick, and Prince Edward Island, and where is the Province of Outario? Why, they stand in a position to-day that a year ago would have any outlet of the seep novinces would have easy communication with the great North-West to within the great North-West to rive with the great North-West to me, possible of attainment. What is of more vital importance to this province and the cities of the cities o minds will be relieved to know that we have made the very best division of the money, if the enterprise is to prove anything but a failure. There is a great expenditure of money to be made at the very outset in bringing people to this country. I regard this proposal to secure the construction of the Camada Pacific railway by the agency of this company as of the most vital importance from the point of view that, instead of having to struggle with railway companies in competition for immigrants, we will have a gigantic railway company with all its ramifications in the United States, France, Germany, and the British Islands, co-operating with the Government of Canada. But all that will involve a present outlay of a very large sum of money by these gentlemen. The only hope they can have of having any means of sustaining the railway, if it is constructed, is sby getting population as rapidly as possible into the fertile valleys of the North-West, and thus furnish the traffic which alone can support the operation of this railway.

THE TAX EXEMPETONS

feature is the exemption of taxation. I have no hesitati would have been very glad if the contract, if it were on strong prejudice that exists on that question. But there we had to consider. One w best bargain we could for Co being of any material advantage money markets of the world. pectus was placed on those ma one will understand that the spect to the taxation is not slightest degree from that in last year. When we were constructed to the same than the same that the spect to the same that th as a Government work, when was constructing it by direc agency, no taxation could have these lands until they were they were occupied. pality, or corporation of any or that could be created ! pose the slightest tax on those were sold or occupied : and were sold or occupied: and sold or occupied now, that m liable to taxation. I will not the question of the road itsel-from taxation, because hon. only to turn to the laws of th The policy of the Government States has always been, that to of railway, the roadway, the stations, everything embrace railway, should be exempt One of the judges of the United States declared that lines of road were nation public easements, that as the benefit and advancement country, they should not be taxation, State or municip therefore, only followed the has prevailed in the United which hon. gentlemen opposincumbent upon us. What w We were asking these gent forward and take a position shrank. I do not hesitate portant as the enterprise w ment felt it was one of enorm and trembled almost when th great cost of construction and the road when constructed when we were shifting from to the shoulders of a private c responsibility, I ask this Ho to tell me whether they do no far as we could, we ought to gentlemen in as favourable a nstruction of the road as w selves? That is all we have d have said before, the momen utilized they become liable have been told that the lands Company being free from taxa Mr. MACKENZIE—They from taxation. Mr. BLAKE-They were large landholders.
Sir CHARLES TUPPER

owned in large blocks. Then

half as bad.
Mr. BLAKE—No: this is m
Sir CHAPLES TUPPER taken care they shall not own We have met the difficulty, but, as I said before, these sell their lands. It is impo

the road without bringing a

the country as rapidly as pos this is a gigantic monopoly-free the lands from taxation

but you create a monopoly."

strong point in our case, it is the terms of the Allar 54,000,000 acres of land you call it locked up, hands of a company. Unde only 25 000,000 acres of lar and the terms of the Canada Act of 1874, contractors to have their lands in of twenty miles square. contract the Government hof every alternate mile over the and along the whole line of there be any monopoly? Verms of the late Government ernment was bound as the Gov United States was bound in Union Pacific railway to abstrant are under \$2.50. Under however, we are free to give a public interest warrant it. N public interest warrant it. No hon, gentleman opposite press upon us than that of not sellin low \$2.50 an acre; but we say only too glad to plant a free every acre belonging to the Go hold on the monopoly point of 54,000,000 acres being in bleet of n blocks of twenty miles on read, instead of our being bour less than \$2.50 an acre, we can settlement the 29,000,000 acr ment retains, to utilize it in the country, over and above the the syndicate, or can sell at parainmum fixed by the terms of about the terms of a year ago? solution Parliament passed he propriation of 100,000,000 acres see how absolutely Parliament at the disposal of the Governor at the d at the disposal of the Govern any way possible to secure the of the railway. Instead of over to a monopoly, as it those 100,000,000 acres, we h in our own hands, to be used the interests of Canada by freamd by sales to return to usquired to be paid under the csyndicate. As I said befortion of freedom from the lands is not new. In 187 massed in the United States for passed in the United States for the International Railway C consolidated under the name national and Great Northern hany, which provides similarleen, enacted as regards other panies in various States of the lands of the company shall taxation. The United States has given great land grants to me what is called the "head grant in one case a company and the lands of the company shall the company shall be companied by the company of the in one case a company was a select in any part of the pu Texas — that magnificent co has excited the admiration gentlemen opposite — the ful and fertile areas hindrance or any responsibility.

The company received twenty sacres each of the unappropriated State for each mile of railroad will be a state to the company received twenty sacres each of the unappropriated state for each mile of railroad will be a state to the company received the company received the state of the company received the compa or may hereafter be constructed the Act of 1870, "the said comp cessors and assigns, to have the rithe said lands as head rights and necessity of alternating the sessid lands and certificates to be r all county, State, municipal, and for a period of twenty-five moment our lands, however, a become liable to taxation. Und States law they remain free for years after coming into the private purchasers. There is the kind here. The lands are utilized or sold—and cannot afford to keep them from it will add more to the value of the sold in th

than would be possible in any they fall under taxation. THE LOCATION. The location of the railway is but under the term of this contion is to be submitted for the a Governor-General-in-council. I tate to say that this company velocities able to locate the road the ernment. They have a more vi-direct interest in putting it thro know how to make it shortest, co know how to make it shortest, co its early completion. The Govern give the matter that personal dir within the power of gentlemen with such works as are the men syndicate. In my judgment, the not necessary there should be to this Act provides, that is, that to in-Council should have the right in-Council should have the right because I believe their own inter-pel them to make the best possi-lative have provided that by a station to Linkoping, the station where the line will strike the Thunder Bay branch, 686 miles, and that from Linkoping to Winnipeg being 371 miles, so that the House will see we have the shortest possible line by which to reach Winnipeg. It will also see that the distance from Montreal to Callendar station is 354 miles, while the distance from Toronto by the Gravenhurst line is 226 miles, or 128 miles less than that from Montreal iles less than that from Montreal

THE CONSTRUCTION STANDARD. I may now advert for a moment to some of I may now advert for a moment to some of the objections which have been urged against this proposition. I am told the standard is too low, that the standard of the Union Pa-cific railway is a very unfavourable standard, and that we ought to have selected something higher. Well, it is very well after having obtained the opportunity of making a con-tract to make severe stipulations, but when I have stated to the House the terms under which these parties have undertaken to con-struct this road, I think you will agree with me they were entitled to as favourable consideration as we could give them. I should like to know what position the Government of Canada would have been in which, after having offered \$84,000,000 in 1878 to the company of which Sir Hugh Allan was the president, should ask the gentlemen who were undertaking to do the same work for \$73,000,000 to make the terms more onerous than those of the previous contract. If any hon, gentleman will turn to the contract with the company of which Sir Hugh Allan was president, he will find that it provided that the standard of construction and equipment of the Canadian Pacific rails way should be the Union Pacific railway, and therefore we have gone as far as any member way should be the Union Pacine ranway, such therefore we have gone as far as any member of this House or any fair-minded man will say we ought to go with reference to the standard. But what is this standard? Why, standard and advantage of the standard of standard. But what is this standard? Why, there are half-a-dozen leading roads in the United States to day of which the standard is mor objectionable in grades and curves than the of the Union Pacific; therefore I think ther is not much ground for cavil in that matter.
When the Union Pacific was built, the Gov ernment, which gave a much greater amoun of aid to it than we are giving to this read agreed that the standard of the Baltimore an Ohio railway should be put in the contrast of the Union Pacific, and the Baltimore and Ohio railway as everyon. Baltimore and Ohio railway, as everyon, knows, is a road that is doing an enormow traffic, and is regarded as a first-class road. The Portland and Ogdensburg railway, at half a dozen other American lines, have also a standard that cannot compare with the standard we have selected. I need not detak the House, therefore, by trying to show that it would have been utterly unreasonable for the Government of Canada to exact from these gentlemen, who were agreeing to con-struct this road at so much less terms the were agreed to in the Allan contract, a higher standard than we have done. But we have standard than we have done. But we have better guarantee than could be inserted in the contract of the high standard of the read and that is, that these gentlemen are not constructing the road for the Government of Canada to work, but they are constructing as their own property; and when it is constructed, they have to furnish the means a maintaining and operating the road; and every disadvantage of construction will fail every disadvantage of construction will fat upon them, and not upon us. And, sir, what would have been my position in de manding excessive terms in relation to the standard of the road when they had in their hands my own statement, the statement of the Government of Canada, that with all the resources of this country at our back we were compelled to lower the character of the road in order to construct a cheap line of railway, and that the lowest estimate we could make

fore, I need not detain the House by dealin with the question of the standard of the road THE SUBSIDY DIVISION. Nor, sir, will I detain the House very lonupon the other point that has been raised, and that is the mode upon which the money is being divided. I have shown the cost of the Pembina branch at the lowest rate at which we can now put it. If hon, gentlemen have paid any attention to the deplorable description that he late First Minister gave us a year ago as to the difficulties they would have to surmount between Red River and the foot of the Rocky Mountains, I think they

of the cost of such a work was \$80,000,000, a sum in excess of the whole amount they were

the land at a dollar an acre? I think, there

will come to the Rocky Mountains, I taink they will come to the conclusion that the amount is not extravagant. I call the attention of the House to this fact. The Government want that road pushed through Red River to the foot of the Rocky Mountains as fast as it can THE SYNDICATE'S PROGRAMME. The syndicate intend the road to be comeleted to the foot of the Rocky Mountains at pleted to the foot of the Rocky Mountains at the end of three years from the present time. If it be thought a gigantic work to build 300 miles of railway by this powerful syndicate in a year, I may tell hon. gentlemen, for their information, that within the last year a few of these gentlemen completed between 200 and 300 miles of railway themselves, through as somewhat similar country; and therefore it is not an extravagant statement for them to make in stating that they intend to con-struct to the foot of the Rocky Mountains in three years, and to build 300 miles of this road during the coming season. What does that involve? It involves the expenditure of an enormous amount of capital at the outset. The very moment this contract is ratified by Parliament these gentlemen have to put the hands in their pockets and not only rake therefrom a million dollars to deposit with us as security, but they have to put their hands into another pocket the next hour and take out another million to equip the road; and that will be done within the course of the year. After reading the lachrymose state-ments of the hon. leader of the late Governent about these lands and the difficulty of getting them sold, it is not unreasonable to suppose that with all their energy and industry it will take two or three years industry it will take two or three years before they can make these lands to any large extent serviceable by a return of money from their sale. These gentlemen have, therefore, at the outset to lay out an enormous sum of money for equipment and in providing the plant necessary to run that work during the coming three years; and they have in the next place to wait for a considerable period before they can receive any siderable period before they can receive any return for the lands. At the end of the three years all that plant will, of course, be applicable to the other sections. I believe, three years all that plant will, of course, be applicable to the other sections. I believe, therefore, the more it is examined the more it will be found that in the division of money no injustice has been done, and those who place confidence, not in us, but in the statement of the leader of the late Government, have only to take his own statements, which have been read to-night, and that was his estimate of \$20,000 per mile for the portion to be constructed west of Red river, to perceive the advantage of the proposed arrangement. There is another million they have to put their hands into their pockets to pay us, and that is for

