s in Perfect Condition.
OMAS FURLONG,
Sole Agent for New Brunswick.

T RECEIVED.
N WOOL SQUARES,
all the leading Colors.
, Seal Brown, Navy Blue:
—AND—
NAL VELVETEENS.
N STRIPED AND POMPADOUR
LVETEENS.
nd Colored Silk Velvets,
IN GREAT VARIETY
SSED SILK VELVETS
ve are offered at the usual Low Prices.
A. EVERITT,
Building, 96 Germain St.

r Ryan's Poems.
EDITION Revised and Enlarged, printed new type on fine tinted paper, illustrated it of the author, and other fine engravings, 12mo, cloth extra, $2.00; cloth, $1.50.
edition of the poems of this popular erican Poet has been carefully revised r, and enlarged by the addition of several ortant poems.
tion of 5,000 copies, published in Mcember, 1879, was very favorably received and met with such rapid sale that the edi exhausted, scarcely reaching the hands of the present edition has been gotten up style to meet the demands for the coming season.
T. O'BRIEN & CO.,
55 King Street.

T RECEIVED
A FULL LINE OF
S OIL TANNED
ANS and SHOE PACKS.
—ALSO—
ar STOCK OF OVERSHOES,
ALL SIZES.
JAMES McCONNELL'S,
15 King Street.

NGANESE!
to Farmers and Others.
EN MANGANESE MINING CO. having necessary machinery and appliances for nt and working of mineral properties, ons having deposits of what they may MANGANESE on their lands to com-
ALFRED MARKHAM,
Manager of Mines,
Markhamville, N. B.

s! Furs!
E A LARGE AND CHOICE STOCK
ES' and GENTS' FURS
ionable Styles and Materials, consist
SEAL MUFFS and BOAS;
SABLE MUFFS and BOAS;
MUFFS and BOAS;
and BOAS;
REL LINED CIRCULARS;
nts GLOVES and MITTS;
nd BUFFALO COATS;
ist FUR CAPS;
SLEIGH ROBES;
SLEIGH ROBES;
EIGH ROBES;
EIGH ROBES.
C. & E. EVERITT,
Furriers, 11 King Street.

ws for the Afflicted!
EDIATE RELIEF!
HE relieved in less than 3 minutes by RNETHY REMEDY.
TISM relieved in less than 3 minutes BERNETHY REMEDY.
GIA relieved by a few applications of THY REMEDY.
25 Cents per Bottle.
aranteed in majority of cases.
by R. D. McARTHUR,
dical Hall, No. 59 Charlotte street, Opp. King Square.

ELT HATS.
ved from Factories: One Hundred ys, Youths' and Boys' FELT HATS. d great variety of styles.
Wholesale and Retail.
C. & E. EVERITT,
11 King Street.

. BRANDY.
d per Reindeer from Charante via Halifax:—
X Martell Pale Brandy.
XXX Martell Pale Brandy.
s Old.
JOHN W. NICHLSON,
Victoria Wharf, Smyth street.

ODENWARE.
ZEN BROOMS—assorted makes;
100 doz. Pails and bf. Pails;
hboards; Clothespins;
and Shoe Brushes, etc.
only.
GEO. MORRISON, JR.

SUPPLIES.
D LEATHER BELTING;
HEMP PACKING;
ING LEATHER;
RS;
TS STOCK AND NAILS;
OILS, BABBIT METAL.
T. McAVITY & SONS,
13 King street

Lobsters!
egg Tomatoes!
ARDING & HATHAWAY'S,
17 and 18 South Wharf.

s. Pears.
om Wolfville, N. S.:—
Vicar of Winkfield PEARS;
bbl. Mount Vernon do.
bbls. Burre de Anjou do.
PUDDINGTON & MERRITT,
56 Charlotte Street.

$12 a day at home easily made ftt free. Address True & Co.

HN WEEKLY FREEMAN
Saturday morning from the office 8 GERMAIN STREET.
ONE DOLLAR per annum in advance delivered in any part of the city land.
e inserted a reasonable rates.



# St. John Weekly Freeman.

NEW SERIES, VOL. IV. ST. JOHN, N. B., SATURDAY, JANUARY 15, 1881. NO. 21.



1880. Christmas & New Year's Sale. 1881.

## McCafferty & Daly,

Corner King and Germain Streets.

DURING the Holiday Season we will offer special inducements to buyers, in all our departments,

IN BLACK FRENCH SILKS,

We are showing DRAP DE FRANCE, DRAP DE SOIE and CACHMERES, manufactured by C. J. BONET, JAUBERZ and TEILLARD. CHAPPATT & CIE'S FRENCH CACHMERE AND MERINO, in Black and Colored. THE BEST GOODS OF THIS CLASS IN THE WORLD.

DRESS GOODS,

In all the New Materials and Colors for the Season.

BERLIN WOOL GOODS, in Clouds, Sontags, Shawls, Jackets, Vests, Mitts, Mittens, Gaiters, &c., &c.

GLOVES AND MITTS, in Ladies, Gentlemen's, Misses's and Boys, in Cloth, Kid and Buck.

MANTLE CLOTHS, in Black, Blue, and Light Coloring.

A Large Assortment of Handsome Shawls.

Gentlemen's Cloths, Coatings and Trouserings, Boys' Cloths, Gentlemen's Cardigan Jackets, Wool scarfs, &c., Gentlemen's Underclothing, Scotch and Canadian Gentlemen's silk Handkerchiefs, silk scarfs, &c.

FANCY GOODS.—Linen Handfs. in doz. and quarter doz. Boxes, Lace Collars and Ties, Lace and Silk Bows, Perfumery, Real Laces, Brushes, Combs, Wallets, Card Cases and a variety of Fancy Christmas Goods. Examine the stock. The prices will be found satisfactory. McCAFFERTY & DALY,

dec11 Cor. King and Germain Sts.

FURNITURE. FURNITURE.

1880-FALL STOCK-1880.

LATEST STYLES IN ALL GOODS.

NEW IMPORTATIONS OF RAW SILKS, TAPESTRY, REP and other COVERINGS. Beautiful EBONIZED PARLOR SUITS of Latest Designs. Magnificent WALNUT AND ASH BEDROOM SETS. Improved and manufactured by ourselves, including latest "Queen Anne" and other styles. Handsome and Roomy BOOKCASES; Elaborately Carved SIDEBOARDS and CHIFFONIERS. SECRETARIES of unique designs; EASY CHAIRS, PATENT ROCKERS, SOFAS and LOUNGES in endless variety. LEATHER DINING-ROOM FURNITURE of our own manufacture and designs. Our Stock of BRITISH PLATE MIRRORS is very fine, and the Frames of Gilt, and of Ebony and Gilt are of very elegant workmanship.

☞ Everybody is invited to call and view our Stock, which includes many articles of Household Use and Ornament which it is impossible to enumerate here. ☜

Stewart & White, Nos. 93 to 97 Charlotte St.

THREE TRIPS A WEEK!

Saint John to Halifax and Yarmouth via Steamer and Rail.

STMR. "EDGAR STUART,"

*FOR DIGBY AND ANNAPOLIS,*

Connecting at Digby with the Western Counties Railway for and from YARMOUTH, &c., and at Annapolis with the Windsor and Annapolis Railway for and from

Kentville, Windsor, Halifax

and intermediate Stations, also, with Stage for Liverpool.

THE STEAMER "EDGAR STUART" will leave her wharf, Reed's Point, (until further notice) every MONDAY, WEDNESDAY and SATURDAY mornings, at 8 o'clock, and return same days.

FARE—To Digby....$1.50
" Annapolis....2.00
" Halifax....5.00
" Halifax and return,....7.50
" Yarmouth,....3.50
" Yarmouth and return,....6.50

Round trip tickets to Halifax via this route good to return by Intercolonial Railway $9.00.

R. B. HUMPHREY, Agent
"Union Line" Office,
41 Dock street.

F. PHEASANT, Freight Agent, Empress Warehouse, Reed's Point.

Tickets may also be obtained at H. Chubb & Co.'s Ticket Agency, Prince Wm. street. dec4

1880-81.

International Steam Ship Co.

Winter Arrangement.

TWO TRIPS A WEEK.

ON and after MONDAY, Nov. 8th, and until further notice, the Splendid Sea Going Steamer "FALMOUTH," D. S. Hall, master, and "NEW BRUNSWICK," J. Thompson, master, will leave Reed's Point Wharf every

Monday and Thursday Mornings,

at 8 o'clock, for Eastport, Portland and Boston.

Returning will leave Commercial Wharf, Boston, every MONDAY and THURSDAY mornings, at 8 o'clock, and Portland at 6 p. m., after arrival of noon train from Boston, for Eastport and St. John.

Connecting both ways at Eastport with the Steamer "Charles Houghton" for St. Andrews, St. Stephen and Calais, and at Portland and Boston with Steamers and Rail to all parts of the United States.

Through Tickets can be procured at this office and H. Chubb & Co.'s to all points of Canada and the United States.

No claims for allowance after goods leave the Warehouse.

☞ Freight received Wednesday and Saturday only up to 6 o'clock, p. m.

H. W. CHISHOLM, Agent.

nov13

JOHN D. HARRIS,

Manufacturer and Importer of Hats, Caps and Furs,

MAIN STREET, PORTLAND, (Nearly Opposite Long Wharf).

N. B.—Gent's Dress Silk, Blue Cloth and Merino Hats made to order, and a perfect fit guaranteed.

LADIES' FELT HATS made over in the latest styles.

Repairing neatly attended to. oct18

M. McDONOUGH,

MERCHANT TAILOR,

2 North Market Street,

(may

AMERICAN AND CANADIAN

Lamp Chimneys

All Sizes and Styles to fit all Burners.

Sun, Bulb and Crimp Tops;

Argand and Globe Chimneys,

Also Unbreakable Chimneys.

For Sale by J. R. CAMERON, 64 Prince William Street.

aug28

A SPLENDID ASSORTMENT OF

Games, Toys, Books, Etc.

JUST RECEIVED.

T. O' BRIEN & CO.
King Street.

nov27

American Grey Buckwheat.

JUST RECIVED:—

10 BAGS AMERICAN GREY BUCKWHEAT. For sale by PUDDINGTON & MERRITT.

nov27

Prunes. Figs. Plums.

Per S. S. "Trinacria":

3 CASES NEW FIGS; 5 bbls. PRUNES; 1 case FRENCH PLUMS (in bottles).

For sale by PUDDINGTON & MERRITT, 56 Charlotte Street.

nov27

HARLAND'S VARNISHES

THE Subscribers have been appointed agents for the above Varnishes in New Brunswick.

T. B. BARKER & SONS,
35 and 37 King Street.

oct23

Black Girdles. Col'd Girdles.

Ex. S. S. Columbia via Halifax.

WE ARE NOW OPENING

Bl'k Girdles, Navy Girdles;
Cardinal Girdles;
Seal Brown Girdles;
Old Gold Girdles;
Pompadour Ribbons;
Chenile Scarfs and Ribbons.
ALSO:
Handsome Vases;
Bronze Figures;
Parian Ware Figures;
Ornaments; Ornaments;
Toys; Toys; &c.; &c.

which will be sold at

VERY LOW PRICES

H. & H. A. McCULLOUGH,

dec15 PRINCE WM. STREET.

SILVER PLATED WARE!

We have just opened another lot in all the

NEWEST PATTERNS:—

Napkin Rings, Butter Coolers, Water Pitchers, Spoons and Forks. Cake Baskets, Casters, Tea Setts,

AND A LARGE VARIETY OF SMALL GOODS.

*JOSEPH ROGERS & SONS' CUTLERY.*

W. H. THORNE & CO.,
MARKET SQUARE.

jan1

Granulated and Refined SUGARS.

One Car Load Just Received as follows:—

40 bbls. Granulated SUGAR,

40 bbls. Refined, Extra Quality.

☞ FOR SALE LOW. ☜

BARBOUR BROS.,
11 South Wharf.

jan1

SUGAR.

SCOTCH REFINED SUGAR, in hhds., No. 1;
do. do. No. 2;
Yellow Refined Sugar, in barrels;
White Refined Sugar, in barrels;
Granulated Sugar in barrels.

Each of the above and all as good value as any Sugar in the market.

GEO. MORRISON, JR.

jan1

Whiskey. Whiskey.

Just arrived ex Nestorian from Glasgow:—

20 QR. Casks Highland Malt Whiskey; per Sanflower:—
110 cases (B) Dublin Whiskey 12 years old;

JOHN W. NICHOLSON,
Victoria Wharf,
Smyth Street.

jan1

Pure Spirits and Rye Whiskey.

ARRIVED:—

4 PUNCHEONS Goderham & Worts Pure Spirits;
40 bbls. Goderham & Worts Pure Spirits;
46 bbls. Goderham & Worts Finest Old Rye Whiskey.

JOHN W. NICHOLSON,
Victoria Wharf,
Smyth Street.

jan1

DECEMBER 29th.

JUST RECEIVED:—

3 BALES NETS; 2 Cases GASPEREAUX TWINE;
1 Case WIRE CLOTHES LINES;
25 HAY CUTTERS;
30 Boxes BOAT NAILS;
5 Cases TINWARE.

NOVELTY CLOTHES WRINGERS.

W. H. THORNE & CO.,
Market Square.

jan1

FACTORY CHEESE.

In Stock:—

NOVA SCOTIA FACTORY CHEESE;
Woodstock " "
Canadian " "
Sussex " "

A few Boxes BAR ROOM CHEESE.

GEO. MORRISON Jr.

jan1

CHRISTMAS SALE
—OF—
DRESS MATERIALS

100 PIECES of last season's Goods at greatly reduced prices.
Princess Cords, Persian Twills, Alhanis Cloths;
Etamere Serges, Granite Suitings;
Striped and Pompadour Novalties;
Flannels and Camel Hair Cloths;
French Merino Cashmeres;
Newest Colors & Fabrics and best value possible from 10½ cts. to 60 cts.;
100 Gossamer Waterproof Circulars, $3.00, worth $4.00;
Bernhardt's Cages, $3.50;
1 Case First Choice Kid, 2, 3 and 4 Button, Black and New Colors.

W. W. JORDAN
MARKET SQUARE.

dec18

ENGLISH TEAS.

LANDING AND TO ARRIVE:—
240 chests and Half-chests KAISOU CONGOU, Bought at Lowest Market Rates.
AND IN STORE:
310 Hf-chests Black and Oolong Teas:
115 Boxes, 12lb. and 20lb. Each, for Family use.

*FOR SALE VERY LOW.*

We need not remind our customers that we give *English Weights and Tares* as they are well aware we have always done so, and that it is no *New Thing*, as some parties unacquainted with the business would lead the public to suppose.

STEPHENS & FIGGURES,
Wholesale Grocers, Dock st.

dec18

SHIRTS, DRAWERS, &C.
At MULLIN BROTHERS.

WE have a splendid stock of MEN'S SHIRTS and DRAWERS, all qualities, styles and prices, and are selling them cheaper than any house in the trade. Call and see.

MULLIN BROTHERS,
Cor. Dock st. and North Wharf.

jan1

NOTICE.

MULLIN BROTHERS.

GENTLEMEN wishing clothing made to measure in good style will please bear in mind that we keep an excellent STOCK OF CLOTH on hand expressly selected for that trade, and will furnish a first-class fit at short notice and at a moderate price.

MULLIN BROTHERS,
Cor. Dock st. and North Wharf.

jan1

TRINIDAD
MOLASSES.

120 PUNS.
26 TC.,
Of Choice Quality Trinidad Molasses.
LANDING THIS DAY.

J. & W. F. HARRISON,
11 and 12 North Wharf.

dec18

A WONDERFUL CHANCE

A LOT OF

DRESS MATERIAL,

In varied short length of

5 YARDS TO 10 YARDS!

Will be offered this week

Desperately Cheap.

Just the thing for a Present!

BUYERS

SHOULD CALL AT

JAS. MANSON'S,
12 KING STREET.

dec18

ONE PRICE CLOTHING HOUSE!

J. Cullinan & Son.

MEN'S PILOT OVERCOATS, velvet collars and quilted linings, Prices $6.50, $7, $8, $8.50 and $9 each, regular prices $9, $10, $11, $12 and $13.
Men's Brown Beaver Overcoats, velvet collars and quilted linings (extra weights) regular $12 and $13. Overcoats we offer at the low price of $9 and $9.50 each.
Men's Fine Diagonal Gray and Blue Nap Overcoats, Prices $10, $11, $12, $14 and $15, got up in very best style, equal to custom work, the rate of reduction is fully 25 per cent. on each garment.
Men's Pilot Reefers, tweed lined, Price $4 50 each.
Men's Pilot Reefers, velvet collars and quilted linings, Prices $5, $5.50 and $6.50 each.
Men's Fine Pilot Reefers, all raised seams and stitched edges, our prices are $8.50 each, cannot be bought outside our store less than $10 to $12.
Men's Nap, Beaver and Fancy Cloth Reefers, Prices $6.50, $7, $8, $9, $10 and $11 each.
Men's Fine Grade Uistesh Tweed, Nap and Fancy Checked, Price $10, $11 and $13.
Youths' Ulsters from $5 to $7 each.
Boys' Nap Ulsters $4 and $4.50 each.
Men's Canadian Tweed Pants, lined and unlined, Prices $1.50, $1.75, $2, $2.25, $2.50 and $2.75.
Men's Black Cloth Pants, lined all through we offer at the low price of $3. per pair. Sold in other stores for $4 and no less.
Boys' Pilot and Nap Reefers, heavy quilted linings and velvet collars, Price $4.50 each.
Job Lot Men's Brown Nap Reefers (unlined), sizes 35 to 40. Small lot we offer at $3.50 each.

☞ All goods marked in plain figures. Strictly one price and no deviation. ☜

J. CULLINAN SON,
Men's and Boys' Clothiers,
216 Union street, opp. Dockrill Block.

dec18

SPECIAL
—FOR—
XMAS AND THE NEW YEAR.

