VOLUME XXXI. WHOLE NO. 1594.

TERMS. \$1.00 PER YEAR:

PAYABLE IN ADVANCE

LINDSAY, ONT., FRIDAY, MARCH 28, 1890.

New Advertisements.

FOTICE TO CREDITORS Notice is hereby given that ROBERT MADILIA of the Township of Manvers, in the County of Durham, farmer, has this day made massignment for the benefit of his Creditors to the undersigned A meeting of the Creditors of the said Hobert Magili will be held in the office of Mesers. Harron & Molanightin at Jandsay, on

MONDAY, 31st Day of March, 1890 at two o'clock, p. m. The Creditors of the said theret Magici are required, on or before the list day of March, to file with the said Messrs. Harron & McLaughin a statement verified by affiliavit setting forth their names, addresses and descriptions, the nature and amount of their claims and the nature of the securities, if any, held by them.

Dated at Lindsay this 10th day of March, 1890. M. H. MCLAUGHUIN,
HARRON & MCLAUGHUIN, Assignee.
Solicit res for Assignee,
Lindsby, Onto lo.

NO EQUAL ON EARTH. TODORD BY IT'S RESULTS THE

Ontario Mutual Life Insurance Co

flow Endowment Rates with guaranteed surrender values and rapid reduction of premiums by profit, cause this system to be sought On the life Plan, too, comparisons are invited.
Twenty years of marked prosperity. The Company has now over \$13,000,000,00 of Instance in force Southy mequestioned. No dividends to Stock helders and no Assessments.

THOS. A. MIDDLETON. (Miles 3rd door cast of Railroad, Kent-st. MAgente Wanted Good Torme, Fire and Ancident fusurance effected in the Bost Offices. March '6, 1890, 91.

EXECUTOR'S NOTICE.

Pursuant to the Revised Statutes of Ontario, 1887, Cap. 110, the creditors of John Coad, late of the Fewnship of Mariyesa, in the County of Victoria, comes, decoased, who died on or about the 5th day of February, A. D. 1890, are, on or before

THE 81H DAY OF APRIL, 1890 to send by post prepaid to Messis Messeyn & Anderson, of the Town of Lindsay, in the County of Victoria, solicitors for Catharine Coa. William Lownsbrough and Taylor Parkin, executors under he last will and testament of the said deceased, their christian and surnames, addresses and descriptions, the full-particulars of their claims and the nature of the securities if any, hold by them. The said executors shall, after the said 8th day of April, 1890, be at laborty to distribute the assets of the and deceased, or any part thereof, among the 1830, be at idency to distribute the assets of the mid deceased, or any part thereof, among the parties entitled therete, having regard only to the claims of which such executors have then notice, and shall not be liable for the assets, or any part thereof, so distributed, to any person of whose claim such executors have not notice at the time of distribution of part thereof, as the

Dated this 3th day of February, A. D. 1890, MOSWEYN & ANDERSON, Solionors for Executors,

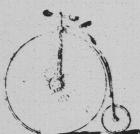
NOTICE TO CREDITORS. In the matter of the Estate of the late JOHN HOOVER, late of the Form-stop of Margos i, in the County of Victoria gentleman decensed

Notice is hereby given pur nant to the provisions of it S.O. Chapter III, Sec. 36, that all persons having claims against the estate of John Hospandste of the Lownship of Maripose, 16 the Counts of Vactoria, gentleman, deceased, who died on or about the 20th day of February, 1800, at said Town bip of Mariposa, are, on or before

THE 7TH DAY OF APRIL. 1890. to deliver or send by post prepaid to William to deliver or send by post prepaid to William Frederick Hardy. Oskwood post office, one of the executors of the estate and effects of the decased, their obvistion and surames, addresses and descriptions, together with a full platement of their claims and statement of their claims and statement of their accounts, and the neture of the securities, if any, had by them, and accompanied by a statutory decaration verifying the accuracy of such claim. An inchest, take notice that on the School of April 1899, the executors of the said day of April, 189), the executors of the said deceased will proceed to distribute the assets of the said deceased among the persons entitled therete, heaving fregard only to the claims of which notice shall have been given as above required. And the executors of the said deceased will not be liab of or the saids, or any part thereof, so distributed by them, to any person or resease of whose claims they shall not then have but notice. Dated at landay this 17th day of March. A.