into their pockets to pay us, and that is for the work we have constructed west of Red river, and the material we have river, and the material we have on hand ap plicable for the purposes of construction.
Under these circumstances hon, gentlemen's
minds will be relieved to know that we have made the very best division of the money, the enterprise is to prove anything but a fa the enterprise is to prove anything but a fairure. There is a great expenditure of money to be made at the very outset in bringing people to this country. I regard this proposal to secure the construction of the Canada Pacific railway by the agency of this company as of the most vital importance from the point of view that, instead of having to struggle with railway companies in competition for immirailway companies in competition for im-grants, we will have a gigantic railway of grants, we will have a grants and the United States, France, Germany, and the British Islands, co-operating with the Government of Canada. But all that will involve a present canada, But all that will involve a present outlay of a very large sum of money by these gentlemen. The only hope they can have of having any means of sustaining the railway, if it is constructed, is by getting population as rapidly as possible into the fertile valleysof the North-West, and thus furnish the traffic which alone can support the operation of

ing the

I am told that another very obje

fracture is the exemption of the laude from taxation. I have no hesitations in saying I would have been very gird if that was not a successful to the control, if it were only to meet the strong projulice that exists in white country we had be comed to the control, if it were only to meet the strong projulice that exists in white country we had be comed to the country of the coun we were asking these gentlemen to come forward and take a position from which we shrank. I do not hesitate to say that, important as the enterprise was, the Government felt it was one of enormous magnitude, and trembled almost when they regarded the great cost of construction and operation of the road when constructed; and I ask, when we were shifting from our shoulders to the shoulders of a private company all the which he was a member? It first provides that any persons may construct a railway in the North-West, wherever they choose. They may organize under provisions similar to those under which parties in the United States may construct branch lines. It went further. We have not given these gentlemen a dollar with which to construct branches. We have they they that of way for to those under which parties in the United to there is a doubt about it?

States may construct branch lines. It went further. We have not given these gentlemen and dollar with which to construct branches. We propose to give them the right for way for it is made and the pour branch lines free, and shall be only too glad to do so if they run branches from one call do to do so if they run branches from the should that the country to the other. We feel it was in the interest of the country to give them in the interest of the country to give them in the interest of the country to the other. We feel the value of our lands. Not one dollar can they spend in the construction of the laze Minister of Fhance a year to the properties of the streamy of Canada by increasing of the tranship of the value of its hands in their neighbourhood. But the bill of the late Government generally cannot be their ask of the search pr when we were shifting from our shoulders to the shoulders of a private company all the responsibility. I ask this House in candour to tell me whether they do not think that, as far as we could, we ought to have put these gentlemen in as favourable a position for the construction of the road as we occupied ourselves? That is all we have done, and, as I have said before, the moment the lands are utilized they become liable to taxation. I have been told that the lands of the Canada Company being free from taxation—

to those under which parties in the United States may construct branch lines. It went further. We have not given these gentlemen a dollar with which to construct branch lines. We propose to give them the right of way for branch lines, free, and shall be only too glad to do so if they run branches from one end of the country to the other. We felt it was in the interest of the country to give them every facility possible for the strengthening of the trunk line and the pouring of such volumes of traffic over it as are indispensable to the proposerity of the country, and as may large landholders.
Sir CHARLES TUPPER Oh, it was the road without bringing a population into the country as rapidly as possible. It is said this is a gigantic monopoly—"you not only free the lands from taxation until occupied, but you create a monopoly." If we have one strong point in our case, it is this—that under

Company being free from taxation—
Mr. MACKENZIE—They were not free

Mr. BLAKE-They were only ordinary

owned in large blocks. Then the case is not Mr. BLAKE—No; this is much worse.
Sir CHARLES TUPPER—Well, we have

taken care they shall not own them in blocks. We have met the difficulty, and covered it;

but, as I said before, these gentlemen must sell their lands. It is impossible to sustain

ninimum fixed by the terms of 1874. What about the terms of a year ago? Read the resolution Parliament passed here for the appropriation of 100,000,000 acres, and you will see how absolutely Parliament places them at the disposal of the Government for use in any way possible to secure the construction of the railway. Instead of having handed over to a monopoly, as it may be called, those 100,000,000 acres, we hold 75,000,000 in our own hands, to be used for promoting the interests of Canada by free settlement, and by sales to return to us the money re-

tion of freedom from taxation of the lands is not new. In 1870, an Act was

passed in the United States for the relief of the International Railway Company, now consolidated under the name of the Inter-national and Great Northern Railway Com-

pany, which provides similarly to what has been, enacted as regards other railway companies in various States of the Union, that the lands of the company shall be free from taxation. The United States Government has given great land great to relieve the states.

taxation. The United States Government has given great land grants to railways under what is called the "head grant system," and in one case a company was authorized to select in any part of the public lands of Texas — that magnificent country that has excited the admiration of hongentlemen opposite—the most beautiful and fertile areas without any hindrance or any responsibility whatever. The company received twenty sections of 640 acres each of the unappropriated lands of the State for each mile of railroad which has been or may hereafter be constructed pursuant to

or may hereafter be constructed pursuant to the Act of 1870, "the said company, its suc-cessors and assigns, to have the right to locate the said lands as head rights and without the

necessity of alternating the sections. The said lands and certificates to be released from

all county, State, municipal, and other taxes for a period of twenty-five years." The moment our lands, however, are sold they become liable to taxation. Under the United

States law they remain free for twenty-five years after coming into the hands of private purchasers. There is nothing of the kind here. The moment our lands are utilized or sold—and the company cannot afford to keep them from settlement—it will add more to the value of the remainder than would be receible in any activities.

from taxation.

points no consequence of the Allan contract to the second of the Allan contract to and a company. Under this contract only 25 000,000 acres of land are to be reserved. Under the Allan contract of 1873, and the terms of the Canada Pacific railway Act of 1874, contractors were entitled to have their lands in large blocks of tweaty miles againe. Under this contract the Government have possession of every alternate mile over the whole section and along the whole line of the road. Can there be any mompoly? Why, under the teams of the late Government have possession of every alternate mile over the whole section and along the whole line of the road. Can there be any mompoly? Why, under the teams of the late Government Act the Government Act the Government Act the Government of the Union Racific railway and the late Government Act the Government of the Union Racific railway and the late Government and the contract of the Union Racific railway and the contract of the Union Racific railway and the late of the contract of the Union Racific railway and the late of the contract of the Union Racific railway and the late of the contract of the Union Racific railway and the late of the contract of the Union Racific railway and the late of the contract of the Union Racific railway and the late of the Contract of the Union Racific railway and the late of the Contract of the Union Racific railway and the late of the Contract of the Union Racific railway and the late of the Contract of the Union Racific railway and the late of the Contract of the Union Racific railway and the late of the Contract of the Union Racific railway and the late of the Contract hon. gentleman opposite press more strongly upon us than that of not selling the land below \$2.50 an acre; but we say we should be only too glad to plant a free settler upon every acre belonging to the Government. We hold on the monopoly point that instead of 52,000,000 acres being locked up in blocks of twenty miles on each side of the road, instead of our being bound to sell at no less than \$2.50 an acre, we can open up to free settlement the 29,000,000 acres the Government retains, to utilize it in the interest of the country, over and above the amount given the syndicate, or can sell at prices below the minimum fixed by the terms of 1874. What about the terms of a year ago? Read the resolution Parliament massed here for the ansolution of the House if they have any objection of that kind to make. A year ago a company, with as strong claims to consideration as it would be possible for any company to have on the Parliament of Canada, came to have on the House if they have any objection of that kind to make. A year ago a company, with as strong claims to consideration as it would be possible for any company to have on the Parliament of Canada, came to have on the Parliament of Canada, came to have on the Parliament of Canada, came to have on the House if they have any o the only hope of maintaining this road and of operating it after it was built was to retain the traffic of the Canadian North-West by the interests of Canada by free settlement, and by sales to return to us the money required to be paid under the contract to the syndicate. As I said before, the question of freedom from taxation of

Now, sir, I am glad to say that I am able opposite from the construction of the great canadian Pacific railway, and inasmuch as the only hope of maintaining this road and of operating it after it was built was foretain the traffic of the Canadian North-West by the trunk line, we came to the country, however greatly any section might denand and need it, to construct a line which would carry the traffic of the North-West out of our country, and leave our trunk line, which and cost the country such a great sum of money, denanded of the traffic necessary to sustain it. (Cheers.) Well, sir, that policy was amnounced and deliberately adopted by the Government, and it was my duty, as the Minister of Railways, to submit it to the small Parliament upstairs, the Railway Committee. That Committee embraces the great body of gentlemen on both sides of the House who are prepared to give great consideration and bring their indigment to bear in relation to these questions. I think that it contains 100 members.

Six CHARLES TUPPER—The number is 95. I say it is a small Parliament in the Covernment on this point, it was adopted by that committee without a single dissenting which was greatly misunderstood. I heard no dissent, but soere-tises that, a deputation which came down from Emerosa to seek, assistance, told me a short time ago that they had an interview with the hon. gentleman, and that they could not get any more antifaction than they could not get

and experience.

In the finit here The moment of the company cannot afford to keep continued and of the company cannot afford to keep continued to the continu Mr. MACKENZIE-I firmly expressed my

with. Now, sir, steel rails are free under the Mr. MACKENZIE—For how long? Sir CHARLES TUPPER — So long as

THE RAILS EXEMPTION.

The Government felt, that the construction of railways was so vitally important to the development of Canada that they made an exception of steel rails, saying that while steel rails were not manufactured in this country, they should be admitted free. Hence, also, this limit includes the holts, nuts, iron, timber, and material for bindges. We judged that by admitting iron for bridges free of duty we would probably have the bridges constructed of iron instead of wood, but is there a member of this House who fails to see that it we had not made such a provision we only had to import these articles ourselves to make them free? I may say that under this contract the position of the industries of Canada and of the National Policy is better than ever before. The Government intended in this matter, as in everything else, to be true to that policy which has lifted Canada out of the condition of depression in which our country was, which has lifted the credit of our country was, which has lifted the credit of our country by changing deficits into handsome surpluses, which has vitalized the industries of Canada, put money in circulation and commercial enterprises in operation, and created industries from one end of Canada to the other. We should be faithless to the country and to the position we occupy if we did not in everything to which we put our hands maintain that policy in its integrity. (Applause.) I may say that the Minister of Finance will be prepared to submit a measure to deal with this very point, by which the construction of everything that can be constructed in Canada for the purposes of the railway will be manufactured in our own country. THE RAILS EXEMPTION.

CONCLUSION.

Now, sir, I am glad that I shall not be compelled to trespass further upon the attention of the House. When I rose I expressed the pride and pleasure it gave me to be able to propound to Parliament a measure which will secure in ten years the construction of the Pacific railway upon terms more favourable than the most enthusiastic friend of the railway had ventured to hope, and which this Parliament will have the opportunity of putting its seal of ratification to. I have the satisfaction of knowing that throughout this country every man breathed more freely when he learned that the great undertaking of constructing and operating the railway. was to be lifted from the shoulders of the Government, and that the liability the country was going to incur was to be brought within, not only the limit which, in its present financial condition, it is prepared to meet, but within such limits that the proceeds from the sale of the lands granted for the construction of the line will wipe out all liabilities at no distant day. And I say we should be traitors to ourselves and to our children if we should hesitate to secure, on terms such as we have the pleasure of submitting to Parliament, the construction ference?