WE would remind our Customers and others that our Stock of

FINE WINES

is the Largest and Finest in the Province, embracing as it does a Variety of WINES to suit the taste of every class of Customer. Our WINES, COGNAC BRANDIES, Etc., Etc., are all DIRECT IMPORTATIONS! We do nothing with Montreal pedlers and jobbers. Our Goods are all PERSONALLY selected, and coming from the Shipper direct, we are in the position—and the ONLY POSITION in which a Merchant can with confidence guarantee Age, Character and Quality—and give his Customers Pure and Reliable WINES, GENUINE COGNAC BRANDIES, Etc.

T. FURLONG,
DIRECT IMPORTER.

dec18

CHRISTMAS PRESENTS!

NOW SHOWING AT

W. G. LAWTON'S SONS.

A Fine Assortment of Goods from which to select Christmas Presents and New Year's Gifts, including

Dolls, Puzzles, Toys, Games, &c.

—ALSO,—

Bonnet's Rich Black Silks.

FANCY GOODS of all Descriptions.

W. G. Lawton's Sons,
50 KING STREET.

dec11

HOLIDAY SEASON!

1880—1881.

JAS. MANSON

INVITES ATTENTION TO HIS WELL ASSORTED STOCK OF

Dry Goods and Millinery!

Suitable for Holiday Gifts.

A Magnificent Stock of LADIES' HATS AND BONNETS, FEATHERS, FLOWERS, ORNAMENTS, &c., &c.

A SPLENDID LOT of DRESS MATERIALS.

A FINE ASSORTMENT of HOSIERY, SHIRTS and UNDERWARE.

FANCY GOODS OF EVERY DESCRIPTION.

FUR MUFFS, Wonderfully Reduced in Price.

MANTLES, ULSTERS, DOLMANS and CIRCULARS, at Extremely Low Prices.

PURCHASERS ARE INVITED TO CALL AT

JAS. MANSON'S.

CHRISTMAS
GROCERIES AND FRUIT!

WE invite an inspection of our Stock of CHRISTMAS GROCERIES and FRUIT, consisting in part of

| | |
|---|---|
| FRORIDA ORANGES; | RAISINS; |
| " Lemons; | Imperial Plums; |
| Green Grapes; | Figs; |
| Pears; | Prunes; |
| Apples; | Bon Bons; |
| Cider; | Comfoms; |
| Nuts of all kinds; | Whole Spices; |
| Flavoring Extracts; | Ground Spices; |
| Orange Peel; | Mince Meat; |
| Lemon Peel; | Mixed Candy; |
| Citron Peel; | Creams; |
| Cider Jelly; | Chocolate Drops. |

Together with a full assortment of Jellies, Pickles, Sauces, Canned Fruits, Meats and Vegetables, Cheeses, Biscuits, and a general assortment of Groceries.

PUDDINGTON & MERRITT,
55 Charlotte Street.

dec18

Dec. 28th, 1880.

J. & W. F. HARRISON,

HAVE this day received a second CAR LOAD of SUGAR from the Moncton Refinery

IN CASKS AND BARRELS.

J. & W. HARRISON,
11 and 12 North Wharf.

jan1

PUDDINGTON & MERRITT, 56 Charlotte street.

FRANCIS COLLINS,

Commission Merchant,

IMPORTER OF

French and English Goods,

—AND—

WHOLESALE LEATHER DEALER,

Cor. Union and Smyth streets,

may3 glb ST. JOHN, N. B.

FAMILY
GROCERIES!

PUDDINGTON & MERRITT,

(Successors to R. E. Puddington & Co.)

No. 55 CHARLOTTE STREET.

HAVING just received a large assortment of General Groceries, for Fall and Winter trade, our Stock is now complete in every department, and we are prepared to serve all who may favor us with a call with promptness and dispatch.

TEAS

We keep constantly in stock a large assortment of Teas, in Oolong, Japan, Hyson, Congou and Souchong. We have just imported a choice lot of Teas, in 20 lb. boxes for family use. All the above are selected especially for our trade. Samples sent on application.

SUGARS

In Black, Powered, Granulated, Scotch Refined and Porto Rico, Barbadoes.

FLOUR

All the leading brands of Family Flour. Also Cornmeal; Granulated Corn and Royal Irish Oatmeal.

CANNED GOODS.

A large assortment in Fruit, Vegetables, Meats and Fish.

Also a large and well assorted Stock of PICKLES, SPICES, SAUCES, etc., etc., and all Goods usually kept by a first-class Grocery Store.

☞ All Goods delivered free in the city. ☜

oct16

Trunks and Satchels.

WE have just received FORTY PACKAGES. For sale at lowest possible prices.

Wholesale and Retail.

C. & E. EVERITT,
11 King Street.

oct2

No. 1 Apples--Winter Fruit.

Landing ex schooner and to arrive per steamer,

400 BBLS. NO. 1 APPLES, such as Bishop Pippins, Ribston Pippins Baldwins, Greenings, Spitzenburgs, &c., &c.

I will be receiving regularly during the season good winter fruit, carefully selected and packed. No soft apples.

PRICES VERY LOW.

GEO. MORRISON, JR.

oct23

CLARKE, KERR & THORNE,

PRINCE WM. STREET.

WE OFFER for the Holidays, an Extensive Assortment of

French, English and American

FANCY GOODS!

| | |
|---|---|
| Plated Ware, | Silver Goods, |
| Jet Jewelry, | Bronzes, Parians, |
| French Fans, | Opera Glasses, |
| Gold and Silver Jewelry, | Porcelain & Shell Goods |
| Trinket Stands, Vases, &c. | |

DAILY EXPECTED:—

*5 Cases CHRISTMAS GOODS From Paris, via Halifax and Liverpool.*

CLARKE, KERR & THORNE.

dec11



The Weekly Freeman.

Saturday, January 15, 1881


## The Halifax Meeting.

*MR. ANGLIN'S SPEECH.*

We give this week the first part of Mr. Anglin's speech at the Halifax meeting, as reported in the *Chronicle*. Mr. Anglin spoke for over two hours, and while the report is, on the whole, a good one, portions of his remarks are necessarily somewhat condensed.

After a few introductory remarks Mr. Anglin spoke as follows:—

Mr. Chairman: The subject is a large one and probably the meeting will be best pleased if I direct myself at once to its consideration. This is the fifth formal proposal we have had for the construction of this railway. The first, as you are aware, was the famous contract made with Sir Hugh Allan and his associates in 1872. That entirely failed. Hitherto, whenever that failure has been adverted to, we have been charged with some of the some degree occasioned that result, until the present session of Parliament, when Sir Charles Tupper for the first time spoke of that failure without saying that we were in the slightest degree responsible for it. The next project was embraced in the bill introduced by Mr. Mackenzie and passed. That also proved a failure. It never indeed went further than this, that advertisements were published inviting tenders for the construction of the road within the scope of the Act. No tender was received and nothing, therefore, done. At the same time, however, Mr Mackenzie received authority to proceed with the road as a Government work, pending future arrangements. He continued to do this until his Government fell, when the present Government came forward with a new proposal. Sir Charles Tupper submitted to Parliament a series of resolutions in which he almost went the length of declaring what the duty of the Imperial Government for the subject was. In those resolutions it was declared that we were willing to appropriate 100,000,000 acres of land in the North-West Territories for the purpose of constructing a railway to open up lands to which the pauper populations of Great Britain might be induced to come and settle, and that in return for furnishing a home to the pauper populations of that country, and those who were not paupers, in the rich lands of the North-West, the Imperial Government should be asked to assist us in the construction of the road. We were told that there could be no doubt of the success of that project. A number of Ministers went to England. Rumors were circulated that their mission had been eminently successful. They returned and told us themselves that they had been successful. A banquet was given in Ottawa to testify the thanks of the people of Canada to Sir John A. Macdonald and his associates for their success in their mission, and after a little, we learned that that scheme also had been a failure. In the session of 1880 an entirely new project was developed. It was announced that tenders had been received for the construction of 127 miles of railway in the Rocky Mountains, by far the most difficult and costly on the whole route. Mr. Blake felt it his duty, under these circumstances, to invite Parliament to express the opinion that at that time the circumstances of the country were not such as to warrant the undertaking of that portion of the work, but that our duty was to proceed slowly and carefully so as not to add to the burdens already pressing seriously upon the people of the country. That proposition was met by the Government on that occasion with the assertion that the lands of the North West were so extensive and so fertile and valuable that they could be readily disposed of at prices which would not only pay the entire cost of the railway, but leave a magnificent surplus to devote to other public works. Sir John A. Macdonald brought down calculations to prove that from these lands enormous sums of money could and would be obtained. We, on the other side of the House, rather scouted at this proposal. We could not agree with the view of the future at the time expressed, and said so; but, at all events, this was the proposal of the Government. They asked the House to declare confidence in them by voting down the resolutions proposed by Mr. Blake, which the House did. We are now told that the whole country experienced a feeling of the most profound relief when it was known that there was a probability of a private company taking this great work off the shoulders of the Government, and we are asked to accept this bargain as the result of the negotiations which are to lead to so desirable a consummation. The terms of the bargain were kept carefully secret from the people of the country. The newspapers, which, as you know, have a knack of discovering everything that goes on, failed completely in this case. Sir John A. Macdonald informed the public before he went to England that proposals were before the Government for the construction of the road, and that he was satisfied that it could be accomplished without its costing the country a cent. He did not think, however, that those offers, as favorable as they were, were as advantageous as it was possible to obtain, and he resolved to go to England with his colleagues and secure a more favorable result. They went, and we heard from time to time that they were very successful. We were given to understand that the great capitalists were rushing forward and asking permission to build the road for us at their own charge. We were informed that the success of the mission surpassed the anticipation of the ministers. But then a strange thing occurred. First one article appeared in the English papers, and then another, hinting that the mission was not after all an unqualified success, and considerable doubt was raised upon this side as to the true state of the case. By and by the members of the Government returned and we were again assured of their success, and that a bargain had been made on the most favorable terms. When Sir John A. Macdonald was met by the members of the Jacques Cartier Club he assured them that the terms were so favorable that Mr. Mackenzie himself would be compelled to admit that they were far more favorable than he ever expected, that the proposal was the very best ever submitted. But regard for what he called the dignity of Parliament prevented him from saying what the proposal was. The cause of the delay then was not so much a regard for the dignity of Parliament as a feeling that the terms ought first to be submitted to the Governor-in-Council, and that after that the people would be taken into the confidence of the Government and permitted to know what the terms were, when we would all be delighted beyond measure. But we were not told. The Government met in Council, and we were still left in the dark. Then it was said that the bargain was not entirely completed, that much remained yet to be done. That seemed to be a good reason why the terms should not yet be made known. But by and by it became known that the bargain had been completed, and the people then expected it to be made public, and that those who were most deeply interested in it should have the opportunity of thinking for themselves, of judging for themselves, and of saying for themselves whether they did or did not approve of its terms. But, no. The "dignity of Parliament" came in the way, and it would be a violation of the "dignity of Parliament" for the Government yet to let the people know in what manner this important subject had been disposed of. But the theory of the dignity of Parliament, as propounded by the leader of the Government, is one to which the people of this country will not feel disposed to assent. There may have been a time when Parliament was a power over, and a protector of, rather than an organization created by and dependent upon the will of the people. But now, when elected and clothed with authority solely by the will of the people, they should be accountable to the people for their actions. The dignity of Parliament can be best preserved by being made consonant with the intelligence of the country. It is too late to talk of maintaining the dignity of Parliament by keeping the people ignorant of matters which they have a right to pronounce upon. It is true we have been elected for the period of five years, and can do as we please. If so disposed, we can outrage right and justice, and defy the people, until the period for which we have been elected expires, but no man who really understands what the position of a representative should be will justify his course in that respect. We should be in consonance with public opinion, and should endeavor to ascertain what the people think themselves before we pretend to judge for them. But the theory of the dignity of Parliament was not acted upon to the fullest extent. We were allowed to hear some things about this wonderful bargain. We were informed that the Syndicate were to get 25,000,000 acres of land and $25,000,000, and the idea was circulated that one of the best features of the bargain was that in future the Government were to have no more to do with the working of railways, and the letting of contracts in reference to railways, and that we would hear of no more such scandals as were revealed by the Commission at Ottawa and Winnipeg. Besides this, we were to know the exact extent of our liability. We were told that the people were weary and oppressed by a feeling of uncertainty as to the extent of the liability which they would incur in carrying out the great work as a Government undertaking and that it would afford great relief to have this finally determined. But while we were thus told everything that was calculated to pacify the people and lull them to a sense of security, all that was most obnoxious was carefully concealed. The dignity of Parliament prevented the Government from letting the people know anything that would be offensive to public opinion. Let me say here, before proceeding further, that between the course pursued in this case and the course pursued in this connection with another great question some years ago, there is a striking similarity. Many of the gentlemen who compose the present Government met in the city of Quebec to frame a new system of Government and a new constitution. They held their meetings in secret; they passed the famous Quebec resolutions and then solemnly pledged one another that no one should disclose the result of their deliberations to the people. It was held then as now that the terms agreed upon should not be made known to the people until the meeting of the Legislatures of the respective provinces, but each delegate was authorized to go into his own district and tell such things as would be most pleasing to the people of his district. Precisely the same means were employed then as now. They told us that it was an excellent bargain, and that if it were not for the dignity of Parliament they would be delighted to let us know what it was. Subsequently made public what would be likely to please the people, but they were careful to suppress the worst features of the bargain. They did not say that the Government were still to go on building the railway—not indeed the longest, but one of the most expensive portions of it. The Government are to build 700 miles of road, which will cost, according to the lowest estimate, $28,000,000, and the construction of which will extend over ten years. No one sitting on the left of the Speaker ever imagined that a 90 mile section from Yale to Fort Moody, a very difficult and expensive section, not yet under contract, would be put under contract by the Government, and paid for by the Government with your money, and then handed over to the Syndicate. It has been said that this is the best scheme ever submitted. I have no hesitation in characterizing it as incomparably the worst. Let us look first at it in itself. Let us take the figures of the present Government, which they have a knack of altering from session to session, and sometimes even in the same session, and what do we find? We are to build and finish the difficult portions of the road at a cost of $28,000,000. In addition to that we are to pay $25,000,000 in cash, and in addition to that we are to hand over 25,000,000 acres of land. And not, be it observed, land along the line of the railway, but 25,000,000 acres of land, the best that can be selected in what is known as the fertile belt. Only a few months ago Sir John A. Macdonald argued in the House of Commons that the land within five miles of the road was worth $5 per acre; that for fifteen miles outside that limit it was worth $4 per acre; that for twenty miles outside the second belt it was worth $2 per acre, and that beyond the third belt its value was $1 per acre, and in this statement appeared to have satisfied his friends that the land could be sold at these prices. But this year, when they bring down their proposals, they coolly say that the same land is only worth $1 per acre, and that we have no right to say it is worth more, because last year we ventured to question the accuracy of their statements. Lands that last year were worth $3 per acre are now only worth $1; lands that last year were worth $4 per acre are now only worth $1; lands that last year were worth $5 are now, also, only worth $1. The obvious intention of the change is to make it appear that the Syndicate are not getting as much as they really are. If the estimate of last year was correct, the value of the lands to be handed over to the Syndicate will amount to $75,000,000. If this amount were added to the $25,000,000 cash it would make the amount $100,000,000; and if the $28,000,000 to be expended by the Government were added to that, it would amount to $128,000,000. The charter stipulates that this road is to be built according to the standard of the Union Pacific Railroad as it was first contracted for. There never was in all America a more miserable road than that as first contracted for. In its construction there was a race between two rival companies, one starting from the West, the other from the East, to see which could obtain the largest share of what was then virtually a bonus offered by the Government. The object of the parties was to construct a road as rapidly as possible rather than to make a good road. The descriptions given by the Commissioners sent out by the United States Government tell us exactly what it was. The ties were of cotton wood, of the cheapest possible description, not calculated to last more than two years. In some places they were merely laid upon the surface of the ground, covered in with frozen sods; the rails were of iron, the bridges were of the poorest possible kind, the grades were the heaviest, the curves were the sharpest, and take it altogether it was the poorest class of road that could be built; yet that was the class of road set forth in the contract which we were asked to approve. Now, Mr. Chairman, we have had a great many estimates as to the cost of constructing this railway. During the last session of Parliament we had no less than three separate estimates. The Ministry seemed determined to reduce the standard as low as possible. All idea of building a great highway over which was to pass the trade of China and Japan, and of European countries with China and Japan, was abandoned. The idea of providing an outlet for the produce of the North West and carrying articles required as cheaply as possible was thrown out of consideration. We were to have a mere colonization road, except in the one section from Thunder Bay, which, as Mr. Fleming wisely insisted, should be of first-class character. He took care that grades for trains travelling East should not be heavier than twenty-five feet to the mile. The estimated cost was then $34,000,000. The ministers have gone to work this session and striven to degrade still further the character of the road. On the section through the Rocky Mountains, in an estimated expenditure of $9,000,000 or $10,000,000, they profess to have saved $1,600,000; between Red River and the Lake of the Woods they profess to have saved almost as much. They now say that the cost of the whole road will be $30,000,000. They simply subtract the sums to be saved from the estimated gross amount and arrive at the conclusion that the road is to cost $30,000,000 exclusive of the sum of $3,000,000 paid for surveys. Of the sum of $30,000,000, $28,000,000 consists of the road already built or to be constructed, $25,000,000 in cash, and the balance in the best land in the North-West at $1.00 per acre. According to this calculation we are to give them $78,000,000 for building a road which will cost at the outside but $30,000,000. I would like to ask every intelligent man to reflect seriously on this point, and ask himself whether such a bargain as this is a good one. But if you estimate the land subsidy at $2 per acre, supposing the road to cost $80,000,000, the company will receive $98,000,000, and if you take Sir John A. Macdonald's own average of $3 per acre, you give the company $128,000,000, besides the cost of surveys, for a road the estimated cost of which is only $80,000,000. I have heard it said that the members of the syndicate have expressed their willingness to alter the bargain in certain particulars, and, instead of the standard of the Union Pacific according to the original contract, to substitute the standard of that road in 1873 or 1874. If this is done the character of the bargain will be materially modified, though not so much as to render it acceptable to the thinking and reasoning portion of the community. There still remain other and serious objections. Not only are the syndicate to receive the money and land subsidies previously referred to, but they are to receive right of way through all the Government lands of the North West. They are to have all the land they may require for stations, wharves and every other conceivable purpose in addition. Not only are they to receive this vast quantity of land, but they are to receive it free from local or municipal taxation for all time. The value of this exemption it is difficult to calculate; but if we look at the railways of the United States we find that it amounts to a large sum indeed. The Union Pacific road, the length of which is less than our road, pays in local taxation over a million dollars a year. Of course they have more traffic over their road and the value of it is greater, but, nevertheless this may afford us some idea of the value of the exemption, and of how prejudicial it would be to the people of the country. Not only is the railway exempt from taxation, but twenty-eight million acres of land besides. While they choose to hold that twenty-eight million acres, or any portion of it, this contract provides that it shall be exempt from all taxation. And so the men who settle on the lots sold will have to bear all the burdens of maintaining roads, schools and other charges that are burdensome enough even where all property is liable to taxation. It is said that if the Government hold the road the Government will pay no taxes, but in that case the country at large would receive the benefit of the exemption, and not a few members of the Syndicate. The Government would not hold the land for purposes of speculation, and would not run the road with the view of deriving a revenue from it. Their first idea would be to promote the speedy settlement of the country, and they would use the road for the purpose of promoting the comfort and happiness of its people. On the other side, we have a grasping corporation, whose sole object is to make all the money it can, and all the exemptions it receives will endure directly to the benefit of the corporation. That is not all. They are to be permitted to import all the steel rails, fish plates, spikes, materials for bridges, timber or iron, and all materials for the construction of lines of telegraph, duty free. We are not prepared to-night to talk party politics, and therefore I do not wish to make any reference to the National Policy, but is not this a gross violation of the principle upon which that policy is based? It is replied that the Government would equally import duty free, but if so the people would save so much money. In the present case the people save nothing. The only persons who save are the company constructing the road, and we are justified in adding this amount to the subsidy they are to receive as so much money besides. Mr. McIntyre, one of the most prominent members of the Syndicate, recently stated to a reporter that this was one of the features of the contract upon which the Government would have to insist; otherwise they would be at the mercy of the first Government that chose to impose duties upon articles to be used in the construction of the road—a course which might make a difference to them of as much as $3,000,000. I think that is a large sum, but it would undoubtedly reach a considerable amount. It has been said that steel rails

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General Agent, Notary Public and Broker.