WHATAM FRIEDERFOR HARDY, ROBBERT OFFICE WICHSTRIE. both of the Township of Mariposs, in the

Jos. Riggs.



BICYCLES.

CALL OR SEND FOR NEW OR SECOND HAND LIST FREE.

TO TO IT ME Good discount for Cash, or part Cash and

balance on approved notes, to J. RIGGS,

Undany, March 20, 1890, 193

Miss O'Brien.

TO THE LADIES.

Having just returned from the centres of Fashion with a large

selection of NEW MILLINERY

Latest Trimming Effects

for Spring and Summer, I respectfully solicit a visit from the Ladies of Lindsay and the surrounding country, satisfied that the assortment I have to show them will compare favorably with any Exhibit in

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For some things! Thousands of years for Electric Lights, Telephones, Railways, Ocean Cables, Steam Plows, and all the too numerous to mention things that make life pleasant.

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"THE MIDLAND" Watch, ever put on the market. It is a pleasure to own one. A man will sleep sounder and have a better appetite because of the satisfaction it affords him to possess a " Midland."

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article of this kind beneeds better than any other; and a watch which gives satisfaction to a railroader will please the most exacting.

Say: "This is the watch we should have had long excellence.

A watch come and see two. We can convince er's watch.

Foot of Kent-st., Lindsay.

Lindsay, March 27th, 1890 .- 91.

W. A. Good WID.

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W. W. Logan.

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We beg to state that Mr. Wetherup of Lindsay is not our Agent; nor would we supply him with any goods in case he should order. MR. LOGAN controls the County of Victoria in the interest of our ORGANS and

DOMINION ORGAN MAN'C GO.

G. A. Metherell.

Lindsay, Agent for Victoria Co. NEW PATTERNS ARRIVING DAILY

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All the Latest Designs in Hall, Dining Room, Drawing Room and Bedroom Papers, Ceiling Papers, Corners and Decorations.

Prices and Styles to Sats Caste Call and See my So per roll Paper

And all the way to 50c. per Roll. I have on hand the Largest Stock of Wall Paper over brought tate Lindony.

Remember the Place.

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MR. J. A. GILLOGLY Poer and is authorised to grant receipts for iptions, etc., and transact ordinar, susi-

The Canadian Bost. CHARLES D. BARR. . .

PARLIAMENTARY TOPICS THE TRENT VALLEY CANAL.

Steenesion in Committee - The Shilly thallying of the Government - Remarks of Mr. Barron, Sir John Maconald and Hon, Edward Blake.

In committee of supply on Thursday, March 20th, on the item Trent river navigation, \$76,000, the following discussion took place :

Mr. BARRON. -I think I should thank the premier, or whoever is responsible, for keep accurate time under taking my advice last session and completing some of the work necessary for the navigation at Fenelon Falls. I have to recognise that they did what was right in removing obstructions so far as the rocks Men will appreciate an at the entrance to Fenelon river are concerned. But I still have my complaint cause it supplies their to make, which I made no less than four sessions ago, that the money expended on this lock has been, and is now, entirely wasted by reason of not having the bridge across the river at Fension Falls removed. I am not alone in my complaint, for I find that an official of the government refers to it. Speaking of the work done at the lake

he says :we should have had long ago—something reliable at a moderate price.
Those who use them testify to their superior