Sir CHARLES TUPPER—The hon, gentleman will be greatly relieved to find that it is not so bad as he had hoped. It is upon the capital they have expended themselves.

Mr. BLAKE—Under the terms of the contract, for there is a doubt about it?

Sir CHARLES TUPPER—That is a question of law upon which I will defer to the men opposite should give us. I say, sir, that looking at this matter from a party point of view, the lowest point of view, I feel that these gentlemen, by following the course they propose, are promoting the interests of the party now in power, just as they promoted our interests when they placed themselves in antagonism to the National Policy, which the great mass of the people desired. Sir, I am disappointed at the course of the hon, gentlemen, but I hope, upon fature reflection, at no distant day the results of this measure will be such as to compel these gentlemen candidly to admit that in taking the course which we have followed we have done what is calculated to promote the best ininterests of the country, and that it has been attended with a success exceeding our most sanguine expectations. (Loud and long continued applause).

MANITOBA LEGISLATURE.

speech from the Throne at the Opening.

THE AREA OF GOOD LAND.

Now, sir, I am glad to say that I am able

to bring my remarks to a conclusion, but be-fore doing so I will ask the House to have

THE ANTI-N. P. CHARGE.

Speech from the Throne at the Opening.

Winnipeg, Dec. 16.—The local House was opened by his Honour the Lieutenant-Governor this afternoon with the usual formalities. The speech from the Throne was as follows:—

"Gentlemen of the Legislative Assembly:

"In convening you again to deliberate on the public affairs of the country, I seize the opportunity of congratulating you on the rapid advancement of the province and the general signs of prosperity that surround us on every side.

"It is gratifying to know that the operation of the Municipal Act of last session has been generally successful, and has been the means of affording to the people of this province an opportunity to prosecute necessary improvements of a local character, beyond the reach of the provincial authorities.

"During the recess a delegation of my Ministers waited upon the members of the Privy Council of the Dominion of Canada, and urged upon them, among other matters, the expediency of enlayeing the honderice of

DOMINION FINANCES.

steel rails are not manufactured in this | Comparative Statement of Receipts and Expenditure.

> THE PROGRESS OF A TWELVEMONTH. The Anticipations of a Surplus Fully Realized.

OTTAWA, Dec. 17. The following is a comparative statement of the total receipts and expenditures on account of Consolidated Revenue Fund for the six months from the 1st of July to the 30th of November in 1879 and 1880 respectively. Cents are omitted. A mere glance will suffice to the state of t to show the enormous improvement in the financial condition of the Dominion, and the justification for the anticipation in the Speech from the Throne of a handsome surplus this

Customs.
Excise.
Post Office.
Rev. from Public Works.
Rev. from Minor Public
Works.
Rev. from Minor Public
Works.
Rev. from Railways.
Bill stamp Duty.
Interest on Investments.
Casual
Ordnance Lands
Bank Imposts.
Fines and forfeitures.
Premium discount as change.
Mariners fund.
Harbour police.
Steamboat inspec Ontario
Supreme Court reports
Intercolomial railway receipts susp. Act \*
P. E. I. do. do. †
Pacific do. do. †
Windsor branch M. T. Ry...

Total consolidated fund .... Payments. | 1879-80. | 1879-80. | 1879-80. | 2,215,126 | 2,215,126 | 2,215,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,125 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,125 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,126 | 2,125,1 8,909 570 73,015 56,389 37,382 401,704 179,862 4,351 540,137 159,866

Pensions.
Superannuation.
Militia and Enrolled Forces
Mounted Police, Manitoba..
Money Order Commission.
Public Works and Build'gs.
Ocean and River Service.
Lighthouse and coast service. 14,607 2,541 nil 2,222

CHARGES ON REVENUE. Railways working expenses. \$432,651 Minor revenues. 6,196 Total consolidated fund..... 9,242,690

1,904,482

\* Transfers to revenue made to end of September, and transfers made to end of July respectively.

† Transfers made to end of October, and transfers made to end of September respectively.

† Represents transfers for Intercolonial railway to end of September, and for Prince Edward Island railway to end of October.

† Represents transfers for Intercolonial railway to end of July, and for Prince Edward Island railway to end of September.

SITTING BULL'S INTENTIONS.

Washington, D.C., Dec. 15.—The following telegram has been forwarded to the War Department from Buford, dated December 4th:—

will be gratifying to know that the operation of the Municipal Act of has session has been generally successful, and been the means of affording to the people of this province an opportunity to prosceed the province an opportunity to prosceed the reach of the provincial authorities.

"The state of Dalotta, St. Paul :—
"Allison reports as follows:—'I arrived wood Munitain on November 22nd, having been compelled to lie over on account of the Dominion of Canada, and urged upon them, among other matters, the expediency of enlarging the boundaries of this province. I am happy to state that their representations on this subject have been acceded to.

"You will be asked to give your consent to a bill to province. I am happy to state that their province. You will also be asked to make provision for representation in the Legislative of these portions of territory to be intorported within this province, and the relative provincial that their province is not the state of these portions of territory to be intorported to them the operation of such existing provincial awas amay be deemed expedient.

"Your attention will be directed to such amendments to the present Municipal Act as will make the same more efficient and more applicable to the circumstances of the people of the province.

"Allison reports as follows:—'I arrived where the provision for the province and to the Priving the North Man and the North Man and the North Man and the North Man and the State and the North Man and the North Man and the North Man and the Amendments to the present Municipal Act as will make the same more efficient and more applicable to the circumstances of the people of the province will be about the total province of the province and to the province of the province and the province of the province of the province and the North Man and the North "To the Assistant Adjutant-General, Department of Dakota, St. Paul:

EDUCATIONAL NOTES.

CANADIAN. At the recent close of the Ottawa Normal School session, Principal McCabe received a very cordially worded address, accompanied with a beautiful album.

The Jesse Ketchum prizes have been distributed to the pupils of the Public Schools of this city by the gentlemen appointed by the Bible and Tract Societies. At the fall session of the Kingston Teachers' Association, just closed, Mr. J. R. Wightman, M.A., of the Collegiate Institute, read a very good paper upon "The teacher's work outside of the school."

The Almonte school board have authorized the chairman to adolt in the chairman to adolt in the chairman to a school to a school to the chairman to a school to a school to the chairman to a school to a s

the chairman to advertize for a new classical headmaster for the High School, as Mr. Slack failed to reply to the secretary's letter notifying him of his appointment to that posi-

An agitation is on foot to incorporate a University volunteer company in connection with Queen's College, Kingston. In a city with so martial a record as Kingston, the wonder was that the idea was not broached

The evening classes in connection with the Mechanics' Institute in London are being very well attended. There is a good staff of teachers, and the fees are trilling—two things which combine to make it a very popular institution.

stitution.

A meeting of the Alma Ladies' College Board, St. Thomas, will take place on the 23rd inst., for the purpose of completing the final arrangements for the opening of their magnificent institution for the higher education of women.

The Board of Trustees of Manitoba College has offered two premiums for architects, one in Toronto and the other in Montreal, for plans for new buildings for collegiate purposes. A hope is expressed that they may be ready for occupation by the 1st of September, 1881.

The Board of Trustees of Manitoba College has offered two premiums for architects, one in Toronto and the other in Montreal, for plans for new buildings for collegiste purposes. A hope is expressed that they may be ready for occupation by the 1st of September, 1881.

Considerable grumbling is indulged in at this time by the property-owners of London South over the excessive school rate imposed. The majority of ratepayers think that expense attending the erection of the new school-house might have been spread over a number of years, and thus fall lighter upon them at present.

Something has been said regarding the habits of schoolboys congregating upon street corners and snowballing passers by. Teachers should let their pupils know that by such conduct they place themselves within the reach of the "strong arm of the law," and must not be surprised if their enjoyment of this practice is summarily put a stop to.

An article on consequenting appears in the

An article on co-education appears in the December number of the Bystander. It makes an excellent suggestion, that good music schools be established, in which girls may receive a thorough, practical musical education. It is to be hoped that as the success of the various schools of Art and Design throughout the country is now an established fact, the wish of the editor of that journal may also become an accomplished fact.

the wish of the editor of that journal may also become an accomplished fact.

At the annual missionary meeting held in St. Andrew's church, Kingston; it was stated that last year \$9,200 was contributed in the western constituency for colleges (Knox College, Toronto; the theological department of Queen's, Kingston; and the Montreal College)—Knox receiving \$7,200, Queen's \$1,500, and the last named \$500. The speaker went on to say that if the church members of the western section, about 70,000, were equally western section, about 70,000, were equally taxed the cost would not be more than about

At the late meeting of the Teachers' Association at Ottawa, Dr. G. Baptie read some "Notes on the Boston meeting of the American Association for the advancement of science." A discussion ensued as to whether science and theology were allied, or had opposite tendencies. Various opinions were expressed upon the subject, but no conclusion was arrived at. One speaker contended that Tyndall and Huxley's opinions were diametrically opposed to the teachings of theology; another defended Huxley, who, he stated, had voted for the introduction of the Bible into schools.

Object teaching has been discredited by the American Association for the advancement of science. A speaker at the Ottawa Teachers' Association said that the Association had come to the conclusion that object teaching had not produced what was expected of it. It made really no difference whether you had the object present or not; the pupil should not be told the properties of an object, but should be allowed to find them out for himself. The evils of object teaching were illustrated in China, where it had been in force since the days of Confucins, and where teaching had degenerated into a mere mechanical process.

A difficulty having arisen in Brockville relative to the payment of school taxes, the At the late me

since the days of Confucius, and where teaching had degenerated into a mere mechanical process.

A difficulty having arisen in Brockville relative to the payment of school taxes, the matter was submitted to the Education Department. It was decided by the Minister that where the landlord or tenant pays school taxes by agreement, he has a right to designante the school which he will support. Thus if a Roman Cathohic landlord pays taxes for a Protestant tenant the school rate may got the support of the Separate School; and in the same way if a Protestant landlord pays taxes for a Roman Cathohic tenant he has a right to instruct the town treasurer, or the tax collector, to pay his school rate over to the Public School board. If the tenant pay taxes by agreement, he has a right to say how the money-shall be applied. This is an important question, and it is well that it is thus authoritatively decided.

Astronomy is becoming educationally very popular of late. The other day Mr. Knight read a very instructive paper before the "Genesis of the Earth," in which he gave a synopsis of Sir William Herschel's nebular hypothesis, as published by him in 1811. He also gave the celebrated nebular hypothesis of Laplace. Mr. Knight mentioned some striking facts and figures about the solar raystem. His lecture or essay, as indeed it may be called, was illustrated by numerous diagrams, enlarged by the use of a magic lantern. It has been said that meteorology is the pet science of the day; but it must look to its laurels now that the grander science of astronomy, in its popular dress, is coming rapidly to the front. Carlyle has said:

"Why did not somebody teach me the constellations, contained the horder and in proof cites the testimony of one of Charlottee once to the chiral, and he protecting a chief provided from his convent. The unfortunate prices was insulted by a rabble in the streets, seeing which the officer said that the streets are seinment of the forward and gave his arm to the Carlotter of the constitution of the fact of

FOREIGN.