Jan15


## Sheriff's Sale.

THERE WILL BE SOLD at public auction, on Monday, the Twenty-eighth day of February next, at Chubb's Corner, (so called), in the City of Saint John, between the hours of twelve o'clock, noon, and five o'clock in the afternoon, all the right, title, interest, property, claim and demand whatsoever, either at law or in Equity of, into, out of or upon

ALL that certain lot, piece or parcel of land situate, lying and being in Sydney Ward in the said City of Saint John, bounded and described in a deed from Thomas McAvity and others, to said Joseph D. McAvity, as follows: Beginning on the Westerly side line of Charlotte street at a point distant sixty-two (62) feet Southerly from the angle formed by the intersection of the said Westerly side line of Charlotte street aforesaid, and the Southerly side line of Britain street, the said point of beginning being the South-easterly corner or angle of a lot conveyed by the said Thomas McAvity, Executor and Trustee as aforesaid, to one Sarah E. K. Beverly, thence running along the said Westerly side line of said Charlotte street in a Southerly direction sixty (60) feet, or until it strikes the North-easterly corner of the lot now under lease from the Mayor, Aldermen and Commonalty of the City of saint John to the said Joseph D. McAvity, thence along the Northerly side line of said last mentioned lot and at right angles to the said Westerly side line of said Charlotte street forty (40) feet until it strikes the Easterly side line of the lot now owned by John Moran, thence along said last mentioned line in a northerly direction and parallel with the said Westerly side line of the said Charlotte street sixty (60) feet or to the Southerly side line of the lot now owned by the said Sarah E. K. Beverly, thence along said last mentioned line in an Easterly direction forty (40) feet to the place of beginning. The same having been seized under and by virtue of an execution issued out of the County Court of the City and County of Saint John, at the suit of James Doherty and Sophia Doherty against the said Joseph D. McAvity. JAMES A. HARDING, Sheriff.

Sheriff's Office, City of Saint John, November 17th, A. D., 1880. nov27

## Sheriff's Sale.

WILL BE SOLD at Chubb's Corner, Prince William Street, in the City of Saint John, on SATURDAY, the sixteenth day of April next, between the hours of twelve o'clock, (noon), and five o clock in the afternoon.

"ALL the right, title and interest James McNickle had on the thirteenth day of November A. D., 1879, in and to all that certain leasehold lot of land situate on Erin street, in the City of St. John, and extending through from Erin street by one hundred and ten feet deep, more or less, leased to the said James McNickle under the name of James McNichol, or otherwise, by Indenture lately made between Fanny Symonds, the Reverend Richard Simonds, William M. Jarvis and William H. Thorne, Executors of the last will and testament of Edward Symonds, deceased, and also all the buildings and improvements thereon, the same having been seized under and by virtue of an attachment and execution issued out of the King's County Court at the suit of Jane Atkins against the said James McNickle.

JAMES A. HARDING, Sheriff.

Saint John, N. B., December 28th, 1880. Jan1 td


ROYAL INSURANCE COMPANY, OF ENGLAND.

FIRE and LIFE.

**Capital, - - $10,000,000.**

| | |
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| Capital Paid Up, | $ 1,447,725.00 |
| Reserve Funds, | 7,607,173.95 |
| Life Funds, | 12,238,979.31 |
| | $21,292,978.7 |

Invested in Canada for protection of Canadian policy holders, $600,000.

The Royal Insurance Company

Has the Largest Surplus of any Fire Insurance Co. in the World.

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SAINT JOHN, N. B.

AGENTS FOR NEW BRUNSWICK. oct9

The Liverpool and London

AND GLOBE

INSURANCE COMPANY

Insures against loss or damage by fire, property of every description

At Lowest Current Rates

LIFE INSURANCE

ON THE MOST FAVORABLE TERMS.

No. 118 Prince William street,

SAINT JOHN, N. B.

nov1

QUEEN INSURANCE COMPANY

—OF—

Liverpool and London,

Capital Ten Million Dollars.

Twenty-second Annual Report.

The REPORT and ACCOUNTS for the year 1879, presented to the Shareholders at the Annual Meeting on Thursday, May 20th, 1880, at which BERNARD HALL, Esq., Mayor of Liverpool, presided, showing in the

FIRE BRANCH

That the Premiums for 1879, after deducting Reinsurances, amounted to $7,450,710, and the Losses to $1,503,215. In the

LIFE BRANCH

That New Policies had been issued for $1,677,350, and that the Life Fund, by the additions made to it in the year, now represents 67.4 per cent. of the entire net Premiums received on every Policy in force.

The Surplus in the year's accounts, amounting to $450,365, was disposed of as follows:—

| | | |
|---|---|---|
| $200,000 | - | Added to Reserves. |
| 102,400 | - | Carried forward to next account. |
| 157,530 | - | Appropriated for Dividend. |

The Cash Assets were shown to amount to $4,991,731
The Income of the Company is now 12,976,380
The Co. has paid in satisfaction of Claims 15,323,680

*NEW BRUNSWICK AGENCY.*

The Claims paid in this Province exceed $1,000,000.

C. E. L. JARVIS,

GENERAL AGENT,

118 Prince William Street

june19

MANGANESE !

Notice to Farmers and Others.

THE QUEEN MANGANESE MINING CO. having all the necessary machinery and appliances for the development and working of mineral properties, invite all persons having deposits of what they may suppose to be MANGANESE on their lands to communicate with ALFRED LARKHAM, Manager of Mines, Markhamville, N. B.

nov27 tf



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P. TOLE, Proprietor.


# THE FREEMAN FOR 1881.

WE BELIEVE that we have fulfilled the promises we made to our readers at the opening of the present year, and that in the FREEMAN they have been furnished with full and reliable information respecting all that has taken place in the old world and in the new. As far as the space at our command permitted, we have endeavored not only to let them know what was done by the governments and peoples of the chief countries in Europe, but, as far as possible, what was the policy of the governments of those countries, and what was sought by the parties in power and those who sought to obtain power.

We are now greatly dependant on the telegraph for news, and it appears to be the settled purpose of those who control it, and of those who prepare the telegrams, to malign the heads of the Catholic Church, especially the Pope; to misrepresent what they do, and to fabricate the most absurd or the most atrocious falsehoods when the perversion of the truth is not sufficient to keep alive that dread and hatred of Pope and Popery which fill the minds of millions only because they have been systematically misinformed. The FREEMAN has been careful to mark and expose those falsehoods, and misrepresentations, and in this way, we believe, it has done much good.

Newspaper correspondents and the makers of telegrams have labored assiduously during the year to misrepresent the purposes, objects and motives of those who seek to effect a change in the Irish land laws, and to create the impression that they incite the people to violate the laws in order that they may rob the landowners of their property. Sensational stories and reports of outrages never committed have been so numerous and circumstantial that many well meaning persons have been led to regard the whole Irish people as the turbulent, lawless, bloodthirsty people their enemies love to represent them. The FREEMAN has endeavored to make the truth known—the truth as to the objects of the Land League and the means by which they seek to attain these objects; the truth as to the manner in which Catholic bishops and priests, the men who were prominent in other agitations, and the people generally, regard the purposes and proceedings of the League, and the truth also as to the few outrages which have really been committed, and the parties who should justly be held responsible for them. We believe that the readers of the FREEMAN understand the present condition of Irish affairs, and that much good has been done by the information concerning those affairs which has been diffused amongst the thousands who read the FREEMAN.

We have devoted much attention to Canadian politics, and endeavored to lay before our readers such information as would enable them to judge fairly of the working of what is called the National Policy, to determine whether the pledges made by the party now in power have been fulfilled, and to decide whether the men who are now the Government of Canada, and those by whom they are surrounded and influenced, have proved themselves deserving of the confidence of the people.

No paper published in the Province furnishes so much original, or so much carefully selected matter at so low a price.

In some parts of the Province the circulation increased considerably during the year. Much more may be done in all parts of the Province to extend its circulation. If every one of our subscribers who believe that the FREEMAN is a powerful agent for good made but a small effort, the circulation may be doubled, and the good it does increased a hundfold.

The terms of subscription are as usual: ONE DOLLAR per annum, IN ADVANCE.

The London *Times* says that the Bill for the amendment of the Irish land laws which the Government have now under consideration will fall far short of the expectations of even the more reasonable members of the Land League; will indeed be no more than a further attempt to enforce the principles which it was at one time supposed Mr. Gladstone's former Bill would put in full operation. The *Times* admits that such a measure would not put an end to agitation, but it relies much more on the use of flying columns and other engines of brute force, than upon the doing of justice, for the suppression of Irish disconten

A SAD DEATH.—A woman named Hart was found dead near North Augusta, Ont., a few days ago. It appears that her son William had been to the village of North Augusta the whole day of Christmas drinking, and in the evening took home a gallon jug of whiskey for himself and a bottle of brandy for his mother. It is supposed that she partook freely of it, there being about half of a pint missing out of the bottle next morning. The son lay intoxicated from about eight o'clock in the evening until the next morning. It is supposed that, under the influence of the liquor, she became partially deranged and in her delirium rose from her bed some time towards the middle of the night, as she had undressed and her clothes lay untouched where she had laid them, and there were no marks of blood on them. She had complained in the evening to a neighbor of being troubled with diarrhœa, and probably from that cause went out of doors and wandered round the fields, where she was tracked for over half a mile by the marks of her bare feet in the snow—the marks of no other feet being near hers. She then had only a thin chemise on. She appears to have attempted to return, and got as far as the barn, which is about two hundred feet from the house, where she slipped and fell, cutting herself above the eyebrows, causing a ragged angular flesh wound, about an inch each way, apparently by coming in contact with a sharp angle of a stone of the under-pinning of the barn, from which wound—the only one on her person—she bled profusely, the blood running down her face and covering her hands. She rose and supported herself against the logs of the barn, marking them with her bloody hands as she moved along, during which time she fell again twice, and was found lying with her face in the snow where she was either suffocated or died from exposure. In the morning the son awoke from his drunken sleep, and on calling to his mother to get up, and receiving no reply, found her missing, and on searching found her where she lay in the snow, frozen stiff.

## The Weekly Freeman.

Saturday, January 15, 1881

### The Week.

The Greeks still talk of war and make their little preparations as if to show Europe that war there will be if the Treaty of Berlin be not enforced in their regard. France does not give them much encouragement, and the other powers show no disposition to go as far as the Greeks think they should go.

The Boers have gained some advantages in South Africa, but when the Imperial troops, now on their way, reach the Cape, all that will soon be changed. Still the Government will find it difficult to so deal with this question as at once to satisfy the Imperial instincts of the British people, and maintain their own character for consistency, and to do justice to a people who, admittedly, have been greatly wronged.

The news from the British Parliament is discouraging. All parties appear much more eager to pass Coercion Bills and to devise some means of silencing the Irish members of Parliament than to redress Irish grievances and put an end to the discontent and trouble by removing the cause of it. It is almost surprising to find that the Irish members are charged with wanton obstruction because, on an important motion, eighteen of them spoke, occupying two whole hours, or about eleven minutes each. Eighteen speeches made for the purpose of obstruction would occupy days, but in the present temper of parties in England it seems an outrage on all propriety that an Irish member should speak of even the wrongs of his country for even ten or twelve minutes. The correspondent of the New York *Tribune* telegraphs:—

The Queen's speech told practically nothing new, for the substance of its contents had been communicated to the newspapers two days before. Its general character, however, in respect to coercion, reassures the friends of order, fulfilling as it does Mr. Gladstone's Guildhall pledge that order should precede reform. It bitterly disappoints the extreme Radicals, who, following Mr. Chamberlain's lead, denounced in advance every form of coercion as unconstitutional. This section, always inconsiderable in numbers but powerfully represented in the press, are now equally indignant and dismayed at finding themselves deserted by their supposed Ministerial leader, and at finding also that coercion is sanctioned by the vast majority of the Liberal party and the Liberal press. Nothing is more remarkable in the opening proceedings of Parliament than that the Liberal leaders of both Houses devoted their whole strength, not to proving the necessity of coercion, which is now almost universally admitted, but to defending themselves for delaying coercion so long. Both Lord Granville and Mr. Gladstone offered elaborate excuses for not summoning Parliament earlier, urging pleas, citing precedents (always dear to the English mind) in justification of their delay, answering thereby the public demand for explanation rather than the criticisms of their opponents. There is an equally striking response from the press throughout the country to the announcement that the Government is determined to enforce law and order authority in Ireland. One important Liberal journal in London or the provinces, the *Pall Mall Gazette* excepted, is without its adhesion to the Ministerial policy. The Newcastle *Chronicle* (Mr. Cowan's paper), which denounced the Government's programme and ceased long since to profess Liberalism, now defends the oppression of the League in Ireland as it defended Turkish oppression in Bulgaria. The Liberal organs in Leeds, Manchester, Liverpool, Plymouth, Sheffield, Nottingham, Hull, and Birmingham itself, all acquiesce with the majority and heartily applaud the Government's resolve. The Leeds *Mercury* affirms that the Ministers may rely on the support of the Liberals in every great town, including themost radical of the North constituencies. The Birmingham *Post* declares it necessary to restrict individual liberty in Ireland in the interests of the higher liberty of the whole nation. Other papers speak in a similar strain. The only English voice yet raised in Parliament against coercion is that of Arthur Arnold, a political doctrinaire of slight political influence, representing a constituency which includes many Irishmen. Arnold is now the leader of the Liberals below the gangway, all of whose former leaders are now drifted into the Government. It is not believed that many Radicals are ready to push their opposition so far as to vote for Parnell's amendment, still less to take part in obstruction. The *Irishman* and other nationalist papers, of course, are furious, but the leading Irish Liberals, like Shaw, still refuse to follow Parnell to the Tory Benches. The English followers of Mr. Chamberlain are equally bitter against him. The rest of the Government complain that Mr. Chamberlain misled them, and are muttering enquiries why Chamberlain did not resign instead of acquiescing in the measures he was pledged to resist. It is understood that Mr. Bright, always loyal to his convictions, withdrew his opposition to coercion when confronted with the evidence of the inadequacy of the existing laws to keep peace and maintain the Queen's authority. Many Radicals of a similar temper say the responsibility for coercion rests with the Government, and must, though regretfully, support it. Most obtainable information indicates that Mr. Forster will propose on Monday a reenactment of the main provisions of the Westmeath act, with a permissive suspension of *Habeas Corpus Act*.

Respecting land reform Parnell's English allies are hardly less disappointed than they were with regard to coercion, and with equal unreason. Mr. Gladstone's friends have long known that he believed the only possible remedy for the substantial grievances of Ireland was to extend the principles of the Act of 1870, especially by making operative the Bright and other clauses, heretofore insufficient, by restoring the provisions which the Lords have defeated. Everything depends on how far now he intends to give effect to the purpose of that Act. Criticism and eulogy are alike premature. The exasperation of the Radicals arises from the fact that their hopes of measures amounting to confiscation are disappointed, as if a Cabinet containing Lords Hartington and Selbourne and the Duke of Argyle would be likely to sanction agrarian spoliation. In answer to a letter from the Trades Union Committee thanking the Government for the promise of legislation on the land question, and endeavoring to extract a pledge in favour of peasant proprietors, Mr. Gladstone declares it would be altogether premature and inconvenient to state the nature of the intended proposals till explained in Parliament.

Friday night's proceedings indicate that the suppression of obstruction in Parliament must necessarily precede the suppression of sedition in Ireland. Eighteen Irish members consumed three hours debating on frivolous motion for adjournment, no Liberal or Conservative taking part in the discussion. Parnell's band have formally resolved to oppose the passage of the Coercion Bill by every parliamentary device. The Government's announcement of its intention to postpone all other business fails to meet the threatened obstruction, respecting which it is understood negotiations are proceeding between the Liberal and Conservative leaders. The advanced Liberal organs like the *Scotsman*, declare that if Mr. Parnell is allowed to continue his tactics Parliament will become a farce. The speeches of Lord Beaconsfield and Sir Stafford Northcote on the opening night are both construed as pledging their supporters to unite with the Government to facilitate business. The State trials in Dublin drag on and are devoid of interest. The Court is empty, and the defendants mostly absent. The London papers have almost ceased to report them.

Others made similar statements. Evidently the struggle is to be more prolonged than some had ventured to hope it would be, and there is now more than ever need of prudence and skill and coolness and energy on the part of the Irish members, and of determination and stern resolve on the part of the people to continue to work within the law and by all the legal and constitutional means which the threatened coercion bills will leave to them. All parties are looking with much anxiety for the Land Bill.

In the Canadian Parliament the debate on the Syndicate terms was valiantly maintained by the Opposition, who, although numerically weak in the House, are very strong in the justice of their cause and the moral support of the country. The supporters of the Government appear prepared to accept the measure, although it is well known many of them disapprove of it as much as any member of the Opposition. With them party considerations are above all others. Few, indeed, are determined to act on their own judgment. Some supporters of the Government who in private expressed their disapproval of the scheme in strong language have nevertheless made speeches in defence of it. Others, it is said, are trying the effect of private remonstrances. The speeches of the members of the Government and their followers are all after the same model. They abuse Mr. Blake for an hour or so, attacking every act of his political career. They try to show that the present terms are less oppressive than those proposed in that bill of Mr. Mackenzie's. They deny that the exemption from taxation amounts to much, or that the company's right of selecting lands gives them any advantage, because wherever they take a lot the Government retain another. They assert that the road will be a very good road, and they either avoid allusion to the monopoly or pretend to regard it as of no real importance. Then they pretend to reply to what the opponents of the measure have said, but instead of doing that they attribute to them many things which they never thought of saying, misrepresent what they have said, and play in the most ridiculous way the game of setting up and knocking down card houses. A direct positive defence of the bargain they rarely attempt.

The counter proposition made, or to be made, by a large number of the most respectable and financial men in Canada, created much commotion in the Government ranks. These gentlemen, of whose financial standing there can be no question, offer to build the road for twenty million dollars, and twenty million acres of land, foregoing all these exemptions and monopolies which render the scheme now before Parliament so obnoxious.

The meetings in the principal cities and towns of the Dominion prove that wherever the terms of the syndicate bargain are fully understood by the people, they are unequivocally condemned. The Tory press try, by all their usual disreputable artifices, to create the impression amongst their readers that those meetings have been failures, but in this they have signally failed. The Toronto *Globe* stated some days ago that it had recorded up to that time the proceedings of over sixty meetings. At nearly all the bargain was almost unanimously condemned. At a few resolutions in favor of it were carried, but these were meetings of Government partizans. The greatest of all the meetings yet held was that of Montreal. Thousands were unable to obtain admission, or even to get near the door, and even the Conservatives within doors listened to Mr. Blake's magnificent exposition of the enormity of the bargain with profound attention, not a few of them towards the close joining heartily in manifesting their disapproval of the contract. The effect of that speech was magical, and to-day the great majority of the thinking men of Montreal are opposed to the ratification of that bargain. Even this meeting, the Tory papers told their readers was a failure. According to them there was no enthusiasm. They can scarcely understand that at a public meeting men should sit still, and listen, and think, and be persuaded. Noise, clamor, and declamation are their standard of the success of a public meeting, but even they could not, if they had the slightest wish to tell truth, deny that the audience at Mr. Blake's meeting in Montreal was very, very enthusiastic and very much in earnest.

The Government party pretends that it is unfair that they are not allowed to send their speakers to these meetings and to occupy much of the time, all too short for a full exposition of the scope and meaning of the contract. Mr. Blake spoke until past one o'clock in the morning at Montreal. How absurd it would be to expect an audience to sit after that to hear another long speech on the other side, followed by a reply which could not be delivered before five or six in the morning; and how unjust to the public it would be to render a full exposition impossible by any arrangement which would allow the speakers but an hour or an hour and a half each. The people of St. John saw how that thing worked at that great meeting in the Rink. The common sense mode is that each side should hold a meeting wherever a meeting is thought desirable. One of the reasons why the Tories do not like this is that they would thus prevent a full, calm consideration of the contract; another is that in the present state of public opinion they know that their meetings will not be very largely attended. When Sir C. Tupper held a meeting in Montreal on Saturday evening, although a very large number of those opposed to the scheme attended, the house, which could not contain one half of those who sought admittance to Mr. Blake's meeting, was never quite full. Even of the Conservatives who attended, many sorrowfully acknowledged that his speech was neither a reply to Mr. Blake's nor such a defence of the bargain as they expected.

THE TRADE OF ST. JOHN.—The following is a statement of imports into the port of St. John for the month ending 31st December, 1880, compared with those of the month of December, 1879:—

| | 1879. | 1880. |
|---|---|---|
| Value of goods entered for consumption | $136,191 | $200,157 |
| Value of goods entered for warehouse | 37,943 | 60,581 |
| Value of goods entered free | 37,836 | 54,233 |
| Total value of goods entered | $211,249 | $315,243 |
| Value of goods withdrawn from warehouse | 47,542 | 69,086 |
| Customs duties collected during the month | $39,550.50 | $6,972.21 |

The following is a statement of the value of exports from the port of St. John for the month ending December 31st, 1880, compared with those of the month of December, 1879:—

| | 1879. | 1880. |
|---|---|---|
| Produce of the mine | $ 5,547 | $ 700 |
| Fisheries and their produce | 18,261 | 16,172 |
| Produce of the forest | 95,469 | 73,392 |
| Animals and their produce | 23,836 | 6,293 |
| Agricultural productions | 4,084 | 1,186 |
| Manufactures | 19,651 | 1,772 |
| Miscellaneous articles | 8,153 | 3,056 |
| Total produce of the Dominion | $167,002 | $102,300 |
| Goods not the produce of Canada | 35,123 | 46,467 |
| Total exports | $202,155 | $148,867 |

The value of goods remaining in warehouse on the 31st December, 1880 was $231,960, against $249,002 for 1879.

Judge King, assumed his judicials robes for the first time at the Westmorland Circuit. The Grand Jury presented him with an address, congratulating him on his appointment and referring to his great legal attainments and what they were pleased to call his "moderation" in political affairs.

The *Canada Gazette* announces the reappointment to the Senate of Senator Howlan, whose seat was made vacant by his insolvency some time ago, but who has since acquired the necessary qualifications.

Petitions against the adoption of the Pacific Railway contract received many signatures in the city during the week.

We did not regard the Halifax *Herald* as stupid, but it either is unable to understand the plainest terms of the contract with the Syndicate or it has determined to misrepresent them at all hazards. It denies that the Syndicate have the right to choose where they please such part of the twenty-five million acres as will not be contained in one half the two twenty-four mile belts along the railroad from Selkirk to Jasper House. It says:—

The country from Winnipeg to Jasper House, for twenty-four miles on each side of the railway, is laid off in blocks of a mile square, and the blocks bearing odd numbers are assigned to the company and those bearing even numbers to the Government. The company cannot take a coal mine, forest, town lot, or anything else except land for railway road-bed or station purposes in any of the Government's alternate blocks. Mr. Anglin must know this, but he must either plead ignorance of it or else lie under the stigma of having attempted to grossly deceive his audience. Such of the company's blocks as "consist, in a material degree, of land not fairly fit for settlement," will revert to the Government, which will have these blocks in addition to its own half. Mr. Anglin has repeated the statement, invented by some one else, that the company are to be the sole judges of the fitness of the land. But it is not so nominated in the bond. On the contrary, the contract contains a clause which provides that "any question of fact," on which the Government and company may not agree, shall be referred to three referees whose decision shall be final. If, therefore, the company should decide not to accept a section which the Government considered fairly fit for settlement, referees would have to decide the disagreement. Mr. Anglin cannot dispute this. It is expected that the company will get nearly half its land grant on the main line, and the rest of its land can only be selected in accordance with strict rules laid down in the contract, and not, as untruthfully or ignorantly asserted, in any way the company may choose. The company are to get the rest of their land in alternate blocks, extending twenty-four miles back on either side of any line or lines of railway they may locate through Government lands, and in no other way unless the Government should elect to allow the sections to be made otherwise. The company have the right to locate their branches along which they are to have half the good land, until their grant of twenty-five million acres is obtained in alternate sections, and this is the sole privilege in respect to selecting lands which they possess under the contract. There is a marvellous difference between this fact and the stock Grit fiction. If any one thinks we are giving a one-sided version of the facts, in order to convict Mr. Anglin of having stated what was not true, we simply refer him to the contract.

The easiest and best mode of replying to this is, perhaps, to quote the section of the contract in which this part of the bargain is stated. We put the passages of most importance in italics, and we hope that the writer in the *Herald*, when he has read them, will be satisfied that Mr. Anglin did not misunderstand them or misstate their meaning. Sir John A. Macdonald stated in the House of Commons that, according to the calculations of the officers of his department, the syndicate will receive about eleven, or eleven and a half million acres in the two twenty-four mile belts. That, we believe, is an over estimate, but even, according to that, they must get about fourteen million acres more in the Fertile Belt, or elsewhere in the North West, "at the option of the company." Those fourteen million acres, the contract says expressly, "shall be made up from other portions to be selected by the company." They may make their selection by laying out branch railways where they please, not building those roads until they please, or on a line to be agreed upon with the Government. It is obvious that railways can be laid out so as to give to the syndicate or their successors, the company, the choicest lands, the most commanding positions, coal mines, town sites, etc. In the location of railways, mark, the Government is to have no voice whatever. Should, indeed, the syndicate reject any portions of the lands on the railway line so located, and desire to obtain other lands instead, then, for what may be called this second selection, the consent of the Government is required. Our readers will see that we merely repeat in other words what the eleventh section of the contract says plainly enough:—

11. The grant of land hereby agreed to be made the company shall be so made in alternate sections of 640 acres each; extending back 24 miles deep on each side of the railway from Winnipeg to Jasper House, in so far as such lands shall be vested in the Government, the company receiving the sections bearing uneven numbers. Provided always that such sections consist in a material degree of land not fairly fit for settlement, the company *should not be obliged to receive them as part of such grant*, and the deficiency thereby caused, and any further deficiency which may arise from insufficient quantity of land among the said portion, the railway to complete the said 25,900,000 acres, or from the prevalence of lakes or water stretches in the sections granted, which lakes or water stretches shall not be counted in the acreage of such sections, *shall be made up from other portions to be selected by the company in the tract known as the "Fertile Belt,"* that is to say, the land lying between parallels 49 and 57 degrees of north latitude, *or elsewhere, at the option of the company*, by the grant therein of similar alternate sections extending back 24 miles deep on such side of any branch line or lines of railway *to be located by the company* and to be shown on a map or plan thereof deposited with the Minister of Railways, *or of any common front line or lines agreed upon between the Government and the company.* The condition hereinbefore stated as to lands not fairly fitted for settlement to be applicable to such additional grants, and the company may, with the consent of the Government, select in the North-West territories any tract or tracts of land not taken up as a means of supplying or partially supplying such deficiencies, but such grants shall be made only from lands remaining vested in the Government.

The *Herald* is mistaken if it supposes that the contract provides that referees shall determine, in case of dispute, whether any sections of land do or do not, in a material degree, consist of lands unfit for settlement. It appears, and not unreasonably, to have been regarded as certain that the syndicate would prefer tolerably good land near the main line of railway to better land at a distance. The only purpose for which the contract provides that referees may be appointed is that stated in the third section, which is as follows:—

3. The company shall lay out, construct and equip the said eastern section and the said central section of a uniform gauge of 4 feet 8½ inches, and in order to establish an approximate standard, whereby the quality and character of the railway, and of the materials used in the construction thereof, and of the equipment thereof, may be regulated, the Union Pacific Railway of the United States, as the same was when first constructed, is hereby selected and fixed as such standard, and if the Government and the company should be unable to agree as to whether or not any work done or materials furnished under this contract, are in fair conformity with such standard, or as to any other question of fact, excluding questions of law, the subject of disagreement shall be from time to time referred to the determination of three referees, one of whom shall be chosen by the Government, one by the company, and one by the two referees so chosen, and such referees shall decide as to the party by whom the expense of such reference shall be defrayed; and if such two referees should be unable to agree upon a third referee, he shall be appointed at the instance of either party hereto, after notice to the other, by the Chief Justice of the Supreme Court of Canada; and the decision of such referees, or of the majority of them, shall be final.

We were about to write that we hope the *Herald* will be satisfied, but we know that the more clearly and fully we prove that we are right, the more will the *Herald* be dissatisfied.

The Queen's speech is not what the friends of Ireland hoped it would be. The declaration that the condition of the country is such as to require that the people be deprived of the most sacred and most cherished liberties, and be placed at the mercy of those whom they have ever regarded as their most malignant and implacable enemies, is not what was expected of a Liberal Government. The suspension of the Habeas Corpus Act, the enabling of all to whom the Irish Government choose to entrust the authority to imprison and keep in prison, without charge or even suspicion of crime, all who may be obnoxious to them, may, indeed, suppress or check constitutional agitation, but it will not prevent the commission of crime. Neither will the making it a great offence to carry or to have arms without license. These measures have been tried many, many times, but it is not in their nature to restore peace or to make a people contented. The Government show great eagerness to pass the Bills which will once more place Ireland in a state of siege, remove all the safeguards of personal liberty, and place the masses of the people, and all who dare proclaim their wrongs, at the mercy of the most despicable tyrants that ever disgraced any country. They say that they will postpone all other business until, despite all the resistance which Mr. Parnell, who has gone to Westminster, to do battle there, rather than in the Dublin Court House, for popular rights, and all that the other representatives of the people can offer, this Bill become law, and that hatred of the Irish, which still lives and burns so widely, has been sated. They promise that then they will introduce a Bill to amend the land laws, but how far that will go to satisfy the just expectations of the people it is as yet impossible to tell. What they do say of it is unfortunately not calculated to satisfy expectation or even to keep hope alive. A mere extension of the principle of the Act of 1870, which proved so great a disappointment, is not what the people want. The abolition of the law of primogeniture and the other laws which prevent free trade in land, appears to be promised, and this would be useful, but it would do little for the immediate relief of those exposed to injustice. Affording facilities for the creation of proprietary rights of occupants in the soil may mean much or may mean little, but it would have been more to the credit of the Government if they had expressed their views and intentions with regard to the land question as plainly as their opinion as to the necessity for the abolition of personal liberty in Ireland, and if they had shown as much energy in giving effect to their views. The clamor raised by the Tories in Ireland and out of it appears to have put the Liberal principles of the Government to rout for the time; yet before we come quite to the conclusion that Gladstone and Bright and their associates do not at least mean well, or that they are for want of spirit, for want of true liberality, or for any other cause, incapable of dealing properly with the present Irish question, it would, perhaps, be well to wait until their Land Bill is produced.

The Tories have sought for some time to persuade those who put any faith in what they say that Mr. Mackenzie in accepting, so far as he did accept them, the terms proposed by Lord Carnarvon for the purpose of pacifying British Columbia, imposed new or additional obligations on the people of Canada. The pertinacity with which they repeat what all the intelligent of them know to be so false shows what reckless, unprincipled, unscrupulous men are to be found in that party. Mr. Anglin, when speaking in Halifax, referred to those attempts and explained that the so-called terms were by no means of such absolute obligation as the resolutions passed by Parliament when British Columbia became a Canadian Province, and made part of the B. N. A. Act by royal proclamation; and moreover, that instead of increasing the liabilities and obligations of the Dominion, those terms actually did greatly lessen and diminish those liabilities by giving Canada fifteen years to complete a portion of the work, the whole of which Canada is bound by the terms of union with British Columbia to finish inten years; and even the road on Vancouver's Island, about which much has been said, was but part of the road which the Macdonald Government undertook to build when it passed an order-in-council making Esquimault the Pacific terminus.

The Halifax *Herald* makes much fuss about the statement that the terms were not of absolute obligation, and to prove that Mr. Anglin was wrong in making that statement it publishes the following order-in-council:—

COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 18th December, 1874.

The Committee of Council have had under consideration the despatch of the Right Honorable Lord Carnarvon, Secretary of State for the Colonies, of November 17th, conveying a statement of the new terms with British Columbia, which in his Lordship's opinion may properly be laid down as fair and reasonable concerning the construction of the Pacific Railway.

In the minute of July 23rd, the Government of the Dominion advised that his Lordship should be informed of their willingness to leave it to him to say whether the exertions of the Government, the diligence shown, and the offers were or were not fair and just, and in accordance with the spirit of the original agreement, seeing it was impossible to comply with the letter of the terms of Union in this particular.

The conclusion at which his Lordship has arrived "upholds," as he remarks, in the main and subject only to some modifications of detail, the policy adopted by this Government on this most embarrassing question.

The minute of Council of September 17th contained a statement of reasons showing why some of these modifications should not be pressed, but the Government, actuated by an anxious desire to remove all difficulties, expressed a willingness to make these further concessions rather than forego an immediate settlement of so irritating a question, as the concessions suggested might be made without involving a violation of the spirit of any Parliamentary resolution, or the letter of any enactment.

The Committee of Council respectfully request that Your Excellency will be pleased to convey to Lord Carnarvon their warm appreciation of the kindness which led his Lordship to tender his good offices to effect a settlement of the matter in dispute, and also to assure his Lordship that every effort will be made to secure the realization of what is expected.

Certified,
(Signed, W. A. HIMSWORTH,
*Clerk, Privy Council.*

This, our readers will see, can not fairly be regarded as the making of a bargain of absolute obligation. To understand fully the meaning of this order it is necessary to read the whole correspondence, and especially the despatch in which Lord Carnarvon first proposes those terms, the long minute of council in which the Mackenzie Government vindicated their own conduct, stated that they would be willing to pledge themselves to complete the portion of the road from Lake Superior to the Pacific by 1890, showed why they regarded the other terms as unacceptable, and maintained that it was their duty to submit all contracts to Parliament for approval. Lord Carnarvon's reply, dated Nov. 17th, should also be read. The minute of council, quoted above, was the last sent to the Colonial Office by the Mackenzie Government, and our readers can see for themselves how far it was binding on any one. Parliament certainly did not regard it as obligatory, for the Senate threw out the Bill to authorise the construction of the Vancouver Island road, which some who pretend to regard the above minute as absolutely binding assert the Government should have built without asking from Parliament any other authority than that given by the existing statutes.