Washington, D.C., auxiliary to the American Froebel Union.

An edition of Mrs. Brassey's "Voyage in the Sunbeam" has been printed for school and class reading.

class reading.

The Hon. Edward Lyulph Stanley, M.P., has been appointed Chairman of the Statistical Law and Parliamentary Committee of the London School Board, in place of Mr. James Watson, deceased.

The population of India is estimated at 240 millions, of which 191 millions are to be found in British India. In the whole of India 34 millions were in school attendance, 27 millions being in British India.

27 millious being in British India.

Another wing is in course of erection at the Astor Library in New York in accordance with the will of William B. Astor. When completed it will have a frontage of about 150 feet, and a capacity for 400,000 volumes.

At Lewes, England, where there has existed for many years an increasing prejudice against "School Boards," the managers of the voluntary schools have declared their inability to carry on their schools without further subscriptions.

EUROPEAN JOTTINGS.

A committee has been formed in Palerm prepare for a grand celebration in 1882 of sixth centenary of the "Sicilian Vespe

Some devoted admirers of Brillat Savarin placed on the great gastronomer's tomb, on All Saints' Day, a lovely pate instead of unestable immortelles. The Duc d'Aumale has withdrawn so entirely from public life in France that he has sold his hotel in Paris and means to live alto-

gether at Chantilly. Mme, Scottis, while crossing the Ebro at Tortosa on a rope, fell on the rocks in the presence of 5,000 spectators, but there are some hopes of her recovery.

Many of the Faubourg St. Germain swells have ceased to spend the winter in Paris; it cests too much. The aristocracy of birth is receding before that of wealth. The Duc d'Aumale has commissioned M.

Baudry to paint several decorative panels in rooms of the restored château of Chantilly. One will represent the legend of St. Hubert, patron saint of hunters. Mr. Swan's electric lamp has met with a very favourable reception among Londom electricians, and the opinion expressed by Professor Tyndall will probably induce many

experimenters to try it. In St. Petersburg it is generally accepted as a fact that a marriage ceremony has taken place between the Czar and the Princess Dolgorouky. The lady is henceforth to be styled Princess Turieff, and will have permanent apartments in the Winter Palace.

And will have permanent apartments in the Winter Palace.

From a serious article in a Paris newspaper: "If it were not for the foreign birth of Bernhardt she would run a much better chance of becoming President of the United States than did the famous Mrs. Woodhull, who, it is said, refused to accept her nomination."

Mr. Edmund Yates hears that the colebrated "Jinks," of American and Brighton fame, is one of the moving spirits at the latest gambling club. A well-known whist player lost £1,500 there a few nights ago, so that the ball is now set rolling with éclat.

The appointment of Constable of the Tower of London, vacant by the death of Field Marshal Sir Charles Yorke, dates from the time of the Norman Conquest, the first constable, Geoffry de Mandeville, having been appointed by William the Conqueror.

It is announced that Prince Camillo Borghese, who formed part of the Italian geographical exploring party in Africa, is approaching Tripoli. He is the first traveller who, starting from Darfur, has succeeded in reaching the North African coast by way of Wadai and Bornu.

Wadai and Bornu.

The dormant political passions in Oxford seem likely to be galvanized into activity by the election to the public oratorship. There are two candidates—Mr. Merry, who is a moderate Liberal and broad Churchman, and Mr. Wordsworth, who is an ecclesiastic of the "high" type, and a Conservative. The late Sir A. Cockburn was shooting

The late Sir A. Cockburn was shooting some coverts of Lord Eversley's, in Hants, a year or two ago and missing the "rocketers," as many men do who shoot in glasses. "How is it, Eversley," he said, "that I can't hit 'em?" "Why," said Lord Eversley, "I think, Cockburn, you give 'em too much law."

The Jesuits banished from France are said to be taking over to Lersey unward of 10. to be taking over to Jersey upward of 10.000,000 francs, to be laid out in the purchase

of property there, as well as 3,000,000 francs to Malta for the purpose of founding a college, while the inhabitants of Poitiers complain that their town will lose 10,000,000

Baltic.

At the dinner given in his honour by the Senior United Service Clah, Sir Frederick Roberts said that for his march to Candahar he resolved to take with him the regiments which contained the largest number of old soldiers, for, as he knew, young soldiers, however well they might fight, are incapable of standing the fatigues of a long march. The result proved that he was right, for when he arrived at Candahar the number of men on the sick list did not exceed three per cent.

Although the Empress of Austria has taken

the sick list did not exceed three per cent.

Although the Empress of Austria has taken Kilkenny Castle for two months, her Majesty's residence in it will be of but five weeks' duration, after which the Empress returns to Vienna to assist at the marriage of the Archduke Rudolph, the Prince Imperial. In five weeks, however, with the twenty-six horses and the twenty servants her Majesty brings with her, much good sport may be enjoyed, always supposing that the authorities of the Land League vonchsafe their permission.

A special correspondent in London telegraphs:—It is possible, even likely, that the Marquis of Ripon, Viceroy of India, will recover his health, but he will certainly have to leave the East. He has caught the jungle fever, after an attack of which a man may live, but at Lord Ripon's age cannot possibly hope to get well so long as he remains in India. If he is compelled to return it is supposed that the Earl of Dufferin, now ambassador to the court of St. Petersburg, will be asked to succeed him.

succeed him. anceed him.

A Russian young lady named Alexa
Ley, residing in the Rue Denfert Rock
Paris, and supporting herself by lessons
mitted suicide under very painful o
stances. She was a Bachelor of Art
amiable and of engaging manners. Si
reading for a higher degree, and had a
to a university officer to inscribe he
candidate. An answer to her amplicate

## DR. CLARK JOHNSON'S

# AND BLOOD PURIFIER.

A PURELY VEGETABLE MEDICINE, CONTAINING NO ALCOHOLIC LIQUORS, DISEASES OF

## TESTIMONIALS.

CANADIAN.

NERVOUS DISEASES. I was troubled with derangement of the nervise system. I was attended by one of the best octors in this part of the country, but obtained ordief. Your INDIAN BLOOD SYRUP reved me at once. I really do not think any one ill-health using it can fail to receive great mefit.

MRS. JOHNSON.

LIVER AND KIDNEY COMPLAINTS. BOTHWELL, Kent Co., Ont.
Dear Sir,—This is to certify that your INDIAN
BLOOD SYRUP has greatly benefitted me for
Liver and Kidney Complaint. I cannot recommend it too highly. W. CHASE HIGGINS. EXCELLENT MEDICINE.

Dear Sir.—Having suffered terribly from Heart Disease and Dyspesia, I find that your INDIAN BAGOD SYRUP gave me more relief than any medicine which I have ever taken.

MRS. JOHN BOUGHNER. DYSPEPSIA AND LIVER COMPLAINT. Kelvin, Brant County, Ontario.

Dear Sir,—This is to certify that your valuable
INDIAN BLOOD SYRUP has benefitted me more

or dyspepsia and liver complaint than any nedicine I ever used. MRS. M. J. BRIDGE. FOR COSTIVENESS.

New Carlisle, Bonaventure County, Quebec, Canada.

Dear Sir,—I was troubled with Costiveness and Loss of Appetite. By advice of your agent I began using the INDIAN BLOODSYRUP. I am now regular in my bowels, and my strength am appetite have been restored. It is the best medicine I ever used.

SYLVESTER RAY. HEART DISEASE AND LIVER COMPLAINT

Trog, Wentworth County, Ontario.

I have been subject to Heart Disease and Liver Complaint for many years. I tried many doctors, but obtained no benefit until I tried your INDIAL BLOOD SYRUP.

HENRY W. VINTON. DYSPEPSIA CURED. BEDFORD, Addington County, Ontario, Canada.

Dear Sir,—I was troubled with Dyspepsia and
various other diseases, and your INDIAN
BLOOD SYRUP cured me after all other medicines had failed.

MARGARET TOPPINS:

Por Asthma. Nackawick, York County, N.B.

Dear Sir,—I was troubled with asthma for a
number of years, and your INDIAN BLOOD
SYRUP has given me more relief than any other
medicine I ever used.

MRS. JAMES DUNHAM.

For General Debility.
Fermoy, Addington Co., Ontario, Canada.
Dear Sir,—I was troubled with General Debility, and falled to obtain relief until I tried your INDIAN BLOOD SYRUP, which completely cured me.

JAMES NOONAN.

A Very Valuable Medicine.
Westport, Leeds Co., Ont., Jan. 31, 1879.
Sir.—I have suffered greatly with Kidney
e, and the INDIAN BLOOD SYRUP is
y medicine that ever gave me relief. I
believe it to be a valuable medicine.
PETER DONNELLY, Blacksmith.

Cures Dyspepsia and Indigestion.
Westport, Leeds Co., Ont, Jan 28th, 1879.
Jear Sir,—I have been afflicted with Dyspepsia
about nine years, and your INDIAN BLOOD
RUP is the only medicine that ever helped.
I would say to all suffering from this dise to give your medicine a fair trial.
W. H. RORISON.

A Valuable Medicine.

anville, Renfrew Co., Untario, Canada.

Sin.—I have used your truly excellent

HEOOD SYRUP, and am convinced of

Clark Johnson:
Dear Sir.—I have had a pain in the small of y back, also through my lungs and shoulders, more than three years; I have also had liver mplaint and dyspepsia. I have tried doctors do ther medicines, but never received any refunding a transfer of the state of the st

Neuralgia.
Toronto, April 20, 1830.

Dr. Clarke Johnson: Dear Sir.—When I visit ed your manufactory last autumn, I was suffering from a fearful pain in the face and head—the physicians call it heuralgia—and when you recommended me to try your INDIAN BLOOD SYRUP I had no faith in it; but indeed Ireceived such a benefit from it, that I have since recommended it to several who were suffering as I was, and with a good result, and I cannot let this opportunity of your second visit to this city go by without thanking you very much for recommending me to try the INDIAN BLOOD SYRUP. Yours very truly, GEO, LOVEYS, lumber merchant. 250 Simcoe street.

Dizziness in the Head.

Beaver Brook, Albert County, N.B.

Dear Sir,—This is to certify that your INDIAN BLOOD SYRUP has entirely cured me of dizziness in my head and sick stomach. It is an invaluable medicine.

HEZEKIAH MARKS.

Cures Dyspepsia and Liver Complaint.

SIMCOR, Norfolk, Ont., Feb. 1879.

DEAR SIR,—Your BLOOD SYRUP being high precommended by persons in this neighbourhood who have used it, I. was induced to purchase a bottle. I have since used several bottles for myself and family, and I am now quite satisfied that it is an excellent remedy for Dyspersia and Livers COMPLAINY, and I heartly recommend its use.

Severe Pain in the Side.

TORONTO, April 21st, 1880.

Dr. Clark Johnson: Dear Sir,—I have been troubled with a severe pain in my side for over two years, so that it caused me many sleepless nights. Having heard of the wonderful effects of your Indian BLOOD SYRUP and BLOOD PURIFIER, I purchased a small bottle, and it has entirely cured me; also my digestion has improved greatly. JOHN McEACHREM. Carpenter, 14 Sheppard street.