It is unnecessary to discuss any further a question which has no bearing upon the great subject now before the public, for even if we admit that the terms were of obligation, and bound not only the members of the Mackenzie Government, but the country also, yet the advocates of this Syndicate bargain could not prove that Parliament should now ratify that bargain, the terms of which are so onerous, so unjust to the people of Canada, and so fraught with danger to the growth and prosperity of the country. The terms, which really are of obligation, are the terms of Union, the terms embodied in the Queen's proclamation. These are very onerous, but bad and oppressive though they are, they would be rendered infinitely worse by adopting this mode of fulfilling the obligations they impose.

Mr. Gibson offers to take half a million stock in the new Syndicate. Sir W. Howland, Mr. McMasters, Mr. Carruthers and other men of great wealth are named as members, and the Toronto *Globe* says:—

"It is said that Mr. Cramp, of Messrs. Cramp, Torrance & Co., of Montreal, Thomas Workman, Hugh Mackay and C. J. Brydges, of Montreal, each of these gentlemen being the representative on the general Syndicate of bodies of smaller capitalists, have joined the Syndicate. Mr. Ross, the well-known Quebec capitalist, will also become a member of it. On Saturday four well-known capitalists in Hamilton joined it also, but I am not at liberty to give their names at present. A prominent American capitalist, the only American on the Syndicate, of considerable experience in the construction and operation of possibly the longest railway on this continent, has also entered the Syndicate. I simply mention these names to assure the public of the *bona fide* character of the Syndicate, and to show that the Government will not be justified in refusing to entertain any offer they mill make."

The *Telegraph* a day or two ago stated the terms to be offered by the new syndicate as follows:—

1st. To take the road as it now stands, complete the whole line, instead of calling on the Government to build portions of it for 8 or 10 years, and to accept

In money, $22,000,000;
In lands, 22,000,000 acres;

2nd. To dispense with the exemption of duties on materials, and pay scot and lot with the rest of the mercantile public;

3rd. To dispense with exemption from taxation for ever on the road and plant, and pay taxes like other property owners;

4th. To dispense with all restrictions and monopolies in regard to the building of branch lines;

5th. To accept terms which will prevent excessive charges as to freights, if competition should not insure that result, and to give security to operate as well as to build the road, such security to be greatly increased if desired, as compared with the provisions in the original syndicate bargain.

Tuesday's *Globe* had a telegram from Ottawa to the effect that a solicitor for the new Syndicate had arrived there with the new offer, which required Mr. Gibson's signature before being presented to the Government. The telegram further stated: It is said the amount of land and money subsidy the new company will require is something over what was first rumoured, the figures now being stated to be $26,000,000 and an equal number of acres of land.

Our readers, perhaps, have not forgotten that the Montreal *Herald*, having taunted the *Gazette* with having so greatly changed its opinions of the merits of Mr. D. A. Smith since the formation of the syndicate, the *Gazette* lost its temper, and declared that it still regarded the political conduct of Mr. Smith as disgraceful or disreputable, or something of that sort. In the controversy which followed the *Herald* stated that Mr. Smith had said to Mr. White, of the *Gazette*, in the presence of a third party, something respecting the Pacific Railway Scandal which the *Gazette* alleged Mr. Smith should have said, but never had said to any one. The *Gazette* denied this, and challenged the *Herald* to name the third party. The *Herald* named Mr. George Stephen. The *Gazette* repeated its denial, and added that it must await

blic accounts laid before Parlia-
s week show] what economy
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a few small items there have
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rather than real; but on the
expenditure and the debt have
eased. The following sum-
om the Toronto *Globe* :—

nty Finance Minister in his
ich precedes the accounts, says
rincipal transaction during the
the placing in July, 1879, of a
loan on the English market,
g to three and a half million
erling. This loan was taken
t £95 15. 10½d, and out of the
were retired maturing 6 per
ntures amounting to £1,208,000

APITAL EXPENDITURE.

ts were also made during the
pital account as follows, omit-

| | |
|---|---|
| ...ls | $1,252,924 |
| | 369,566 |
| ...Canals | 118,925 |
| ...ts | 391,257 |
| ...nal | 20,120 |
| | 500 |
| ...Canals | $2,123,366 |
| ...Public Buildings | 8,730 |
| ...Railway | $2,018,014 |
| ...d Island Railway | 16,639 |
| | 4,044,522 |
| ...Railways | $6,109,077 |
| ...al | $8,241,172 |

CTION OF SIX PER CENTS.

other transaction of the year
ion in Dominion six per cent.
is stock was created for ten
in, with six months' notice of
, and as the period of each
pired, notice of redemption
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the six per cent. stock by $3,-
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, 1880. Of this reduction
was converted into five per
the balance, $693,949, was
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minion has been to reduce the
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1879, to $3.82 on the 30th
80; on the net debt for the
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n account of the compensation
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d as interest, and the Deputy
inister suggests that an inquiry
hether this rate may not legally
d.

TURING INDEBTEDNESS.

this date and the first of
1885, the amount of debt ma-
follows :—

| ...yable in Canada | Payable in London. | Total. |
|---|---|---|
| 54,100 | $ 1,321,200 | $1,375,400 |
| 135,500 | 2,642,113 | 2,778,613 |
| 139,250 | 1,639,580 | 1,759,830 |
| 4,700 | 1,305,240 | 1,309,940 |
| 951,920 | 32,467,169 | 33,419,039 |
| $1,267,470 | $39,375,402 | $40,642,872 |

ion to the above there is a loan
Edward Island, nominally due
nd 1903, but which it pre-
in 1882 be redeemed, $1,091,-
ing a total of $41,733,979.
ese amounts is to be placed the
nd of the large loan due in
h on June 30th last stood at
, leaving to be provided for
date to the first of January,
44,905. A small part of this,
s held by the Dominion Gov-
investments and as a portion
ing funds of other loans, the
held being altogether about
. If these investments were
y other investments in Domin-
r cent. loans, so much of the
nent due in 1885 might be an-
The Deputy Finance Minister
on June 30 last the Govern-
their disposal power to bor-
aggregating $14,897,962, and
follows :—

| | |
|---|---|
| ...ed for Intercolonial Rail | |
| ...ed for North-West Terri- | $ 2,443,333 |
| ...ued for improvement of | 1,460,000 |
| ...rence ..... | 1,500,000 |
| ...ed for improvement of | |
| ...rbour..... | 1,200,000 |
| ...ned for Quebec graving | |
| ...ks..... | 500,000 |
| ...ued for Pacific Railway | 4,866,666 |
| ...ed for other purposes.... | 2,937,962 |

be taken for meeting the ma-
and otherwise to pay for the
penditure, Parliament should
Government additional bor-
ers.

AIN RECOMMENDATIONS.

er recommends that provision
r issues of stocks, and that a
signed to such issue. The ex-
er to create a four per cent.
been exercised, and as the five
ock list is closed, practically
ith the exception of the sav-
no means whereby trustees
may invest in Government se-
uring the year the savings
its increased by $1,800,000.
the advisability of investing
ks deposits after certain limits
n Government securities. He
mends to the Public Accounts
that the long unsettled ac-
een the Dominion and Onta-
ebec should be adjusted and
om the balance sheet. The
e now being examined by the
ficers. With one exception
ons of the Audit Act have
d out respecting the Finance
, and that exception relates
terest on public debt" service.

ETS AND LIABILITIES.

ination of the comparative
f the liabilities and assets of
ws that in 1880 the liabilities
om $188,974,753 in the year
$199,125,323 last year. The
e corresponding period have
ly from $36,493,683 to $42,-
n the same period the total
unfunded debt increased from
0 to $173,673,928, being by
dollars the largest increase in
nce Confederation. In the
the total interest on the debt
d from $7,281,018 to $7,625,-
he total interest on the assets
d from $616,765 to $756,980,
t increase from $6,664,252 to

TS AND EXPENDITURES.

ination of the comparative
the receipts and expenditures
r the fiscal years of 1878-79
crease in the receipts from $52,-
$53,177,628, divided thus :—

RECEIPTS.

| | 1878-79. | 1879-80. |
|---|---|---|
| ...ms..... | $22,517,383 | $23,307,406 |
| ..... | 23,189,908 | 23,316,873 |
| ..... | 6,771,874 | 1,553,349 |
| | $52,479,165 | $53,177,628 |

wing are the details of the
on account of consolidated

RECEIPTS.

| | 1878-79. | 1879-80. |
|---|---|---|
| ..... | $12,900,659 | $14,071,343 |
| ..... | 5,390,763 | 4,232,427 |
| ..... | 185,190 | 175,806 |
| ..... | $18,476,612 | $18,479,576 |

eipts show an increase in the
from $4,040,869 to $4,827,-
other receipts in the lead-ing
the following exhibit :—
creased from $1,172,418 to
public works, including
creased from $1,663,149 to
receipts on account of Do-
increased from $12,828 to

nditure side of the account
the expenditure in 1877-78
619. In 1878-79 it reached a
56,441. It was then plead-
re had been exceptional ex-
that year which increased
but another increase of three
the year 1879-80 makes a
iture for the fiscal year just
0,879,241. In the last two
arges for debt and subsidies
ed from $11,952,941 to $12,-
he charges on revenue have
om $5,561,162 to $5,227,113
se being mainly on the item
orks. The ordinary or con-
penditure has, however, in-
$6,542,510 in '77-78 to $6,-

941,577 in '78-79, and $6,933,852 in '79-80. The details of the controllable expenditure as compared with 1877-78 are as follows. :—

| DEPARTMENT OF | 1877-78 | 1879-80 |
|---|---|---|
| Civil Government, | $ 823,369 | $ 898,605 |
| Administration of Justice, | 564,920 | 574,311 |
| Police, | 10,616 | 12,368 |
| Penitentiaries, | 308,111 | 270,381 |
| Legislation, | 618,035 | 598,105 |
| Geological Survey, etc., | 96,049* | 96,053 |
| Arts, Agriculture, etc., | 92,365 | 25,068 |
| Immigration and Quarantine, | 180,691 | 183,204 |
| Marine Hospitals, | 57,484 | 55,031 |
| Pensions, | 105,842 | 102,888 |
| Superannuation, | 106,058 | 127,792 |
| Militia and Defence | 618,136 | 690,018 |
| Public Works, | 998,594 | 1,051,926 |
| Ocean and River Steam Service, | 402,371 | 385,334 |
| Lighthouse & Coast Service, | 461,957 | 425,304 |
| Fisheries, | 93,262 | 86,162 |
| Steamboat Inspection, | 14,315 | 11,85 |
| Insurance Superintendance, | 8,577 | 9,551 |
| Miscellaneous, | 81,147 | 183,718 |
| Indian Grants, | 421,503 | 694,512 |
| Dominion Lands, | 87,628 | 147,802 |
| Mounted Police, | 334,748 | 332,865 |
| Boundary Survey, U. S., | 43,905 | Nil. |
| Customs, | 714,527 | 716,126 |
| Excise, | 215,024 | 219,284 |
| Weights and Measures, | 96,484 | 60,566 |
| Inspection of Staples, | 1,020 | 966 |
| Adulteration of Food, | 5,964 | 8,887 |
| Culling Timber, | 49,940 | 44,651 |
| Post Office, | 1,724,038 | 1,818,271 |
| Public Works, | 2,471,437 | 2,329,626 |
| Minor Revenues, | 21,785 | 28,732 |

The total revenue on account of consolidated fund for 1879-80 was $23,307,406, and the expenditure $24,850,634, leaving a deficit of $1,543,228.

# Dominion Parliament.

FRIDAY, Jan. 7.

Messrs. Thompson, Trow and Cameron presented numerous petitions praying that the Pacific contract be not ratified.

Sir S. L. Tilley laid the public accounts on the table.

Sir John moved that on and after to-day the Pacific Railway resolutions should be considered day by day till disposed of. He argued that immigration was held in abeyance pending the decision, and the North West was suffering. After some objection from Mr. Blake the motion was carried on a division.

The contract debate was resumed, Mr. Coursall speaking in French on the Government side.

Mr. Charlton followed in a four hours speech against the contract.

The debate was continued till 1 o'clock, the speakers being Mr. Paterson, of Essex, on the Government side, Mr. Rinfret in opposition, and Mr. Gigault, ministerialist.

The House then adjourned till Monday.

MONDAY, Jan. 10.

Messrs. Cockburn, McDonnell, Gillies, Guthrie, Casey, Scriver, Trow and Cartwright presented thirty petitions praying that the Canada Pacific Railway Contract be not ratified.

Several returns that had been moved for were brought down and a number of private Bills were introduced.

In reply to Mr. DeCosmos Sir Charles Tupper said that the value of the work done on the Onderdonk contract on the Pacific railway, between Emory Bar and Savona Ferry, was on Dec. 1st $408,506, all of which had been paid to Onderdonk or assigns, less ten per cent.

Sir Charles, in reply to Mr. Blake, said that no arrangement had been made between the Government and the Syndicate for a further or supplementary contract.

The House then went into Committee, and Mr. Longley resumed the contract debate. He spoke for an hour and a half, eulogizing the Government and declaring that the present contract is vastly more favorable than any before made.

Mr. Ross, of Middlesex, followed in opposition to the contract. He objected that the contract was made by private bargain and not after public tender, and pointed out that the land locked up would equal in area the States of Massachusetts, Connecticut, Rhode Island, Vermont and New Jersey. He showed the inconsistency of the Government in estimating the value of the lands. The contract involved the unnecessary construction of 1190 miles of railway, adding to the burdens of the country $65,000,000 within ten years. Within ten years the United States would have their debt entirely paid, while we were burdened with a debt of two hundred millions. He reviewed at length the numerous other objections to the contract, and was loudly cheered at the close of his speech, which occupied three hours and a half.

Mr. Rykert followed on the other side, speaking for nearly four hours to comparatively empty benches.

Mr. Cockburn, of Muskoka, moved the adjournment of the debate at 2.20, but Sir John refused to adjourn, and Mr. Cockburn continued speaking in opposition until 3.15, when, on motion of Mr. Hackett, the Committee rose.

TUESDAY, Jan. 11.

Messrs. Guthrie, Cameron, Charlton, and others, presented petitions against the Pacific contract.

In reply to Sir Albert Smith, Sir Charles Tupper said the gross earnings of the Pembina branch from 1st July to 1st December, 1880, were $230,054, the running expenses $171,045, and the net earnings $59,009.

Mr. Hackett, of P. E. Island, resumed the contract debate. He declared his general approval of the contract, while disagreeing with its other advocates as to the value of the land, which he thought was worth $2 an acre, and he said the agitation against the contract in P. E. I. was misrepresented.

Mr. Patterson, of Brant, followed in opposition, and was succeeded by Mr. Royal, who read a speech defending the contract.

Mr. Rogers, on rising to speak, was received with cheers. He said had he been in Parliament when the building of the Pacific Railway was made a condition of union with British Columbia he would have voted against it. He dissented from the view that the Pacific Railway was a necessity, though he favored building so much of it as was necessary to open up the North West. Referring to the promises made by leading statesmen in New Brunswick, which had not been realized, he said our debt and taxation had been largely increased, and now, notwithstanding the condition that taxation was not to be increased, a condition three times affirmed by Parliament, it was proposed to increase the public debt to an extent that would make New Brunswick's share $5,000,000, imposing a tax for interest at once of more than the 80 cents a head we receive from the Federal Government. He read from Sir John's speech in the Hansard of 1879 as to setting apart one hundred millions of acres of land in the North West worth $2 an acre. He wanted to know by what process of reasoning lands worth $2 in 1879 were worth but $1 in 1880. The Act of 1874 did not, like this, propose to create a land and railway monopoly in the North West. He compared the two propositions, and referred to the condition by which, under the Mackenzie Act, the road could be resumed by the Government, and thus prevent the possibility of an oppressive monopoly. In conclusion he pointed out that the contract, by locking up the North West, and imposing disabilities upon settlers, would induce immigrants, who would otherwise seek that destination, to go to the United States. Mr. Rogers' speech was cordially received.

Mr. Vallee followed in French on the Government side.

Mr. Laurier followed, speaking till 1 o'clock, when, on motion of Mr. Bergeron, the Committee rose and the House adjourned.

WEDNESDAY, Jan. 12.

Anti-Syndicate petitions were presented by Mr. Rymal, Mr. McDonald, Mr. Casey, Sir Richard Cartwright, Mr. Borden, Mr. Drew. The petitions presented by Sir Richard Cartwright included several counties represented by Conservatives.

In reply to the enquiry of Mr. Blake, Sir Charles Tupper laid on the table a letter signed by Messrs. McIntyre, Kennedy & Angus, stating "We are prepared to agree on behalf of the Syndicate that the description of the standard shall be construed as applying to the Union Pacific as it was in February, 1873."

In reply to Mr. Haddow, Mr. Langevin said the question of building a wharf at Charlo, Restigouche, is under consideration of the Government.

The House again went into committee on the contract resolutions, Mr. Bergeron speaking in French in favor of the contract.

Mr. Mackenzie followed, and was received with prolonged clapping of hands. He regretted that the condition of his health prevented his taking part thus far in discussing the question, second to none in importance. It had been alleged during his enforced silence that he was afraid to meet the redoubtable champions on the other side. He thought after 20 years in Parliament, in which he had always the courage to state his convictions, it should not be charged that he was afraid. One speaker had used his (Mackenzie's) name sixty-seven times, then he (Mackenzie) had stopped counting. He wanted to know why the Ministerial supporters had not discussed the question on its merits but indulged in throwing metaphorical dead cats across the floor. Sir Charles Tupper's speech was largely composed of repetitions of his (Mackenzie's) previous utterances. They were good speeches, too, when he came to hear them again, delivered with the Minister of Railways' fine sonorous voice. He (Mackenzie) now thought more of himself than ever. He then proceeded to deal with the contract exposing its many objectionable features in the most effective manner, and defending his own action, while in Government and opposition. He showed from estimates of the cost of iron for bridges, &c., that the tax exemption clause in the contract was worth from two to three millions to the Syndicate. They were permitting grades of 90 feet to the mile, sharp curves, and cheap wooden structures, and yet, to build such a road, the most degraded ever built, we were to give 30 millions more than was ever before proposed for a first-class road. In conclusion, he deprecated with great warmth the badness of the bargain, and the concealment of the bargain, and expressed his satisfaction that public opinion everywhere was rising against the bargain. Never before in his parliamentary experience had he found so much feeling developed in three weeks against any public measure. He never knew a more hearty, vigorous and determined public opinion. He referred to telegrams received since he was speaking that the Montreal Corn Exchange by a two thirds vote had pronounced against the scheme. It was well known that a company of capitalists were prepared to undertake the work for millions less than the present scheme. He felt sure that after hearing the prolonged and able discussion, and knowing the feeling of the country, they would not attempt to effect the final ratification of the contract.

It was said that Sir John or Sir Samuel would reply to Mr. Mackenzie, but both were discreetly silent.

Mr. Dawson made a brief speech in favor of the scheme, and Mr. Wright, we are told, made a humorous and entertaining speech on the same side.

Sir Albert J. Smith made a capital speech in opposition to the bargain. No mere summary could do it justice. As soon as space will permit we shall endeavor to furnish our readers with an extended report of this speech.

Mr. Casgrain, another opponent of the contract, followed Sir Albert, and Mr. Blake closed the discussion, replying to some statements that had been made during the debate and refuting some slanders that had been uttered against himself.

The question was then put and the resolutions were declared carried on a division.

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Col. Gordon, who trained the Chinese army and led it to victory over the Tae Ping rebels, who commanded the Egyptian army on the Upper Nile, suppressed the slave trade and created some sort of civilisation in a vast territory, spent much of his life in countries in which the people are supposed to have been reduced to the most abject misery. He has visited Ireland and enquired into its condition and the causes of its misery, and in a letter to a friend lately published he says :—

My dear J.,—You are aware how interested I am in the welfare of this country, and having known you for twenty-six years I am sure I may say the same of you.

I have lately been over to the South West of Ireland in the hope of discovering how some settlement could be made of the Irish question, which, like a festering cancer, eats away our vitals as a nation.

I have come to the conclusion that—

1. A gulf of antipathy exists between the landlords and the tenants of the North West and West and South West of Ireland. It is a gulf which is not caused alone by the question of rent; there is a complete lack of sympathy between these two classes. It is useless to inquire how such a state of things has come to pass. I call your attention to the pamphlets, letters, and speeches of the landlord class as a proof of how little sympathy or kindness there exists among them for the tenantry, and I am sure that the tenantry feel in the same way towards the landlords.

2. No half measured Acts which left the landlords with any say to the tenantry of these portions of Ireland will be of any use. They would be rendered—as past Land Acts in Ireland have been—quite abortive, for the landlords will insert clauses to do away with their force. Any half measures will only place the Government face to face with the people of Ireland as the champions of the landlord interest. The Government would be bound to enforce their decision, and with a result which none can foresee, but which certainly would be disastrous to the common weal.

My idea is that, seeing through this cause or that, it is immaterial to examine—a deadlock has occurred between the present landlords and tenants, the Government should purchase up the rights of the landlords over the whole or the greater part of Longford, Westmeath, Clare, Cork, Kerry, Limerick, Leitrim, Sligo, Mayo, Cavan and Donegal. The yearly rental of these districts is some four millions; if the Government give the landlords twenty years' purchase, it would cost eighty millions, which at three and one half per cent. would give a yearly interest of £2,800,000, of which £2,500,000 could be recovered; the lands would be Crown lands; they would be administered by a land commission, who would be supplemented by an emigration commission which might for a short time need £100,000. This would not injure the landlords, and so far as it is an interference with proprietary rights, it is as just as the law which forces Lord A to allow a railway through his park for the public benefit. I would restrain the landlords from any power or control in these Crown land districts. Poor-law, roads, schools, etc., should be under the Land Commission.

4. For the rest of Ireland I would pass an Act allowing free sale of leases, fair rental and a Government valuation.

In conclusion, I may say, from all accounts, and my own observation, that the state of our fellow countrymen in the parts I have named is worse than that of any people in the world, let alone Europe. I believe that these people are made as we are, that they are patient beyond belief, loyal, but, at the same time, broken-spirited and desperate, living on the verge of starvation in places in which we would not keep our cattle.

The Bulgarians, Anatolians, Chinese, and Indians are better off than many of them are. The priests alone have any sympathy with their sufferings and naturally have a hold over them. In these days, in common justice, if we endow a Protestant University, why should we not endow a Catholic University in a Catholic country? Is it as difficult to get a £5 note from a Protestant as from a Catholic or Jaw? Read the letters of ——— and of ——— and tell me if you see in them any particle of kind feeling towards the tenantry; and if you have any doubts about this, investigate the manner in which the Relief Fund was administered, and in which the sums of money for improvements of estates by landlords were expended.

In 1833 England gave freedom to the West Indian slaves at a cost of twenty millions—worth now thirty millions. This money left the country. England got nothing for it. By an expenditure of eighty millions she may free her own people. She would have a hold over the land and she would cure a cancer. I am not well off, but I would offer ——— or his agent £1,000 if either of them would live one week in one of these poor devil's places, and feed as these people do. Our comic prints do an infinity of harm by their caricatures—firstly, the caricatures are not true, for the crime in Ireland is not greater than that in England; and, secondly, they exasperate the people on both sides of the channel, and they do no good.

It is ill to laugh and scoff at a question which affects our existence. Yours sincerely,

"C. G. Gordon."

## Latest Telegraphic News.

A Portland, Me., despatch of Jan. 10th says: Hon. F. Pierce, of Portland, slipped and fell on the sidewalk last night, burst a blood vessel and died.

Bail for the Land Leaguers under arrest was refused, except for one prisoner who is ill.

Sir Donald Stewart has been definitely appointed to the supreme command of the troops in India.

A plot to depose the Rajah and massacre all the European residents while in church was discovered at Koiopore, India, on Monday, and 27 natives were arrested.

A Fort Davis, Texas, despatch of Jan. 10th says: Mr. Bain, of El Paso, states that the west bound stage on January 8th was captured by Indians, in Quitman Canon, 100 miles west of here, the driver and team killed and everything, including the mail, cut to pieces and carried away.

A San Francisco despatch of Jan. 10th says: An Austrian despatch says parties exploring in the rocks near Eillamook Head discovered the bodies of 12 men of the wrecked ship "Lupata." Seven were huddled together in one spot and five in another, locked in the clefts of the rock. All were perfectly nude.

A Charleston, S. C., despatch of Jan. 9th says: William J. Sweeney, keeper of a sailors' boarding house in Charleston, unnertook to-day to furnish four sailors to the British barkentine "Sunbeam," at Bull River, and delivered the sailors on board. This morning, as Sweeney was shoving off from the ship, three of the sailors jumped back into his boat, when the captain of the vessel fired upon them, killing one of the sailors and seriously wounding Sweeney and another sailor. The Sheriff has gone to Bull River to arrest the captain.

A Newark, N. J., despatch of Jan. 7th says: A terrible explosion in the vitriol depot of Balbacks & Son's smelting works, on the Passaic River, took place about 12.30 this morning. It produced a shock that was felt for several miles. Two eight-horse boilers exploded from an unknown cause, instantly killing the engineer and three workmen and severely injuring two others. Three buildings and about $7,000 worth of machinery were destroyed.

A London despatch of Jan. 7th says: In the debate on the address in reply to the speech from the Throne, Parnell defended the Land League outrages and concluded by moving his amendment to the address, declaring that the peace of Ireland cannot be promoted by measures for the constitutional rights of the people. Forster said that Parnell must have known that the result of his speeches would be a criminal conspiracy to intimidate and murder people. Forster said that Parnell must have known that the result of his speeches would be a criminal conspiracy to intimidate and murder people. Forster said that Parnell must have known that the result of his speeches would be a criminal conspiracy for the illegal purpose and denouncing the Land League, the debate was adjourned.

There is now every prospect of an international prize fight between prominent English and American pugilists. Jim Coffins, *alias* Tug Wilson, has issued a challenge, offering to fight any man in America, at catch weights, according to the rules of the London Prize Ring, for £500 or £1000 a side. He agrees to allow expenses for any pugilist to visit England, or he will go to America, and fight in Canada, if his expenses are paid.

A St. Louis despatch of Jan. 10th says: Fire broke out at 11 o'clock last night in a shoe store on Broadway and extended to a row of one story shops, saloons and restaurants north and south, consuming them all. A high wind blew the flames across the alley to the rear into the extensive buildings of the Broadway Foundry. That establishment will undoubtedly be destroyed. The Fulton boiler and sheet iron works of Roban Bros. are opposite the foundry on Collins street, and are in great peril. The night is intensely cold, and the firemen are working under great disadvantages.

A New York despatch of Jan. 10th says: The striking ice cutters at Verplanck's Point are preparing for to-day. Early yesterday morning troops were called out to suppress a fight in a saloon at the village which assumed the proportions of a riot. The soldiers put the disturbers to flight and gave assistance to a strange boatman who had been badly beaten. The strikers yesterday agreed to hold out until the company offered $1.50 and $1.75 a day and to resist the employment of outsiders at a less rate. Arthur Dexter, of Rockland, Mass., a student at the Hopkin's university, committed suicide a few days ago. The cause was grief over the death of his sweetheart.

A London despatch of Jan. 8th says: Mr. Shaw, on behalf of a large number of English, Irish and Scotch members asked Gladstone to receive a deputation of Home Rule and Liberal members on the question of land reform. The deputation will wait upon Gladstone on Tuesday, when it is expected the deputation from yesterday's meeting of Irish and English Liberals will join in. At the meeting of Home Rulers yesterday it was agreed that if a fair discussion is permitted on the Coercion Bill and address no obstruction should be resorted to. A London special states that Mr. Shaw was expected to curse the Land League in his speech, but instead of that he blessed it, saying that it was the only salvation of the country. His description of the condition of the peasantry in the West of Ireland was startling and sensational and surprised those Irish members who were present. Mr Shaw spoke of some of the Connaught farmers as rotting on their farms. The speech will be a material help to the Land League, which is now demanding a strong land bill. Mr. Parnell entered the House near the close of Shaw's address and was loudly cheered.

A flying column has been organized to suppress disturbances in Limerick County, Ireland.

A London despatch says the authorities sent a detective yesterday to Bradlaugh to inform him that they were in possession of sworn information that there was a plot to assassinate him. The person who gave the information stated he had overheard a party of foreigners arranging to kill Bradlaugh on his way home from the House of Commons.

The Marquis of Hartington, in a speech during the debate on the address on Tuesday evening, denied that there were exaggerations in the press on the state of Ireland. He said that propositions for coercion, however, would not be based on reports in the press, but on official authorities reports. Terrorism, he declared, existed. It was created by a small band of miscreants and fanatics. He denied that the Land Bill would be a feeble measure. It was necessary, above all, he said, that the bill should be just. He denounced the Land League and its atrocities and declared that it was necessary temporarily to suspend the form of liberty in order to reestablish its substance. Mr. Healey spoke in refutation of the Marquis of Hartington's arguments. He declared the existing laws of Ireland were barbarous.

The Home Rule members of Parliament met on Monday, decided that Messrs. Parnell, McCarthy and Gray should move amendments in the House of Commons to Mr. Chamberlain's proposal to give precedence to the Coercion Bill. Yesterday's meeting of English and Irish Liberals to express dissatisfaction at the incompleteness of the changes proposed in the land system, is attracting much attention. The *Daily News* says: "It becomes abundantly manifest that a strong measure will receive abundant support while a weak one will cause defections from Liberal ranks and strengthen the hands of the House of Lords." The *Times* says the body of politicians, English as well as Irish, are conveying the menace, not in words, but quite intelligibly, that unless sweeping changes in the land system, going far beyond the Act of 1870, are proposed, a stand will be made against coercion. The London correspondent of the Manchester *Guardian* mentions, with some degree of credit, a rumour that Earl Cowper desires to resign the office of Lord Lieutenant of Ireland, principally, however, for private reasons.

A Capetown despatch of Jan. 10th says: A large force of Boatutos attacked Major Carrington's pickets on the 6th inst. After a severe engagement the Baetos retired with heavy loss. The Colonial loss is trifling.

BISHOP-COADJUTOR OF THE CHURCH OF ENGLAND. — A special meeting of the Church of England Diocesan Synod was held in this city on Wednesday evening last at which His Lordship the Metropolitan submitted the name of the Rev. H. T. Kingdon, M. A., of Trinity College, Cambridge, England, for election as Bishop-Coadjutor of the Diocese. The Synod was composed of representatives, lay and clerical, from all parts of the Province and there was a good deal of rather warm opposition to the proposed appointment, one objection to Mr. Kingdon being that he is not a married man. Propositions to postpone the appointment were voted down and finally, after a protracted discussion the Bishop's choice was confirmed, the vote standing as follows: clergy, 44 yeas, 5 nays; laymen, 42 yeas and 3 nays. Chief Justice Allen and Mr. W. M. Jarvis did not vote. Subsequently the election was made unanimous, and the Synod adjourned.

THE COURTS.—Two divisions of the Supreme Court are now sitting in St. John. Judge Wetmore is still trying Willet-Lockhart case, which has occupied many weeks and bids fair to occupy many more. Mr. D. S. Kerr is one of the counsel in the case.

Judge Weldon opened the January Circuit on Tuesday last. The criminal business was first taken up. The sailor Heanjes, charged with stabbing a shipmate named Hadden, was acquitted. The prisoners Daly, Meahan and Greaves, accused of robbing a man named McClellan, were found guilty.

On application of Mr. John Kerr, the Judge decided on admitting Wark, charged with stabbing Lawson, to bail the prisoner in $2,000 and two sureties in $1,000 each. Bail has not yet been found and Wark is still in gaol.

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THE PORTLAND FIRE DEPARTMENT.—At the last meeting of the Portland Town Council, a report from the Fire Committee exonerating the members of the department from blame for selling the library presented to them was submitted and was referred to the Town officers committee, who on Tuesday evening met to consider the matter. The action taken or to be taken has not transpired, but since that it has been announced that Mr. Kane, the chief of the department, and some others have resigned, leaving only four members to look after the entire property of the town in case of fire. The Insurance Companies, it was said, threatened some time ago to cancel all risks in Portland. If the present state of things is allowed to continue it would not surprise us to learn that the threat has been carried out.

# LOCAL & PROVINCIAL.

NOTICE.—All communications, advertisements, etc., intended for insertion in the FREEMAN, should reach the office not later than Thursday morning of each week.

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THE Sackville *Transcript* says of Mr. Terence McManus who recently died at Memramcook, that he was the senior partner in the firm of T. McManus & Sons, and for a long time had been widely known in commercial circles as a business man of great energy, and upright and honorable in all his dealings with those with whom he came in contact. The funeral at Memramcook on Friday last was largely attended, the services being conducted by Rev. Mr. L'Abbe. During the obsequies business was entirely suspended, the community thus and in other ways attesting their respect and esteem.

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TEMPERANCE.—St. Malachi's T. A. Relief Society have elected the following officers for the ensuing year:—P. Moran President; Thomas M. Wisted, Senior Vice President; John McTravis, Junior Vice President; Robert Coleman, Rec. Secretary; Timothy Murphy, Asst. Rec. Secretary; James McManus, Financial Secretary: Dennis McGrath, Asst. Fin. Secretary; John McCarthy, J. P., Treas.; D. A. McDonald, Sergeant-at-Arms.

Ward Committees: King's Ward—John O'Neil, M. Dineen; Queen's Ward—M. Curtain, Daniel Murphy; Duke's Ward—P. Kennedy, John Higgins; Sydney Ward M. Wisted, Maurice Walsh; Wellington Ward—P. Barry, W. P. McLauchlin; Prince Ward—P. Murphy, P. Myles; Special Ward—John Holey, John Reilly.

St. Berfard's C. T. A. Society have elected the following officers for the ensuing term:—Rev. F. Bellveau, Spiritual Director; W. C. Gallagher, President; Alex. McDonald, Vice President; E. Babin, Recording Secretary; J. M. Sutton, Corresponding do.; H. Hamilton, Financial do.; James Wall, Treasurer; P. O'Mackassy, Marshal; James Ankittle, Messenger.

St. Dustan's T. A. Society, Fredericton, have elected the following officers for the ensuing term:—John E. Perks, President; James McGee, 1st Vice; John McGinnis, 2nd Vice; John McCarty, Recording Secretary; Peter Farrell, Financial Secretary; P. H. McGrath, Treasurer; James Howard, Librarian; George R. Perks, Sergeant-at-Arms.

Thomas O'Reilly, Esq., J. P., delivered an eloquent lecture on Temperance in St. Patrick's Hall, Carleton, on Sunday evening last. There was a large attendance, and the efforts of the speaker were rewarded with great applause.

R. J. Ritchie, Esq., M. P. P., will address a public meeting under the auspices of St. Malachi's Society in St. Malachi's Hall, on to-morrow, (Sunday) evening.

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THE FUNERAL of the late Mr. Hugh McCafferty took place on Tuesday and was largely attended by the Irish Friendly Society, of which he had been a member, and others. His remains were interred in the Carleton Catholic Cemetery.

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THE CREW of the British bark "Queen of the Sea," from New York for Plymouth, England, were recently rescued by the captain and crew of the brig "Flying Cloud," of St. John. The "Queen of the Sea" was dismasted six days after sailing from New York, and the crew, until their rescue, underwent great privations.

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A CORRESPONDENT from Quaco, whose favor has been delayed, writes us that Christmas was appropriately celebrated there this year. The interior of the Catholic Church, adorned with green banners and mottoes to suit the day, presented a pleasing aid aspect. The Christmas present offered by the Parish and Missions of Quaco to the Rev. F. X. Colorette is as follows: Ryan Settlement, $10; Black River, $12.24; Saddle Rock, $18.22; Little River, $22.65; Quaco, $60.51; total, $123.62, which shows that the parishioners of Quaco have a great esteem for their new pastor.