A Valuable Medicine.

Nackawick, York Co. N.B.

Dear Sir.—I have used your INDIAN BLOOD

SYRUP for some time, and it has proved to be a
valuable medicine.

C. E. HEUSTIS.

A Wonderful Cure.
Burford, Brant County, Ontario.
Dear Sir,—In the spring of 1877 I was taken very
ek, and had different doctors to attend me,
while others said it was Diabetes that ailed me,
hile others said it was disease of the kidneys,
it none of them did me much good, and I kept
fling until I was advised by friends to try your
VDIAN BLOOD SYRUP. I obtained some,
hich helped me so that in a short time I was
ole to do ny housework. I would have died had
not been for your valuable medicine.

CALISTA SHAVER,

Best Medicine Ever Used.
Nackawick, York County, N.B.
P Sir,—Your valuable INDIAN BLOOD
UP is the best medicine I ever used, and I sily recommend it to all sufferers.
HENRY NASON.

Liver Complaint.

Port Joille, Queen's Co., N.S.
lear Sir.—I have used your excellent INDIAN
OOD SYRUP for Liver Complaint, and have
sived great benefit therefrom. I can recomid it to all sufferers. R. J. M. DONALD. mends it to all who are Afflicted with
Liver Complaint.
commend your BLOOD SYRUP to any one
ag with Torpid Liver or any disease arismit. FRANCIS NORTON.
cma, Lambton County, Ontario.

TESTIMONIALS.

CANADIAN. LIVER COMPLAINT AND DYSPEPSIA. Victoria Harbour, Simose Co., Ont.
I took one bottle of the INDIAN BLOOD
SYRUP, and I feel like a new man. I recommend it to all for Dyspepsia and Liver Complaint.
E. D. CURL

SURE CURE FOR DYSPEPSIA. Burford, Brant County, Ontario.

Dear Sir,—I wish to state that your INDIAN BLOOD SYRUP has completely cured me of dyspepsia. I can safely recommendit to all.

MRS, ALICE SMITH.

CAN'T BE BEAT FOR DYSPEPSIA. The INDIAN BLOOD SYRUP can't be beat for Dyspepsia. I could not work for some time become I got that bottle of BLOOD SYRUP, and am now well and hearty. THOS, COURTNEY.

SA VIE SAUVEE. RIVIERE TROIS PISTOLES. Temiscouata, Quebec.
Cher Monsieur,—Depuis pres de quatre ans,
l'etais afflige d'une tousse accabiante, avec une
tendence a la Consomption. Je ne pouval presque
rien mange, ne pouvant repose ni jour ni nuit;
l'on des perait de moi, vue que mon Pere etait
decade de la Consomption. Je fus conseiller de
me servoir de votre BLOOD SYRUP, et après en
avoir depense trois petites bouteilles seulement,
'e me suis trouve grandement soulage et ja peut
dire presque gueri. Vous pouvez vous servir de
mon nom, et je suis pret a atteste tout le continu
de ma lettre. Votre tout devoue Ser'ir,
CHARLES DEGARDIN.

John G. Seton, Temoin.

Si l'on desire plus de testimonles ou informa tion en regard des merites de la BLOOD SYRUP s'addresser a notre AGENT. PAINS IN THE SIDE.

VICTORIA HARBOUR, Simeoe Co., Ont.
I had to quit work for two weeks owing to a
pain in myside, one bottle of the BEOOD SYRUP
has removed it. It is wonderful for giving an
appetite. CHAS. DEADMAN. HEART DISEASE CURED.

SMITHWIELD, Northumberland Co., Ont.

I suffered very much from palpitation of the heart, and the doctors told me I was liable to drop off at any minute. I tried your BLOOD SYRUP and was cured. I believe it to be the best medicine ever introduced.

MOSES HERINGTON.

CRAMP IN STOMACH.

Cross Hill, Waterloo County, Ont.

I was troubled with cramps in my stomach and loss of appetite. Your INDIAN BLOOD SYRUP effected a speedy cure. NANCY LEE. CURES RHEUMATISM.

Dear Sir,—I have used your reliable INDIAN
BLOOD SYRUP for Rheumatism, and it cured
me after numerous other medicines falled.
CATHARINE HIGGINS. Dyspepsia and Indigestion.

Fermoy, Addington Co., Ontario, Canada.

Dear Sir.—This is to certify that your valuable

INDIAN BLOOD SYRUP has completely cured
me of Dyspepsia.

WILLIAM CROZIER.

North Mountain, Dundas Co., Ont., Can.
Dear Sir.—This is to certify that your valuable
INDIAN BLOOD SYRUP has effectually cured
me of Liver Complaint, after all other medicines
failed.
MRS. JOHN KINNEY.

Sciatic Rheumatism.

I had been troubled for years with sciatica, and tried everything I could hear of; nothing relieved me except the BLOOD SYRUP. I am now free from pain, can sleep well, and have gained seven pounds in two weeks.

Yours truly,

DELANA CLEWS,
Sturgeon Bay, Simcoe Co., Ont.

Dyspepsia and Indigestion.

BURNOHD, Brant County, Ontario.

Bear Sir,—This is to certify that after using your INDIAN BLOOD SYRUP for a short time it has entirely cured me of dyspepsia. It is all you recommend it to be. JAMES GLENNIE.

Cures Dyspepsia and Indigestion.
WESTPORT, Leeds Co., Ont., Jan. 31, 1879.
Dear Sir, I have taken your INDIAN BLOOD
SYRUP for Dyspepsia and Indigestion and
Nervous Headache, and have derived great
benefit from its use. G. F. REYNOLDS, Painter.

Dyspepsia and Ridney Complaint.

Westport, Leeds Co., Jan. 29, 1879.

Dear Sir,—I have been suffering for years with Dyspepsia and Indigestion and Kidney Complaint, and have tried a great many remedies, but without effect. I became very bed and could not leave my bed. I sent to your agent, William Dier, for a bottle of your INDLAN BLOOD SYRUP, and I do not hesitate to say that it saved my life. I am completely cured, and feel like a new man. Last week my son was taken sick with severe headache, and a few doses of your valuable medicine cured him.

DAVID BLACK.

Dyspepsia and Indigestion.

Rast Hawkesbury, Present Co.

Dear Sir,—This is to certify that your INDIAN
BLOOD SYRUP has cured me of Dyspepsia,
after all other medicines failed. I advise all
similarly afflicted to give it a trial.

ALEX. LAROQUE.

Never Pails to Cure.
North Monntain, Dundas Co., Ont., Can.
Dear Sir.—After trying doctors and various
medicines for Salt Rheum, without effect, I was
induced to use your reliable INDIAN BLOOD
SYRUP, which entirely cured me.
MISS ELIZABETH CHRISTIE.

Saved Her Life.

Kelvin, Brant County, Ontario.

Dear Sir,—I had been under the doctor's hands almost continually for eight years, this year being the first I have not employed a physician. After using your INDIAN BLOOD SYRUP for a brief space of time, I was enabled to do all my work. I truly believe it was the means of saving my life.

MRS. MARY LEONARD.

Dyspepsia and Liver Complaint.

I had dyspepsia, indigestion and biliousness for 10 years. I had to give up work. I procured some of your BLOOD SYRUP, and was fully restored to health in a short time. I gained 12 pounds in three weeks. I recommend it as a enuine stomachcleanser and gblood purifier.

CAPT. R. H. BUNT.

Cures Coughs and Colds.

Burford, Brant County, Ontario.

Dear Sir,—In February, 1876, I was afflicted with a severe cough, which grew, worse, confining me to my room, and was finally pronounced incurable by my physician. In January, 1877, I commenced using the INDIAN BLOOD SYINUP, when I commenced to gain in strength, and in a short time I was enabled to do a fair day's work.

My cough is now entirely gone.

ISAAC HORNER, J. P.

Saved His Life.

RIVIERE TROIS PISTOLES, Co. Temiscouata, QueDEAR SIR,—For nearly four years I was afflicted with a bad cough and a strong tendency to
consumption. I could scarcely eat anything, and
was unable to rest either night or day. I was
given up to die, especially as my father had died
of consumption. I was advised to use your
BLOOD SYRUP, and after having used only
three bottles, I found myself greatly relieved,
and quite cured. You can make use of this, if
you desire, and I can attest to the truth of all my
letter contains. Yours respectfully,

CHARLES DEGARDIN.

Best Medicine I Ever Took.

I have given your INDIAN BLOOD SYRUP a trial, and must say it is the best medicine I ever took.

W. S. LATTIMORE.

Cartwright, Durham County, Ontario.

Good Family Medicine.

I have used your INDIAN BLOOD SYRUP as a Family Medicine for two years, and think it very valuable as an anti-Dyspeptic or anti-Bilious medicine.

M. J. WHITE.

Arkona, Lambton County, Ontario. Dyspepsia and Liver Complaint.

Desert Lake, Addington Co., Ontaria, Can.

Dear Sir,—Your Great INDIAN BLOOD

SYRUP is the best medicine I ever used for

Liver Complaint and Indigestion. I recommend
it to all similarly afflicted.

BEN, EDDY,

TESTIMONIALS.

CANADIAN. YSPEPSIA AND INDIGESTION.—UNEQUALLED AS A LIVER REGULATOR AND BLOOD PURI-FIER. Dear Sir.—I have used your INDIAN BLOOD SYRUP, and believe it to be the best Liver Corrector and Blood Purifier in use. W.A. HILBOM.

DYSPEPSIA AND INDIGESTION. Fermoy, Addington Co., Ontario, Canada. Dear Sir.—This is to certify that your valuable INDIAN BLOOD SYRUP has completely cured me of Dyspepsia. WILLIAM CROZIER. DISPEPSIA AND INDIGESTION.

West Lorne, Eigin County, Ontario, Canada. Dear Sir,—This is to certify that your INDIAN BLOOD SYRUP has cured me of Dyspepsia. It is a valuable medicine. W. M. PAitis. Female Complaints.

WALSH, Norfolk Co., Ont.

Dear Sir,—My wife had been ailing for some time, and, shough she had doctors attending her, and took different remedies, I could find nothing to relieve her until sent for some of your INDIAN BLOOD SYRUP, which has restored her to health. I would not be without the medicine.

FRANCIS PHILLIPS

For Scrofula.

So. Stukeley, Shenford County, Quebec, Dear Sir,—I take pleasure in recommending to the public your INDIAN BLOOD SYRUP. For tweive months I was annoyed with a lameness in my leg, caused by Scrofula, and which the prescriptions of numerous doctors failed to cure. I then purchased some of your excellent remedy, which has not only cured my lameness, but also purified my whole system. JOHN BLUNT.

Health Restorer.

Westpour, Leeds Co., Ont.
Dear Sir,—I have known many persons to be restored to health by the use of your INDIAN BLOOD SYRUP.

Cures Liver Complaint.
Westport, Leeds Co., July 1, 1878.
Dear Sir,—I was a great sufferer from Liver Complaint, and having tried other medicine with little or no effect, I was induced to try some of your INDIAN BLOOD SYRUP, which I purchased from your Agent, William Dier, at Westport. I think your Syrup is the best medicine ever introduced into Canada. MICHAEL BENNETT.