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A TIGHT SUIT. — At the Clandeboye, Ont., Division Court a young man named Morgan sued Mr. Bernard Stanley, of Lucan, for the price of a suit of clothes, Morgan claiming that when he took the clothes home he could not get into them, or at least that when he did get into them they were so tight he could hardly shut his mouth. There was a good deal to say on both sides, Mr. Stanley showing that Mr. Morgan had ordered a tight fit. Judge Elliott was at a loss how to determine the case, and at length ordered the suit to be produced, and the plaintiff was instructed to get inside of them. Going behind the voting screen the change was quickly effected, and Mr. Morgan soon appeared on the platform alongside his honor, who proceeded to pat, poke and feel the clothes especially at the parts of points where the plaintiff complained the most, such as under the arms, at the back of the shoulders, the pants immediately under the coat tails. The vest, notwithstanding the frequent pulling down by the judge, still remained in an exalted position. The inspection was made amid the roars of laughter by the crowd, who, notwithstanding the frequent cries of order from the bailiff, could with difficulty be kept quiet. The most trying time was when the plaintiff attempted to sit down. It was quite evident that if he persisted in taking his seat something would crack and his honor told him to "let up," or words to that effect. The decision of the court was that the defendant take back the suit of clothes and the plaintiff be returned his money, which decision was well received by the crowd.

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THE SHEEP TRADE between the Provinces and the United States is rapidly assuming a prominence over all other kinds of live stock speculations. One firm alone, Messrs. Smith & Maxwell, of this city, paid during the year $8,068 as duties. These gentlemen have several agents in the Provinces, whose work is to collect and make shipments to the New England markets.—*Bangor Whig.*

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GEORGE BLATCH, Esq., Barrister-at-Law, Clerk of the Circuits for the City and County of Saint John, and Registrar of the Court of Vice Admiralty, died at his residence, St. John, on Friday evening last, in the 73rd year of his age. John Willet, Esq., of the firm of Willet & Quigly, St John, has been appointed Clerk of the Circuit Court for St. John, in room of Mr. Blatch. The appointment is a satisfactory one.

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ST. MARY'S C. T. SOCIETY.—The annual gathering of St. Mary's Catholic Teaching Society was held in the Cathedral on Thursday afternoon. Addresses were presented to His Grace the Archbishop, and Rev. Canon Power, by the pupils and teachers of the male and female classes, to which suitable replies were made. Prizes were presented to about a hundred pupils. Proceedings closed with the benediction, pronounced by His Grace.—*Halifax Chronicle.*

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STATISTICAL. — The marriages in the Catholic Parish of St. John (which includes Portland) last year numbered 81; the baptisms 382. The figures show a falling off from previous years.—*Globe*

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IN last week's FREEMAN we copied the *Globe's* report of the number of persons interred in the different cemeteries during the year 1880, according to a statement furnished by Mr. Burns of the Board of Health. Friday's *Globe* had the following item: By a typographical error in last evening's paper the interments in the Portland Catholic Cemetery last year were made "181" instead of 18.

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ENTERTAINMENT.—The children of the Convent School, Bathurst, gave an entertainment in the new Temperance Hall on the evening of the 29th ult. The programme consisted of songs, both English and French, Dialogues, Charades, etc., interspersed with instrumental music. The programme concluded with a tableau representing "The Incarnation," being the same which was produced at a similar entertainment last year. The audience was a large one. The walls were almost covered with evergreen wreathing which was interspersed with emblems and ornaments made of gold, crimson and blue paper. In the spaces between the windows, the wreathing formed shields, in the centre of each of which there was a large and handsome cross of evergreen and gold. The whole had a beautiful effect and from the entrance presented a fine appearance.—*Advance.*

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ACCIDENTS.—A man named Burgess had two of the fingers of his left hand cut off by a circular saw in a factory at Lower Cove, on Friday of last week.

Mr. Henry Smith, of South Newburg, Carleton Co., fell from the upper floor of his unfinished house to the room below, in his fall striking across a bedstead, and broke three of his ribs and wounded one lung, a few days ago.

A man named Keating fell on the ice at Halifax the other day and sprained his hip so badly that he had to be taken home in a sleigh.

George Price, a gravedigger in Camp Hill Cemetery, Halifax, was at work at a grave and was about stepping in to finish it off, when he slipped and fell, the back of his head striking against the blade of the pick, which was sticking into the pile of earth at the mouth of the hole. Price was taken to the hospital.

Mrs. Daniel Dempsey, of St. Stephen, had two fingers of her left hand nearly taken off, a few days ago, by a straw cutter.

David Craig cut his foot so badly in the lumber woods a few days ago, in Victoria Co., that for a time his life was despaired of.

George H. Miles, formerly of Sunbury Co., had his face and one of his eyes very badly injured while trying to extract a cartridge from a rifle, at Montana, a few days ago.

Thomas Gilmore, Esq., of Stanley, York Co., received a severe cut on the knee from the axe of a man chopping close by him, in the woods on Jewett Brook. The axe split the cap of the knee.

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FATAL ACCIDENTS.—James Gordon, of Tobique River, Victoria Co., was recently killed in Nebraska.

A man named Jadediah D'Orsay, formerly of Portland, lost his life on Friday of last week while scaling logs at Martin's Head stream, St. John County. He was crushed to death by a log rolling on him.

An aged, decrepit Indian squaw was burned to death in her camp, in the vicinity of Eel Brook, N. S., a few days ago. The camp took fire while her husband, who is quite a young man, was absent in the woods.

A man named J. W. Miller, while chopping wood near Miller's brickyard at Shubenacadie, N.S. on the 5th inst, was killed by a tree falling on him and fracturing his skull. Medical aid was procured immediately after the accident, but he only survived a few hours. He was the chief support of his aged parents.

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FIRES.—Peter Robinson's house, barn and outbuildings at Miramichi were burned a few days ago.

Houses at St. Andrews owned by Mrs. Graham, Mrs. Rogers and John Denny were burned at an early hour on Saturday morning.

Two incendiary fires occurred in Carleton at an early hour on Wednesday morning, one in M

NEW

# FALL GOODS

Now Opening.

1 CASE White Flannel;
1 Case Scarlet Flannel;
1 " Grey "
1 " Swansdowns;
1 " Dress Winceys;
2 " Comfortables;
2 " Canadian Wool Shirts and Drawers;
1 " Canadian Wool Tweeds.

—ALSO,—

Towels, Shirtings, Hosiery, Gray and White Cottons, Ticks, Prints, &c., &c.

J. W. MONTGOMERY,
No. 16 KING STREET,
sep25

## FOR SALE.

A Portable Engine,
(AMERICAN STYLE.)
5 HORSE POWER INSIDE STROKE,
Entirely New—Will be sold a bargain.
Apply at the
FREEMAN OFFICE,
54 GERMAIN STREET.
June26

Prime Mess Pork,
Thin Mess Pork.

90 BARREL OF THE ABOVE,
SUITABLE FOR SHIP STORES.
For sale very low.

J. & W. F. HARRISON,
nov13 11 and 12 North Wharf.

SWEET CIDER.
Another Choice Lot Just Received.
For sale by PUDDINGTON & MERRITT,
dec4 55 Charlotte Street.

## PLANES.

JUST RECEIVED:—
10 CASES PLANES, CONTAINING:
SMOOTH, TRY and JACK PLANES,
BEAD PLANES,
MATCH PLANES,
OVAL PLANES,
HOLLOW and ROUND PLANES,
SASH PLANES,
PLOW PLANES,
BENCH SCREWS
Carpenters' Tools of all kinds at Very Low Prices
☞ WHOLESALE AND RETAIL.
W. H. THORNE CO.,
oct30 Market Square.

## BACON. BACON.

JUST RECEIVED:—
A LOT OF
Waterbury's Roll Bacon,
FOR SALE BY
LOGAN, LINDSAY & CO.
nov13

## FOR CHRISTMAS, 1880!

A Large and Well Assorted Stock
—OF—
FANCY GOODS and TOYS,
Suitable for Christmas Trade.
☞ Come in and look at the Show Room.
T. L. COUGHLAN,
dec4

Good News for the Afflicted!

IMMEDIATE RELIEF!

HEADACHE relieved in less than 3 minutes by using ABERNETHY REMEDY.
RHUEMATISM relieved in less than 3 minutes by using ABERNETHY REMEDY.
NEURALGIA relieved by a few applications of ABERNETHY REMEDY.
Price 25 Cents per Bottle.
☞ Relief guaranteed in majority of cases.
For sale by
R. D. McARTHUR,
Medical Hall, No. 59 Charlotte street,
sep4 Opp. King Square.

## FELT HATS.

JUST Received from Factories: One Hundred Cases Men's, Youths' and Boys' FELT HATS. All qualities and great variety of styles
Wholesale and Retail.
C. & E. EVERETT,
oct2 11 King Street.

## BRANDY. BRANDY.

Just arrived per Reindeer from Charante via Halifax:—
300 Cases X Martell Pale Brandy,
30 Cases XXX Martell Pale Brandy,
11 Years Old.
JOHN W. NICHLSON,
Victoria Wharf, Smyth street.

WOODENWARE.

150 DOZEN BROOMS—assorted makes;
100 doz. Pails and hf. Pails;
Tubs; Washboards; Clothespins;
Stove, Scrub and Shoe Brushes, etc.
☞ Wholesale only.
nov6 GEO. MORRISON, JR.

## MILL SUPPLIES.

RUBBER AND LEATHER BELTING;
RUBBER AND HEMP PACKING;
CASKETS, LACING LEATHER;
NUTS, WASHERS;
MACHINE BOLTS STOCK AND DIES;
LUBRICATING OILS, BABBIT METAL.
T. McAVITY & SONS,
Jan31 13 King street

## SOAP. SOAP.

IN STORE:—
66 Boxes Choice SOAP.
FOR SALE BY
HARDING & HATHEWAY,
*17 and 18 South Wharf.*
sep25

Starch. Starch.

Per S. S. "Trinacria":
20 CASES WHITE STARCH;
25 cases Blue "
Wholesale and Retail, by
PUDDINGTON & MERRITT,
nov27 55 Charlotte Street.

Chestnuts, Quinces, Cocoanuts, &c.

Received per Steamer last evening:
CHESTNUTS, COCOANUTS, Cotawba GRAPES, Duchess PEARS, ORANGES, APPLES
QUINCES, MALAGA GRAPES, Isabella GRAPES, BANANAS, LEMONS, Sweet Potatoes.
*FOR SALE LOW BY*
Logan, Lindsay & Co.
oct 9

Young Gents Hats.

WE have just received from New York Twenty-five Cases Young Gents Felt Hats, in small shapes and latest styles.
Wholesale and Retail.
C. & E. EVERETT,
oct2 11 King Street.

Buda Hazall.

Now landing and to arrive:—
200 BBLS. FLOUR, BUDA;
170 Bbls. Flour Superlative;
380 Bbls. Flour, Crown.
For sale by
HARDING & HATHEWAY,
Jan17 17 and 18 South Wharf.

FURLONG'S
IRISH MALT WHISKEY

The above Celebrated
Dublin Malt Whiskey
Rivals the Finest Cognac Brandy.
IT HAS BEEN STORED
FIVE YEARS
in Sherry Casks, and is highly recommended for Medicinal and other purposes, being mellowed with age.
PERFECTLY PURE
and free from those heating qualities usually found in other whiskeys.
THOMAS FURLONG,
Direct Importer, St. John, N.B.

## FLANNELS

—AND—

## BLANKETS!

WE HAVE IN STOCK:
CANADIAN AND ENGLISH
WHITE BLANKETS;
White, Scarlet and Grey
FLANNELS
At Very Low Prices.
T. R. JONES & Co
nov6

Wholesale Warehouse!

*NOW IN STOCK:—*
40 CASES Superior Batting;
20 Bales Tailors' Wadding;
30 bales Grey Cottons 36, 30 32, 34 and 36 inch;
50 pieces Diagonal and Tweed Overcoatings;
80 pieces Scotch and English Fancy Tweeds;
A Full Assortment of Tailors' Trimmings.
200 pieces Dress Winceys good shades;
40 " Union and Wool Shirtings;
50 " Black Lustres, Cords, Cashmeres and Colourgs;
BERLIN WOOL SQUARES, FRILLINGS;
BOOK, CAMBRIC and TARLATON MUSLIN;
ROLLED LININGS, CASPIANS &c.;
Ribbed Shirts and Drawers 4 grades,
—AND—
A FULL ASSORTMENT OF SMALL WARES.
*THE USUAL LOW PRICES.*
A. EVERITT
Masonic Building 90 Germain street.
nov20

SAFE AND RELIABLE.

Cheapest and Best in the Market!

McGREGOR'S BRONCHIAL TROCHES,
*ONLY 15 CENTS A BOX.*

THE Manufacturer has great confidence in the virtue of McGREGOR'S TROCHES, and therefore offers them to the public at such prices as must be an inducement not to suffer with Cough, Cold, Sore Throat, or any affection of the Throat and Lungs, when such a reliable and cheap Remedy can be obtained. They are pleasant and agreeable to the taste, and only require to be used to prove their beneficial effects.
A supply just received and for sale by
R. D. McARTHUR,
MEDICAL HALL,
Dec4 No. 59 Charlotte Street, on King Square.

Lamps, Oil, &c.

RECEIVED—A large supply of Chandeliers, 1, 2 and 3 Lights; English and American Table Lamps, with Latest Burners; Bracket, Student and Hand Lamps in Great Variety; Burners and Chimneys, all sizes; Wicks, Paper and Glass Shades, and Lamp Fixtures of all kinds. Also—Amerine and Canadian Kerosene Oils. For sale by
J. R. CAMERON,
nov27 64 Prince William Street.

## TOILET SOAP

Just Received from Montreal:
4 BOXES Treble-Scented Soap;
5 bxs. Honey Superior do.
3 bxs. Glycerine Soap do.
3 bxs. Windsor do. do.
4 bxs. No. 1 Honey do.
4 bxs. No. 1 Glycerine do.
2 bxs. No. 1 Windsor do.
1 case Assorted do.
For sale by PUDDINGTON & MERRITT,
sep25 55 Charlotte Street.

12 CURES OF RHEUMATISM,
3 CURES OF NEURALGIA,
6 CURES OF HEADACHE.

The above is the result of one week's sales, in the city of Saint John, N. B., of

## ABERNETHY'S REMEDY.

Proof of the above will be cheerfully furnished to interested parties by
R. D. McARTHUR,
SAINT JOHN, N. B.
Wholesale Agent for New Brunswick.
For Sale by Druggists, - - 25cts. per bottle
A Liberal Discount to the Trade.
july17

LADIES'
FALL BOOTS!
Just Received From Boston:
2 CASES
Ladies' Fine Kid Button Boots,
—IN—
Three different widths, heavy sole,
—AT—
JAMES McCONNELL'S,
15 KING STREET.
oct23

Congo and Oolong Teas.

Landing ex S. S. "Caspian":
75 Half-Chests CHOICE CONGOU TEA,
IN STORE:
250 Hf.-Chests Congo and Oolong Teas.
The above TEA was bought at the late reduction in the London market, and will be sold accordingly. Teas sampled, drawn and tested as usual in our office
nov20 GEO. MORRISON, Jr.

## ENGLISH STIFF HATS!

WE have just opened our first shipment of
Christy's London Stiff Hats,
IN FINE AND MEDIUM QUALITIES.
BARDSLEY BROS,
38 Commercial Block,
aug7 King St., St. John, N. B.

Hoegg Lobsters!
Hoegg Tomatoes!
Always at
HARDING & HATHAWAY'S,
sep18 17 and 18 South Wharf.

NOVA SCOTIA APPLES and NEW BRUNSWICK ONIONS

50 BBLS. APPLES and ONIONS.
☞ In good order. Prices Low.
sep25 GEO. MORRISON

Pears. Pears.

From Wolfville, N. S.:—
1 HF-BBL. Vicar of Winkfield PEARS;
1 half-bbl. Mount Vernon do.
3 hf.-bbls. Burre de Anjou do.
For Sale by
PUDDINGTON & MERRITT,
dec4 55 Charlotte Street.

(From Hansard.)

## The Pacific Railway Contract.

*HON. MR. BLAKE'S SPEECH.*

(Continued.)

The ten mile range, or rather the two ranges of ten miles, were valued at five dollars an acre; that would give you 2,500,000 acres at the sum of $6,041,000; the two fifteen mile ranges next to this, making thirty miles in depth altogether, were valued at $4, which would give you 15,624,000 acres at $62,500,000, and eight miles of the next range—the three dollars range—would give 4,160,000 acres at $12,589,000 or the total valuation for 25,000,000 acres, of $101,000,000. But, of course, taking the range of distance through which this railway is to travel, and from which this land is to be taken, and considering that it is to be taken only in alternate blocks, and those certain sections are appropriated for the Hudson's Bay Company and for school lands, there are 25,000,000 acres, at any rate, of prime quality, which this company will alone condescend to take, available within twenty-four miles off the main line of the Canada Pacific Railway; and, therefore, the observation which I have made so far would extend only to so much land as was to be found on the main line within the twenty-four miles, which I have roughly calculated to be perhaps about 12,000,000 acres. But, although there will not be that acreage on the main line, yet these contracting parties who have been struggling with one another for so many weeks to see who could make the best bargain, saw a solution of that difficulty, and it was this: If the land cannot be found within the twenty-four miles of the main line you can select the choicest spots of the North West for situation, for soil, for commercial prospects, for railway building. You decide to build a railway to the land so chosen, and you may, on ranges within twenty-four miles of these branch railways, select land of a quality which you are not able to find within twenty-four miles of the main line. And, therefore, I say, we may not unfairly count this privilege, given to these persons, to choose out the choicest spots and run railways thaough them, as making the remainder of the 25,000,000 of a quality equal to that which shall be accepted by them, within twenty four miles of the main line. I think, Sir, it may not be useless for me to prove by a public document, something of the value of such a privilege. I have before me the prospectus of the Manitoba and South Western Colonization Railway Company, which is placing on the London market its bonds, and the statement it makes is:—

"That the length of this railway is 295 miles, of which the first section of 119 miles is under contract, and at least 50 miles are to be opened by the 1st of September, 1881. It is further stated that the Governor General has approved of a report of the Privy Council of Canada, recommending a grant to the company at the nominal rate—mark you, the nominal rate—of $1 an acre of an area of land equal to 640 acres per mile, commencing at the south west of the boundary of the Province, so that it is outside of the Province of Manitoba that this land lies. The prospectus further states that it is estimated that a judicious realization of the land would produce to the company the sum of £2,000,000 sterling, or $10 000,000, and that the company has refused offers made to them for large portions of the land at $5 per acre. In another part it is stated that this line is to be constructed for £3,000 sterling or $15,000 a mile, and the calculation is that the fortunate stockholders—and if there are members of Parliament among them I hope they will share among us all—will have an admirable commercial railway constructed free of cost, and probably four or five millions besides from the sale of their lands."

Well, Sir, you thus find that there are lands of very great value to be had, outside of Manitoba, beyond the range of twenty-four miles of the Canadian Pacific Railway, which can be opened up and made saleable at $4 or more per acre, by railways, which shall be, as this railway is declared to be, good paying commercial enterprises. But the least you can suppose is, that the company will not find it advantageous to take that area of its lands which it cannot find within the twenty-four mile belt in the way I have stated, and that they will go on—although they are not bound to do it—spreading out to a sufficient distance to enable them to take the 25,000,000 acres from along the main line of the Canada Pacific Railway. It is obvious that if the Company does not do that, it is because they can make more money by going further off and building a railway. But suppose they do adopt the former alternative, they have to run out, according to the estimates of the Government, to fifty-five miles of the main line of the railway in order to get their $25,000,000. They, of course, take the five mile range on each side, the fifteen mile $4 range, the twenty mile $4 range, and the fifteen mile $2 range, and carrying out the same figures and applying them to the 25,000,000 acres so taken, you find them worth.. according to the view of the Government last year,—of course they will put a higher estimate on them this year—$79,500,000. Take them as you can take them along the line of the Canada Pacific Railway, stretching out to a point 55 miles from that line, and, according to the Government's view, the minimum value of the lands is 79½ millions. I think, Sir, I have now proved, by figures, the absurdity of those arguments which have been based upon the idea that a grant of 50 millions of acres along the railway is worth as much acre for acre, as a grant of 25 millions within the 24 miles limit. I have shown you that the Administration has committed itself to the sound, the unquestionably reasonable view that the nearer the railway the greater value, and that by consequence the smaller acreage taken from the inside will be worth very much more than an equivalent, and may be worth very much more than a larger area taken from the outside. Let me illustrate this position. To take 50,000,000 acres as was proposed of railway lands within the limit of 220 miles range, or 110 miles belt on each side, you had to go, of course, 55 miles further on each side than I have already brought you. You, therefore, take five miles of the $2 belt, and fifty miles of the $1 belt, and the value of these fifty-five miles, according to these same hon. gentlemen's estimate, was 27¼ million dollars. So that while the whole lands were worth the $50,000,000, taken as close as the sections would enable you to take them along the line of the railway, the inner lands at $2.13 per acre are worth $79,503,000, and the outer at $1.11 per acre 27¼ million dollars, or an average for both of $3.18 per acre. I do not enforce those views by any arguments of my own. I am simply stating the deliberate estimates and views of the Government of this country confirmed to be correct, by an enormous majority of the Parliament of this country at its last session of Parliament, and by those who are now disposed to dispute them. Well, I pointed out a while ago that the country was to expend its cash, under this arrangement, on the estimate of last year, $61,800,000, and now at what shall I value the 25 million acres to be taken within twenty-four miles of the main and twenty-four miles of the branch lines? Shall I value it at $4 04 or $3.18 per acre? If you take $4 04 we add to the $61,800,000 $101,000,000 for lands, making an aggregate of $162,000,000, land and money, for this enterprise. At the $3.18 we add $79,500,000 to the cash subsidy, making an aggregate of $143,300,000, for the enterprise. And if you really will insist that 25 million acres of land close to the railway are worth no more than 25 million acres at a distance; if you will turn your back on every view that you have entertained on this subject before; if you will bring down an Order in Council annulling your former declarations, and declare that $2 is the value of land close to the railway, we find an aggregate of $50,000,000 for lands and $61,800,000 cash, or a total of $111,800,000 in lands and money. The company is therefore to get the railway completed and lands on last year's estimates for the cash expenditure of $61,660,000, less the $25,000,000 of subsidy which the country provides for the cash expenditure I have mentioned of $26,700,000, so that, according to the estimates of last year, this work and these lands are to become the property of this company for the cash expenditure of $26,700,000; so that, according to the estimates of last year, the company, deducting the Canada Pacific Railway subsidy and the telegraph line, if they are worth considering in these millions of figures, is to get the $162,000,000 worth, or $141,000,000, or $111,800,000, according as you value the lands, for $26,700,000. Now I will apply myself to this year's estimates and see how they run. On this year's estimates the company is to expend in cash and works $58,300,000. Add to that the reduced amount for lands of $101,000,000, and the total is $159,300,000; and applying the same reduction for over-estimate, as I have pointed out, the company will get the completed railway and lands for an expenditure of $46,200,000, less $25,000,000, or $21,200,000. This subject will bear a little examination in another light as to the avails of these lands. I may begin my task by convincing hon. gentlemen opposite with reference to the avails of the lands, because I go upon figures to which they have given their cordial assent—no, I do not say I do that, because I do not ask them to accept the enormous figures of last year, the mistaken calculations of last year—I pointed out the errors in those calculations last year amounting to some twenty-six millions odd dollars, and I am inviting them now only to swallow the reduced figures. Well, the Government's view was that there would be 10,880,000 acres of railway lands sold within the next ten years. Of course, these lands would be spread over all the West, the view being that the reduced price compensated for the increased distances. That gives you for the one half 25,000,000 acres, 54,440,000 acres, and for the outer half the same amount. The result of these calculations would be, giving to the Company the proceeds of the sale of the half of the total lands, allowing their proportion on the true average—not on the average the Government calculates, which is lower, $21,269,000 in the ten years. But then that is the gross as to the expenditure. If we adopt in all, for surveys and management, $2,400,000, I shall divide that sum into two parts, assigning $12,000,000 to the homesteads and $1,200,000 to the railway lands; and as the Government bears all the expense of the surveys and management, I attribute to the syndicate $270,000 of the $1,200,000, and to the Government the remaining $930,000 on the railway land sales. The result is a net return in ten years of $11,000,000 to the syndicate on the railway lands, there becoming due thereafter to it on the same sales, $8,880,000, making an aggregate of $19,580,000 actually got in and in part due and bearing interest, while the Gov't. having the outer belt only of the railway lands, for the purpose of sales, on an equal area receives only $3,868,000 within the ten years. It loses $930,000, the cost of the surveys on the whole belt and of management, receiving a net amount, if it comes in, of $2,933,000, or an aggregate of $5,865,000. But that, of course, is not all, according to the calculations of hon. gentlemen opposite, that Government will receive, because we have yet to deal with the homestead fees and pre-emptions, from which Government expected the large sum of $10,621,000; from which deduct $1,200,000 as half the expense of surveys and management, and you have a net amount of $9,421,000 to come in or a total of $19,000,000 net from homesteads and pre-emptions to accrue to the Government within twelve years. But $12,350,000 net is not near enough to pay the interest overdue on current expenditure. So, adopting the calculations of the hon. gentlemen opposite, and confining them to the bargain, the Syndicate will have realized out of its lands, selling only as much as the Government expect, some $10,000,000, and have some $19,000,000 due. They will have been practically able to pay off the whole amount out of 5,900,000 acres necessary to build the railway, in addition to what they have got from the country, while the Government, for its $60,000,000, will have got in a sum that will not pay the interest on those $60,000,000, leaving the whole of its capital account untouched. Do you tell me you will get more for your lands, that your prospects are brighter, that you may expect more than the figures I have given? Tell me how much more they will get, and then how much more the Syndicate will receive. Because, if you get very much more than your own figures show, it follows that the Syndicate, the owners of the railway, and possessing those engrgies and powers for which the Minister of Railways has given them so much credit, will get very much more proportionately, than you; and, therefore, if you double the figures for what you will receive, you may more than double them for the Syndicate's returns, and show that, in ten years, they will not merely have built the railway without extra outlay, but have more than doubled their receipts from the lands. Do you tell me that I value the Syndicate's gains too high? It is not my estimate, it is yours. Do you tell me your estimates are erroneous, are too high for their lands? How much less then, may we expect for your lands. If they must expect less for theirs, you must expect less for yours—less than the paltry sum which you have estimated, and so much the worse for the country which will receive little relief from the sale of its lands—not even the interest on the capital expenditure to which I referred. By the old plan, if we built the railway we had it. By the new, we are to pay for it handsomely, with a very large bonus to the builders, and then they are to own it. The heaviest sections are to be built by us. Hon. gentlemen opposite talk of finality. Do we know absolutely what our obligations are? They say that one of the great advantages of this bargain is, that if the expenditure by the country is large, at any rate we know the limit. Well, what was the indeterminate character of the business before? It was that we did not know how much it would cost to construct the railway. But we are now going to construct a large portion of the railway. We are not limiting ourselves to those very extensive portions under contract, but are undertaking a new piece, and, for ten years to come, we shall be still building on the Canadian Pacific Railway, and the determinate character of the transaction in this particular will remain; and, unless we are fortunate enough to possess during all that time a Minister of Railways able to bring down annually decreasing estimates of the cost of work to be performed, we shall experience no little anxiety in regard to the public obligations and prospects. It is obvious, from the remarks of the Minister of Railways, that the situation is not quite so alarming, but still it is tolerably alarming with regard to the want of finality. If I were, however, a supporter of his Government I would venture to suggest the exercise of that admirable diminishing faculty of his to relieve the question from these serious considerations. It could be a subject of uneasiness that our obligations were indeterminate when all that we had to do was, on coming to Parliament, to show how much less the railway was going to cost this year than the estimate of the year before. However great the cost of the British Columbia section, we have to build it, from Kamloops to Port Moody; and as to the finality, otherwise, what is the extent of it? There has been a great deal said as to the financial capacity of the capitalists who were to build this road. The hon. Minister of Railways himself alluded to it in vigorous terms, the other day, pointing out that it afforded a perfect security to the country. From what I observe, then, I conclude that these gentlemen, having some money to risk, are quite determined that if there is any question of finality in this business, it should be settled on their side. In the terms of this contract is a special provision that it shall not go into operation unless there is an Act of incorporation, and that the contract is to belong to the corporation, and that the individual corporators are to be affected. We have got the seal as our security, with the deposit. Well, the hon. gentlemen declared, with his happy faculty of making the best of all unhappy circumstances, that, upon the whole, he thought it would be a very much better thing that there should be no security at all; wherein, I suggest that it might be a good thing to allow the Syndicate to amend their bargain, by striking out that deleterious provision as to the security of the one million dollars. If it was bad to have any security, why should the Government prove such traitors to the country, as to insert the security clause? But, if it was good to require that security, let us remember that it is all we have. We have not even the poor individual security of those gentlemen. We have not the personal responsibility of these gentlemen—we have nothing at all except the million. Well, now, if the security is wanted, the security is inadequate; security will only be wanted on such an enterprise as this, if all the calculations of the Government, all these figures of their which I have now been developing turn out wholly fallacious; and if this enterprise become entirely disastrous—if there is an utter collapse of some kind or other; and if there is, it is not a million, Sir, that will stop that gap. Extraordinary, Mr. Chairman, as the whole price is, its distribution between the sections is still more remarkable. The prairie region, which is now called the western portion of the prairie region, nine hundred miles, was the eastern part of the centre region. One thousand miles of that region was, last year, estimated at thirteen thousand dollars a mile, which would be, for the nine hundred miles which I am now considering, and which have been defined by the contract, $11,700,000. But that would be an over-estimate of the cost of nine hundred miles, because the western one hundred miles which has been lopped off from the one thousand miles and assigned to the western end of the central section, is confessedly much heavier. It belongs to the mountain region, and, I suppose, that is one of the reasons why that different disposition and division was made. Well, of course, if you take an extremely one hundred miles from the one thousand which averaged only thirteen thousand dollars a mile, you get a lower average for the remaining nine hundred, and I assume that we may take off one thousand dollars a mile for the nine hundred miles and add that amount, or nine hundred thousand dollars, on the one hundred miles as the extra cost of the one hundred. That reduces the cost for the nine hundred miles to ten million eight hundred thousand dollars in all, or twelve thousand dollars a mile. Well, the cash to be paid for the construction of the central section, of which, as I have shown you, according to last year's exaggerated estimates, was to be ten million eight hundred thousand dollars, is nine million dollars, leaving a sum to be provided otherwise than by the country of only one million eight hundred thousand dollars to construct that line for nine hundred miles. Well, to meet that dreadful defect upon this section of 900 miles, what is the prudent compensation which an economical Government, regardful of the interests of the country, has provided? Sir, it is 11,250,000 acres of choice lands worth, at $4.04 per acre, $45,450,000; at $8.18, $85,775,000, and at your miserable $2, $22,500,000. The excess over cost is $43,650,000, or $33,975,000, or $20,700,000, according as you take your choice of the estimates of the value of the land. Take the last and you get an excess of over $20,000,000 profit on the construction of the central 900 miles alone. The price then assigned for this section alone is four or five times the cost of the constructing the section. The mileage cost, as I have stated, is twelve thousand dollars the cash receipt ten thousand dollars, leaving a deficit of two thousand a mile; the lands fifty thousand a mile at the $4, making a surplus of forty-eight thousand dollars a mile at that rate, a surplus of $37,750 at the $3.18, and a surplus of twenty-three thousand dollars a mile at the two dollar valuation. So that for this section which can be built out of the land itself, which is running through the land, which is the easiest to build, which is the most sure to pay—which is so sure to pay that you propose to throw upon the back of that middle section, the dreadful burden of the two ends of the line—for this section you are giving at the very lowest calculation, a profit at the rate of twenty-three thousand dollars per mile to the Syndicate for its construction, that is at last year's estimate. If you take this year's and apply it to that section, you find the surplus increased to $44,850,000, or $36,550,000, or $28,520,000, according as you value the lands. You find the mileage cost ten thousand seven hundred dollars leaving a deficit of seven hundred dollars per mile. What the country provides in cash and lands is $49,300, or $39,100, or $24,000 per mile, as you take the estimates of the value of the lands. Now, let us get the estimate of the next section from Jasper House to Kamloops, four hundred miles. The one hundred miles which has been taken off from the central one thousand I take, of course, at thirteen thousand dollars per mile, the average of the whole of that section, and add to it the nine hundred thousand dollars which I took off the nine hundred miles, the residue according to the estimate of last year would cost $15,500,000 to Kamloops. Add half a million, and you find a total of eighteen million two hundred thousand as the cost of this 400 miles. The cost to be provided is six millions of dollars; the deficiency to be met out of lands on this section, with reference to this difficult piece of work, is twelve millions of dollars. The lands amount to seven and a half millions of acres. At the first rate they would produce $30,380,000. At the second $23,850,000, at the third $15,090,000, leaving a surplus at the first rate of $18,100,000, or at the second rate $11,650,000, or at the lowest valuation of the lands, $3,000,000. The mileage cost is $40,444; the cash receipts per mile $13,333. If you add the land at the highest rate, it makes $80,663 per mile, or a surplus of over $40,000 per mile; at the second rate, a surplus of $26,000 per mile, and, valuing the land at only $2 per acre, a surplus of $6,222 per mile. The cost to be provided for out of the amount of the subsidy for each mile of this road is $27,111, but if you take the new estimate, of course, the cost is reduced from $18,000,000 to $16,200,000. The deficit, therefore, is $10,200,000, and the surplus would be $22,500,000, or $18,000,000, or $4,500,000, according as you value the lands at either of the three sums which I have rated them at. The mileage cost would be $35,000, leaving an excess of $50,000 a mile, or $30,800 a mile, or $11,000 a mile, according as you value the lands, and the cost to be provided for out of the lands would be $22,800. So you see here there is a margin, though by no means so handsome as the margin that is to be derived from the construction of the central section. The eastern link is 650 miles in length, the cost of building which is estimated at $21,666,000. The cash subsidy is $10,000,000, leaving a deficit of $11,666,000. The lands would produce $25,250,000 at the highest rate, giving an excess, after paying the whole cost, of $13,584,000; at the middle rate, $8,210,000 of excess, and at the lowest rate two dollars per acre, $833,000 of an excess. So that there would be, at the higher rate, $20,895; at the middle rate, $12,626; and at the lower rate, $1,267 per mile, to be provided out of the lands, which would make struct a large portion of the railway. We are not limiting ourselves to those very extensive portions under contract, but are undertaking a new piece, and, for ten years to come, we shall be still building on the Canadian Pacific Railway, and the determinate character of the transaction in this particular will remain; and, unless we are fortunate enough to possess during all that time a Minister of Railways able to bring down annually decreasing estimates of the cost of work to be performed, we shall experience no little anxiety in regard to the public obligations and prospects. It is obvious, from the remarks of the Minister of Railways, that the situation is not quite so alarming, but still it is tolerably alarming with regard to the want of finality. 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and write four score," put it down as one million and fifty thousand dollars instead of a million and let us have the fifty thousand dollars security. That would be rather an improvement upon the present plan, for in this case the hon. gentleman seems to give some ten or fifteen millions in order to get the security of five millions. I recommend him, as an improvement in his policy, not to give so much more than the security he demands. It is an easy thing to obviate the difficulty of increasing the amount of the contract without going beyond the amount of the security you exact.

(To be continued.)

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Three Cases of the above
ENGLISH MADE
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—ALSO—
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19 " Rd. Machine Steel;
AND FROM BOSTON:—
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Now landing ex S. S. Hibernian:—
210 BDLS. SLED SHOE STEEL, assorted
30 bdls. Steamboat Shoe Steel,
29 " BEST CAST " "
10 " TOE CORK " "
100 " TYRE " "
23 " SPRING " "
10 " Re-CAST STEEL for AXES;
354 " SHEET IRON, assorted;
68 " and 297 bars Best Re'd IRON;
11 " and 236 " LOWMOOR IRON;
100 boxes CHARCOAL TIN PLATES;
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GEORGE CARVILL,
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Landing and Received in Store:—
10 QUARTER CASKS WISE 25 per cent WHISKEY;
10 Quarter Casks GEO. ROE, 25 per cent. WHISKEY;
10 Qu casks HY. FAIRMAN SCOTCH;