All That it is Recommended to be.

BEAVER BROOK, Albert County, N.B.

Dear Sir,—I have used your reliable INDIAN
BLOOD SYRUF and believe it to be all it is recommended. It purifies the blood, regulates the
bowels, and promotes digestion.

THOS. TULLERTON. A Remarkable Cure.

KELVIN, Brant Co., Ont.

Dear Sir.—In September, 1885, my wife had been under doctors' treatment two years, and they said she had heart disease. She was at that time so weak she could not stand, and I had to carry her daily from her bed to the stove, and back again as soon as the bed was made. She had used your INDIAN BLOOD SYRUP but a short time, when she began to walk again, and has not kept her bed a day since. It also cured my daughter of chills and fever.

RUFUS McCOMBS, Jr.

Sure Cure for Liver Complaint. Dear Sir,—This is to certify that your valuable INDIAN BLOOD SYRUP has cured me of Disease of the Stomach and Liver. I am so con-fident of its virtues, that I feel justified in re-commending it teall who are afflicted.

Cannot Recommend it too Highly.

Nackawick, York Co., N.B.

Dear Sir.—My wife has used your INDHAN
BLOOD SYRUP with the most beneficial results,
I cannot recommend your medicine too highly.

HARRISON CLARK.

Nervous Debility.

Victoria Harbour, Simcoe County, Ontario,
My wife has been troubled for years with Nervous Debility. Three bottles of the INDIAN
BLOOD SYRUP CURED her. I thought it was
dear at 50 cents per bottle. Now I think it
cheap.

MAINE. South Exeter, Penobscot Co., Mc.
Dear Sir, — I find your INDIAN BLOOD
SYRUP the best medicine I ever used for
Coughs and Colds. It has been thoroughly tried
in this vicinity with great success.

F. W. DALZIEL.

Corinna, Penobscot Co., Me.
Dear Sir, — Your reliable INDIAN BLOOD
SYRUP cured my mother of mental Insanity,
caused by Liver Complaint. She is 72 years old.
HANNAH S. BARKER.

East Livermore, Androscoggin Co., Mc.
Dear Sir, — Your truly valuable INDIAN
BLOOD SYRUP is the best medicine ever used
in my family. I have been using it for three
years, and it has done me more good than anything I have ever used, and I would recommend
it to all.

NANCY A. STEASON.

For the Hives.
Crystal\_Aroostook Co., Me.
Dear Sir.—I gave some of your INDIAN
BLOOD SYRUP to my little girl, for the Hives,
and it has done her a great deal of good. I can
recommend it to others similarly troubled.
Mrs. E. G. WILBUR.

Liver and Ridney Complaint.
Ellingwood's Corner, Waldo Co., Me.
Dear Sir,—I was troubled with Liver and Kidney complaint for years, and found no relief until I began the use of your INDIAN BLOOD SYRUP which I have received much benefit from. It has no equal. BENJAMIN DOWNS.

Remedy for Rheumatism.

Bingham, Somerset Co., Me.

Dear Sir.—This is to certify that your INDIAN
BLOOD SYRUP has entirely cured me of Rheumatism of twenty-five years standing, after all other medicines failed. REVERIUS SMITH,

For Scrofula.

Winterport, Waldo Co., Me.
Dear Sir.—This is to certify that your valuable
INDIAN BLOOD SYRUP has greatly benefitted
my little son for Scrofula. He is nowhearty and
rugged.

Consumption Cured.
Frankfort, Waldo Co., Me.
Dear Sir,—My wife was in generalipoor health
for years, and all medicines falled to benefit her
until we tried your INDIAN BLOOD SYRUP,
which has proved most beneficial.
SYLVESTER BENSON.

Remedy for Headache.
Corinda, Penobscot Co., Me.
Dear Sir,—This is to certify that your valuable
INDIAN BLOOD SYRUP has cured me of Sick
Headache.
JOSIE ROLLINS, Sick Headache Cured.
No Haven, Rhox Co., Me.
Dear Sir.—This is to certify the your INDIAN
BLOOD SYRUP has effectually relieved me of
Sick Headache and Cramp in the Stomach of
long standing.

OMER THOMAS,

Rheumatism Cured.

Bucksport, Hancock Co., Me.
Dear Sir,—I have used your great INDIAN
HLOOD SYRUP for Chronic Diarrhea and
Rheumatism and it has effectually; cured me. I
recommend it as a powerful and effective
W. G. SMITH.

Liver Complaint and Dyspepsia.
Oriano, Hancock Co., Me.
Dear Sir,—For fifteen years I was troubled
with Dyspepsia and Liver Complaint, and used
numerous remedies with little benefit. I was
unable to keep any food upon my stomach, and
was reduced almost to a walking skeleton. I
was advised to try your valuable INDIAN
BLOOD SYRUP, which I did, and it relieved
me immediately. When I commenced taking
the Syrup I only weighed 119 pounds, but it soon
brought me up to 140 pounds. I am now able to
work, and enjoy better health than I have for
fifteen years.

TESTIMONIALS.

ILLINOIS. Bandwich, DeKalb Co., Ill.
Dear Sir,—This is to certify that your INDIAN
BLOOD SYRUP, which I procured from your
Agent, has completely cured me of Dyspepsia.
It is the best medicine I eyer used.
HIRAM P. ALLEN.

Rheumatism.

Buckingham, Kankakee 60., Ill.,
May 18, 1879.

Dear Sir.—I was a great sufferer from Rheumatism, and found no relief until I commenced using your most valuable INDIAN BLOOD SYRUP; now I am much relieved and benefitted. I recommend your medicine to all.

ANNA VIESSENBERG.

All that it is Recommended to be.

Kansas, Edgar Co., Ill.

Dear Sfr.—I have used your excellent INDIAN BLOOD SYRIP in my family for the past five years, find have always found it just as recommended. It is the best family medicine ever used in my family.

MRS. M. A. BURKS,

Liver Complaint. Bushnell, McDonough Co., Ill.
Dear Sir.—This is to certify that your INDIAN
Blood SYRUP has effectually relieved me of
Liver Complaint and Female Weakness after
the doctors failed. My husband has also been
cured of Dyspepsia by the use of the Syrup. \*
MRS, B. A. DUNLAP.

Diseases of the Lungs.

For Neuralgia.

Dahlgren, Hamilton Co., Ill.

Dear Sir,—I was troubled with Neuralgia for some time. I bought some of your INDIAN BLOOD SYRUP, and am happy to say it has entirely cured me.

MRS. GEO. IRVIN. A Splendid Blood Purifier.

Bushnell, McDonough Co., Ill.

Dear Sir,—My wife and I have taken your great
INDIAN BLOOD SYRUP for six years, and can
truly say it is the best Blood Purifier we have
ever used.

B. C. BIRD.

Dyspepsia Cured.
Plymouth, Hancock Co., Ill.
Dear Sir,—I have been troubled with Biliousness and Dyspepsia and Indicestion, and have used your INDIAN BLOOD SYRUP, and found it to be a most valuable medicine.

THOMAS TRIMBLE.

Never Fails to Cure.

Milford, Iroquois Co., Ill.

Dear Sir,—I have used your INDIAN BLOOD SYRUP for Cramps in my Stomach and also for my children who were troubled with spasms, and in both cases it effected a complete cure.

ELIZABETH METZE. An Assart Testimony.

Weddland, Iroquois Co. III.

Dear Sir.—I can say that your INDIAN BLOOD

SYRUP has no sound for Constipation, Sick
Headache, Pain in the Bowels, and Chills, and I
can safely recommend its use to suffering humanity.

Liver Complaint.

Buckingham, Kankakee Co., Ill.,
May 20, 1878.

Dear Sir.—I cheerfully testify that your justly celebrated INDIAM BLOOD SYRUP gives universal satisfactions and is highly esteemed by all who have used it. If have used your medicine with the most satisfactory results, and can therefore recommend its use to call troubled with Liver Complaints and Sick Headache.

SAPAH DEVIDED

A Good Blood Purifier.

Wauconda, Iake Co., Ill.

Dear Sir.—I have used your great INDIAN

BLOOD SYRUP and have found it mequalled as
a Blood Purifier, and take pleasure in recommending it as such.

C. L. PRATT.

Pemale Weakness.
Pontiac, Livingston Co., Ill.
Dear Sir,—This is to certify that I have been greatly benefitted by using your great INDIAN BLOOD SYRUP. I am over 70 years of age, and have been greatly troubled with Weakness. Your medicine makes me feel like a young girl. I can recommend it as a valuable remedy.

RHODA BABBITT.

Suppression of Menstruction.

Sheridan, La Salle Co., Ill.

Dear Sir,—My daughter was a sufferer from Suppression of Menstruction, and after labouring under this difficulty for more than a year, with the treatment of two physicians—one Allopathic and One Homeopathic—without relief, also a fair trial of many other medicines, among which was Dr. Jayne's Alteradive, I bethought myself of the INDIAN BLOOD SYRUP, and, running over-your pamphlet, my eve caught your reoveryour pamphlet, my eye caught your re-marks on the disease with which she was troubled. I immediately prevailed on her to try your medicine, and, to the joy of all sympathiz-ing friends, she was soon restored to regularity and health. JOHN L. WHITMORE.

Liver Complaint.

Bloomington, McLean Co., Ill.

Bloomington, McLean Co., Ill.

Dear Sir.—With pleasure I recommend your
INDIAN BLOOD SYRUP for the cure of Liver
Complaint in all its forms. I have also tried it in
my family as a Gargie in the case of Bronchitis,
and find it a speedy and effectual remedy.

W. E. SHERFEY.

Constipation Cured.

Wauconda, Lake Co., Ill.

Dear Sir.—Your truly valuable INDIAN
BLOOD SYRUP cured me of Constipation, and
I do not hesitate to pronounce it the best medicine I ever used.

PHILIP ROUSE.

Disease of the Stomach and Liver.

Cairo, Alexander Co., Ill.

Dear Sir.,—Suffering for some time with Headache and Disease of the Stomach and Liver, I was induced to use your reliable INDIAN BLOOD SYRUP, which restored me to perfect health and strength.

CHAS, SHELLEY.

No. 30 Eighth street.

Chilis Cured.

Neoga, Cumberland Co., Ill.

Neoga, Cumberland Co., Ill.

Dear Sir,—My daughter had Chills for fourteen months, and I tried almost everything, but without effect, until I commenced the use of your INDIAN BLOOD SYRUP, a short trial of which effectually cured her. The Syrup has also greatly benefitted the rest of my family, and I have had no use for a doctor since I have had your medicine in .my house. I would not be without it, and recommend its use to suffering humanity.

\*\*ROSANNAH LAWRENCE.\*\*

Dear Sir,—I find your INDIAN BLOOD SYRUP speedily cure Chills, and can recommend it as the best medicine in the country for Rheumatism and Neuralgia.

TESTIMONIALS.

NEW YORK Troy, Rensselaer Co., N. Y.
Dear Sir,—Having used your INDIAN BLOOD
SYRUP with entire satisfaction, I prenounce it
the most efficient family medicine in use. To me
it is not simply desirable, but necessary and indispensable. My mother has used the Syrup for
Dyspepsia and Kidney Disease with the most
gratifying results.

MRS. S. A. YATES.

Difficulty of the Sciatic Nerve. Glen Aubrey, Broome Co., N. Y.
Dear Sir,—I have used your excellent INDIAN
BLOOD SYRUP for the above difficulty, and
have received great benefit therefrom. I would
not be without it. MRS. DELILA S. DIETZ.

Poughkeepsie, Dutchess Co., N. Y.
Dear Sir.—I have been using your INDIAN
BLOOD SYRUP for some time, and it has done
more for my wife and family than anything they
have ever used. I would not be without it.
GEORGE H. ADRIANCE. For Purifying the Blood.

Glen Aubrey, Broome Co., N. Y.
Dear Sir.—Having used your INDIAN BLOOD
SYRUP with beneficial results, I can recommend
it as a valuable Blood Purifier. No family should
be without it.

J. T. YEOMANS. Diseases of the Stomach.

Diseases of the Stomach.

Farmersville, Cattaraugus Co., N. Y.

Dear Sir,—For years I have been suffering with
Cramps and Pains in my Stomach. I tried
various remedies, but derived no benefit from
them. At last I procured from your Agent some
of your INDIAN BLOOD SYRUP, and it cured
me.

MRS. A. THRASHER. Immediate Relief.

Dear Farmersville, Cattaraugus Co., N. Y.

Dear Farmersville, Cattaraugus Co., N. Y.

Dear Farmersville, Cattaraugus Co., N. Y.

Pains, and it gave me immediate reflef. It is a valuable remedy.

WILLIAM HOOHER. A Valuable Medicine. A Valuable Medicine.

Auburn, Cayuga Co., N. Y.

Dear Sir,—It is some time since I commenced using your valuable INDIAN BLOOD SYRUP, and I find it a perfect remedy for Indigestion and Restless Nights. I have recommended it to many of my friends, and all who have taken it say they have been greatly benefitted. I believe it is a valuable medicine for Purifying the System.

H. WOODRUFF,
Of the Auburn Button Company.

Sick Headache. Auburn, Cayuga Co., N. Y.
Dear Sir,—I was troubled with Sick Headache,
Constipation, and Loss of Appetite for a long
time. I began the use of your indian BLOOD
SYRUP, and can say that it has proved most
beneficial to me.

WM. A. SMITH.

Skin Disease. Auburn, Cayuga Co., N. Y.
DearSir,—This is to certify that your INDIAN
BLOOD SYRUP has given me more real benefit,
for Skin Disease and Constitution of the Bowels,
than all the medicine Lever tried.

DANIEL HEWSON. Van Etterville Chemun

Van Ettenville, Chemung Co., N. Y.
Dear Sir.—This is to certify that your INDIAN
BLOOD SYRUP has completely cured me of
Costiveness. I highly recommend its use.

MARGARET BECKLEY.

I am convinced that your INDIAN BLOOD
SYRUP is the great remedy for Liver Complaint
and for Purifying the Blood. I thas done so much
for me, that I would recommend it to all.

MRS. GEORGE WARNER, Best Family Medicine.

Van Ettenville, Chemung Co., N. Y.
Dear Sir.—I have used your reitable INDIAN
BLOOD SYRUP in my family for various discases, and am satisfied that it is a valuable family
medicine.

CHAS, P. ARMSTRONG.

Disease of the Stomach.

Norwich, Chenango Co., N.Y.

Dear Sir,—My daughter was a sufferer from Chronic Inflammation of the Stomach and Ulcerated Sore Throat. I called in several doctors, but she grew worse until we precured some of your INDIAN BLOOD SYRUP. Soon after she commenced using it she began to improve, and she was encouraged to continue it. I would recommend its use to all similarly afflicted.

ISAAC WATTS.

Liver Complaint.

Norwich, Chenango Co., N.Y.

Dear Sir,—Being troubled with Liver Complaint, I was persuaded to try your great INDIAN BLOOD SYRUP, and finding it to be as recommended, I can with confidence recommend it to others.

JAMES STACK,

Dyspepsia and Indigestion.

Brooklyn, Kings Co., N.Y.

Dear Sir.—Suffering for years with Dyspepsia,
I was induced to give your INDIAN BLOOD

SYRUP a trial, and it completely cured me. I

still take the Syrup for the purpose of Regulating
my Bowels, for which I find it has no equal. Recommend persons seeking reference to me.

CHAS, WEEKS, No. 190 Navy street.

Liver Complaint and Dyspepsia.

Dunkirk, Chautauqua Co., N.Y.

Dear Sir.—Thave used your reliable INDIAN
BLOOD SYRUP for Dyspepsia and Liver Complaint of long standing, and it has cured me.

Before using your medicine I tried almost everything without receiving benefit.

HENRY SMITH. HENRY SMITH.

Liver Complaint.

Poughkeepsie, Dutchess Co., N.Y.

Dear Sir, Several of my family and friends
have used the INDIAN BLOOD SYRUP and Kidney Disease.
Philmont, Columbia Co., N.Y.
Dear Sir, — A trial of your great INDIAN BLOOD
SYRUP has proved very beneficial to me for
Kidney Disease and Constipation.
JULIA A. WASHBURN.

Dyspepsia and Indigestion.
Clymer, Chautauqua Co., N.Y.
Dear Sir.—This is to certify that your INDIAN
BLOOD SYRUP has greatly benefitted me for
Dyspepsia, after the doctors had failed to relieve
ne.

Kidney Complaint.
Poughkeepsie, Dutchess Co., N.Y.
Dear Sir.—I take pleasure in recommending
your INDIAN BLOOD SYRUP, as I have used
it for Kidney Disease with very beneficial results.
D. HAYWOOD.

Remedy for Rheumatism.
Rouse's Point, Clinton Co., N.Y.
Dear Sir.—I take pleasure in saying that your
INDIAN BLOOD SYRUP is the best medicine I
have ever used for Rheumatism, Heartburn, and
Sick Headache, and in fact all the ills the human
flesh is heir to. If it were not for your medicine
I would now be laid up.
CORNELIA I. WALKER.

Dyspepsia and Kidney Complaint.
Philmont; Columbia Co., N.Y.
Pear Sir,—I have received more benefit from
your INDIAN BLOOD SYRUP for Dyspepsia,
Kidney Complaint, and Bronchitis, than from
any other medicine I ever used.
MRS. LANGDON. Sure Cure for Dyspepsia.

Lyons, Wayne Co., N.Y.

Dear Sir,—I was so badly afflicted with Dyspepsia that I could not keep anything on my stomach. After taking some of your INDIAN BLOOD SYRUP I find myself so well that I can retain a hearty meal without distress. I think your medicine is the best I ever used for purifying the blood. I have gained twenty-five pounds in three months.

FRANK N. FREEMAN.

Sure Cure for Dyspepsia.

Rouse's Point, Clinton Co., N.Y.

Dear Sir,—Allow me to offer my ansolicited testimony in favour of your INDIAN BLOOD SYRUP. My husband was greatly troubled with Dyspepsia, and a short trial of your medicine completely cured him.

MARGARET BURKEY.

Liver Complaint,
Solsville, Madison Co., N.Y.
Dear Sir,—Having used your INDIAN BLOOD
SYRUP for Indigestion and Liver Complaint, I
can with confidence recommend it to others similarly afflicted.

A. C. WHEELER, Syrup is the best medicine I ever used for Liver Complaint and Indigestion. I recommend it to all similarly afflicted. BEN. EDDY.

Dear Sir.—I was afflicted with Lung Disease and Pain in my side, but after a short trial of your great INDIAN BLOOD SYRUP my health is now better than it has been for years.

Liver Complaint.

Dear Sir.—I was afflicted with Lung Disease of the Lungs.

Liver Complaint.

Mason City, Mason Co., Ill.

Mason City, Mason Co., Ill.

Mason City, Mason Co., Ill.

Dear Sir.—Having used your INDIAN BLOOD SYRUP entirely cured me of fifteen years.

Liver Complaint.

Mason City, Mason Co., Ill.

Dear Sir.—Having used your waluable work, and enjoy better health than I have for indigestion and Liver Complaint, and had tried numerous medicines without receiving benefit. At last I procured with Liver Complaint, and had tried numerous medicines without receiving benefit. At last I procured with Liver Complaint, and had tried numerous medicines without receiving benefit. At last I procured the Syrup for Liver Complaint and Disease of the Bowels, and find it unequalled for those complaints.

Liver Complaint.

Mason City, Mason Co., Ill.

Mason City, Mason Co., Ill.

Dear Sir.—Having used your INDIAN BLOOD SYRUP entirely cured me of Liver Complaint of the syrup for Indigestion and Liver Complaint, and had tried numerous medicines without receiving benefit. At last I procured with Liver Complaint, and had tried numerous medicines without receiving benefit. At last I procured with Liver Complaint, and had tried numerous medicines without receiving benefit. At last I procured the syrup for Indigestion and Liver Complaint, and had tried numerous medicines without receiving benefit. At last I procured the syrup and after she had used it a short time she was much improved. It also cured my daughterina.

Dear Sir.—This is to certify that your valuable to there sim.

Indiana Hood Syrup for Indigestion and Liver Complaint, and had tried numerous medicines without receiving the standing of the complete complete co

TESTIMONIALS.

MICHIGAN. All That it is Claimed to be. Port Huron, St. Clair Co., Mich.

Port Huron, St. Clair Co., Mich.

BLOOD SYRUP I am satisfied that it has no equal for Biliousness. Liver Complaint, or any diseases arising from impure Blood. I believe both my wife and myself owe our lives to your valuable remedy.

JOSEPH H. GEROUX.

An Excellent Family Remedy. Sheridan, Montealm Co., Mich.
Dear Sir,—I have used your excellent INDIAN
BLOOD, SYRUP in my family for three years,
and have never known it to fail in giving relief.

JACOB WEISLOGEL.

Coughs and Colds. Ensley, Newaygo Co., Mich.
Dear Sir.—I had a severe Cold, and a short trial of your INDIAN BLOOD SYRUP entirely cured me.
P. SPOGGY.

Never Fails to Cure. Tustin, Osceola Co., Mich.

Dear Sir,—I was troubled with a severe Cough, which settled on my Lungs and completely prostrated me. At the solicitation of your Agent, I was induced to try yeur INDIAN BLOOD SYRUP, a short trial of which entirely relieved me. I shall always keep your medicine in my house.

JOSEPH BREOVDIN,

Best Medicine in Use.
Stanwood, Mecasta Co., Mich.
Dear Sir,—Ever since the war I have been troubled with a Chronic Disease, and applied to different physicians for relief, which I failed to find, and was about discouraged. I was induced by our Agent to try your reliable iNDIAN BLOOD SYRUP, which I did, and without any hesitation I can say that it is the best medicine I ever used, and I will never be without it.

JACOB A. FEWSERS.

For Biliousness.
Gun Marsh, Allegan Co., Mich.
Dear Sir.—I was troubled with Biliousness and
Liver Complaint for six years, and was much reduced in health. By advice I began using your
INDIAN BLOOD SYRUP, and it completely
cured inc.

O. E. GOLDSMITH.

Loss of Appetite.

Almira, Benzie Co., Mich.

Dear Sir,—I have used your excellent INDIAN
BLOOD SYRUP for loss of Appetite, and after
taking it for a short time I was entirely cured. I
have also used it on other occasions, with the
same very benedicial results. I can recommend same very beneficial results.
it to be a very safe and reliable remedy.
E. H. RANSOM.

A Very Excellent Medicine.

Buchanan, Berrien Co., Mich.

Dear Sir,—This is to certify that I have used your INDIAN BIJOOD SYRUP in my family with very beneficial results. I recommend it as a good Blood Purifier.

JACOB MILLER, Best Medicine in Use.
Buchanan, Berrien Co., Mich.
Dear Sir.—Having used your INDIAN BLOOD
SYRUP, I can cheerfully recommend it as a
valuable medicine. LIVE SPARKS.

For the Blood and Liver Complaint.

Coldwater, Branch Co., Mich., Feb. 15, 1879.

Dear Sir,—After trying various other remedies,
I am convinced that your INDIAN BLOOD

SVRUP is the great remedy for Liver Complaint
and for Durifying the Blood. It has done so much

Loss of Appetite.

Memphis, Macomb Co., Mich.

Dear Sir,—I was severely troubled with Pain in the Head, Loss of Appetite, and General Deblity, and by the use of your INDIAN BLOOD SYRUP I have derived much benefit.

SARAH E. SLEIGHT. Liver Complaint and Dyspepsia.
Cambria, Hillsdale Co., Mich.
Dear Sir.—This is to certify that your INDIAN
RLOOD SYRUP has completely cured me of
Dyspepsia and Liver Complaint.
DWIGHT C. NORTHRUP.

Erysipelas Cured.
Coldwater, Mich., March 25, 1879.
Dear Sir.—Your valuable INDIAN BLOOD
SYRUP cured me of Erysipelas that troubled
me for many years. It is a medicine which
ought to be introduced into every family. It
cured my husband of severe Headaches, which
he bad suffered with since childhood. He had
tried many doctors, but could get no relief;
sometimes he could not lay down, but would
have to sit in one position for ten or fifteen
hours.

Characters and Asia.

Cures Fever and Ague.

Dowagiac, Cass Co., Mich., Feb. 5, 1879.

Dear Sir,—I was afflicted with Fever and Ague for eighteen months so that I was hardly able to be about, and had tried all kinds of medicine without effecting a cure. I then commenced using your INDIAN BLOOD SYRUP, and before Ithad finished one bottle I was cured of that distressing complaint. For Dyspepsia and Palpitation of the Heart its equal cannot be found. This I know from experience, having proved its efficacy in these diseases in my own case.

HENRY ELLIS.

Disease of the Stomach.
Millett, Eaton Co., Mich.
Dear Sir,—This certifies that I have used your
INDIAN BLOOD SYRUP for Diseases of the
Stomach and Kidneys, and have been much
benefitted thereby. I can recommend it to all
similarly afflicted.
MRS. S. NICHOLS.

All that it is Recommended to be.

Dear Sir.—I was in poor health, and procured some of your INDIAN BLOOD SYRUP, which I used with beneficial results. It is just as recommended.

JOS. BIRTROUGH.

mended.

All that it is Recommended to be.

Davison, Genesee Co., Mich.

Dear Sir.—I wish to state that I have given your INDIAN BLOOD SYRUP a fair test, and have found it even more than you recommend it to be. I was a constant sufferer from Costiveness and Billiousness for ten years, and procured from your agent some of your medicine, a short trial of which completely cured me. The medicine has also been of great benefit to my lungs. My brother in law was cured of Dyspepsia by using your medicine, and nowhe is enabled to eat any kind of food without inconvenience.

O. D. PRATT.

Dyspepsia and Indigestion.
Calumet, Houghton Co., Mich.
Dear Sir.—Your excellent remedy, INDIAN
BLOOD SYRUP, has cured me effectually of a
long-standing case of Dyspepsia and Indigestion.
I take a special pleasure in recommending it to
those who may be afflicted.
MRS. JANE YEATS, General Debility.
Paradise, April 24, 1879.
Dear Sir.—I have used your valuable INDIAN
BLOOD SYRUP for seven years, and for General Debility and Digestive Derangements I find it has no equal. I have used a great many other remedies, but none to compare with your BLOOD SYRUP.
WM. SPARLING.

A Good Blood Purifier.
Port Hurson, St. Clair Co., Mich.
Dear Sir.—I have used your INDIAN BLOOD
SYRUP for Purifying the Blood, and find it to
be all you claim for it. WM. THORN,
Cor. Spencer av. and Twelfth st. An Excellent Family Remedy.

Port Huron, St. Clair Co., Mich.

Dear Sir.—I have used your valuable INDIAN
BLOOD SYRUP in my family for Biliousness
and Blood Diseases, and find it to be the best
family medicine in use. MRS. N. DEMPSTER.

Greatly Benefitted.
Constantine, St. Joseph Co., Mich.
Dear Sir.—This is to certify that I have used some of your INDIAN BLOOD SYRUP, and received great benefit from it. It is the best medicine I ever used for regulating the Liver and Bowels, and is a sure preventive of Billous Diseases. Sure Cure for Liver Complaint.
Gun Marsh, Allegan Co., Mich.
Dear Sir.—This is to certify that your valuable
INDIAN BLOOD SYRUP entirely cured me of
Liver Complaint of long standing, after all other
medicines failed.
HARRIET A. GREY.

LIST OF WHOLESALE DEALERS IN DR. CLARK JOHNSON'S

Indian Blood Syrup. Canada, Canada,
ELLIOT & CO., Toronto,
LYMAN BROS. & CO., Toronto.
LOWDEN, NELL & CO., Toronto.
LOWDEN, NELL & CO., Toronto.
KERRY, WATSON & CO., Montreal.
LYMAN, SONS & CO.,
H. SUGDEN, EVANS & CO.,
H. SUGDEN, EVANS & CO.,
H. HASWELL & CO.,
T. B. BARKER & SONS, St. John, N.B.
BROWN & WEBB, Halifax, N.S.
FORSYTH, SUTCLIFF & CO., Halifax, N.S.
W. R. WATSON, Charlottetown, P.E.I.
J. WINER & CO., Hamilton, Ont.
B. A. MITCHELL, London, Ont.
E. GIROUX & BRO, Quebec, P.Q.
W. E. BRUNET,
H. SKINNER, Ringston, Ont.
S. W. TROTT & CO., Winnipeg, Man.
W.W. GREENWOOD, St. Catharines, Ont,

New York City, N.Y. Rew York City, N. Y.

BRUEN HOBART, 2H Fulton st.

WELLS & ELLIOTT, 11 Gold st.

DANIEL & CO., 58 Cedar st.

FRAZER & LEE, 20 Boekman st.

TARRANT & CO., 278 Greenwich st.

R. W. ROBINSON & SON, 182 Green wich st.

LAZELL, MARSH & GARDINER Gold st.

MCKESSON & ROBBINS, 91 Fulton st.

WM. H. SCHIEFFELIN & CO., 170 and 172 Wildiam st.

Ham st.

HALL & RUCKEL, 218 Greenwich st.

S. R. VAN DUZER, 35 Barclay street,

STALLMAN, 88 Platt st.

ETHTON 52 declarate. FULTON, 53 Cedar St.
CHAS. N. CRITTENTON, 76th ave,
J. H. FRANCIS, 88 Maiden lane.
BRENT, GOOD & CO., 22 Park place,
PEEK & VELSOR, 9 Gold st.
WALTER ADAMS, 75 John st.
DAVID M. STIGER & CO., 58 Barclay st.

Chicago, Ill. VAN SCHAACK, STEVENSON & CO., 92 and 94 Lake st. MORRISON, PLUMMER & CO., 52 and 5 Lake st.
FULLER & FULLER, 52 Market st.
TOLMAN & KING, 51 Lake st.
LORD, STOUTENBURGH & CO., 86 Wabna

Baltimore, Md.
WH. H. BROWN & BRO., 25 South Sharp st.
THOMSEN & MUTH, 14 German st.
VOGELER & CO., 4, 6 and 8 S. Liberty st.
CANBY, GILPIN & CO., corner
Lombard sts. Philadelphia, Pa. JOHNSON, HOLLOWAY & CO., 602 Arch st, FRENCH, RICHARDS & CO., corner 10th and BAKER, MOORE & MEIN, 609 Market st.

Willimantic, Conn. E. M. THORNE. Pittsburg, Pa. GEORGE A. KELLEY & CO. San Francisco, Cal. LANGLEY & MICHAELS, 100 and 102 Front st

RICHARDSON & CO., 710 North Main st. MEYER BROS. & CO., 6 North Second st. A. A. MELLIER, 709 and 711 Washington ave. COLLINS BROS., 423 North Second st. NOYES BROS. & CUTLER. 30 Robert'st. SAMUEL I. SMITH & CO.

GERRITY & MORRELL, 126 Lake st. Syracuse, N.Y. CHAS. W. SNOW & CO., 28 East Genesee st, KENYON, POTTER & CO. MOORE & HUBBARD, 73 South Salina st,

LEIGHTON & BROWN.

SAMUEL DICKINSON. WM. SMITH & CO. Charleston, S.C.

HUNT, RANKIN & LAMAR. Boston, Mass. HUNT, RANKIN & LAMAR, 66 and 68 Second 8

W. JONES & CO., 257 Main st. Fort Wayne, Ind. MEYER BROS. & CO. Nashville, Tenn. Nashville, Tenn.
WILLIAM LITTERER.

New Orleans, La.
1. L. LYONS, corner Camp and Gravier sts.
G. R. FINLAY & CO., 35 Magazine st.
NICHOLAS GLASSER, corner Peter and Olivers St.
Science, La.

Clincinnati, O.
JOHN J. PARK & SONS, 175 Sydamore st.
R. McGREADY & CO., 58 and 60 Walnut st.

Claysoland, Obio.

Cleveland, Ohio. BENTON, MYERS & CO., 127 Water st. STRONG, COBB & CO., 112 and 114 Superior Detroit, Mich. SWIFT & DODD. FARRAND, WILLIAMS & CO. T. H. HINCHMAN & SONS. Forth Worth, Texas. L. H. BRUNSWIC.

THOMSON, SCHOTT & CO., corner Avenue A SANFORD, CHAMBERLAIN & ADDERS Lake Benton, Minn. BROWN & MORSE. Peoria, Ill.

A. ROBINSON & CO., 196 Main st. ARTHUR PETER & CO., 272 Main st. J. L. TAYLOR & CO.

DR. GEORGE ROSS & CO. WOODWARD, FAXON & CO., 511 Delaware MEYER BROS. & CO.

PARTIES DESIROUS OF ADDRESSING ANY OF THE ABOVE NAMED PERSONS TO SATISFY THEMSELVES OF THE CENUINENESS OF THEIR TESTIMONIALS, WILL BE KIND ENOUGH TO SEND A STAMP TO THEM FOR REPLY

Be sure you get the Genuine from our authorized agents, Messrs. Northrop & Lyman of Toronto--- The public are cautioned against buying spurious Medicines. AGENTS HAVE SOLD OVER NINE MILLION BOTTLES SINCE 1870 WITHOUT ANY NEWSPAPER ADVERTISING