Next season is rather late in the day, although, of course, better late than never. Hon, gentlemen opposite should listen to, and take the advice of hon, genilemen on us and get a pointer or this side of the house, who are really anxious to do what is right in behalf of election. you that it is not neces- their constituents, and the government sary to pay a fancy price | should have adopted the advice I offered Want for a first-class railroad- during the first session I was in parliament. I then pointed out that this bridge was in the way of navigation, and, not only so, but that the money expended up to the present time on the lock at Fenelon Falls has been actually wasted, and the money recently expended on removing obstructions to the entrance of the river has also been wasted, unless the bridge is construct. ed so se to admit of passage. What is the use of expending money year after year if we are going to allow an obstruction, such as this bridge is, to remain? What is the use of making two bits of a cherry? What is the use of prolonging this work, except to prolong it to the next general election?

Sir John A. MacDonald.—Oh!
Mr. Barron.—The premier says "Oh."
It is the truth nevertheless, and I may tell
him that the prolongation of the work is
not satisfactory to the people in my part of
the country. There is on record not only
the correspondence with most the conference of the country. the correspondence with myself but also a petition from the different municipalities interested in the navigation of these waters, setting forth the needs of the country in regard to navigation, and also that private individuals have up to the present time suffered severe pecuniary loss by not being able to fulfil contracts, as they were unable to forward cordwood through Feneton Falls on account of the obstruction in the river caused by this bridge. We all know that, prior to every election the premier and Sir Charles Tupper, when he occupied a polition in the government, went through that part of the government, went through that part of the country and made election promises to connect the waters of the Georgian bay with Lake Ontario. I applied the government for the work they have done in making internal navigation, but I am sorry to say they have not done that which they promised the people would be done; that is, to make this canal right through to lake Ontario. On one organism, when the that in, to make this canal right through to Lake Ontario. On one occasion, when the premier him-elf went to Peterborough, he told the people that he had made arrangements to retain control of these internal waters, which the late government had handed over, he said, to the Ontario government, so that they would have communication from Georgian bay right down to Lake Untario by means of this Trent valley canal. That was just prior to an election, but just me soon as the election was over the premier said "no" to that project. I think I produced last session he remarks then made by the right hongentleman, as published in his own organ. Siy John A. MacDonald. — Read them again.

Mr. Barron.—Not only that, but I produced a statement from a Peternorough paper, an organ of hon, gentleman opposite, showing that the hon, member for West Peterborough (Mr. Stevenson) after the last election stated that he had received an intimation from the minister of public works that the work between Lakefield and Peterborough should go on in the following summer. That statement was made the night of the election, and, therefollowing summer. That statement was made the night of the election, and, therefore, the hon, gentlemen must have heard it from the minister of rail ways and cancile prior to the elections, and no doubt, perhaps, he made use of it for the purpose of guining his election. The premier himself has recognized the importance of this canal, when he says in his report for 1890:— "In view of the interest taken in the scheme for connecting the waters of the Boy of Quinte, Lake Outario, with those of Georgian bay, L-ke Huren, it was thought advisable that the man-or should receive investigation at the process

he said "yee," But I see by the papers of yesterday, or the day before, that the commissioners visited Orillia with the object of getting some evidence there. If I am not mistaken, the whole time occupied by these commissioners for the purpose of getting evidence, and making up their minds as to what report they should present, has been altogether forty days since their appointment in 1887. May I sit that the commissioners are allowed to take this very long time to make up their minds in regard to their report, if the reason is not that the government is willing that they should prolong their deliberations until just prior to the next general election. In view of the great interest which the premier himself says is taken by the people of that locality in this work, I say that the government are much to blame for allowing the commissioners to so long delay their report. I am voicing the feeling in my part of the country when I say that much dissatisfaction is felt, out particularly on account of the way in which the work has been done at Fenelon Falls, by reason of which navigation has been interfered with for such a length of time, and the interest of the money wasted ever since 1885, when the lock was first begun. I do hope that some reasonable promptitude will be shown now by the government in completing to give the government credit for doing the work at Fenelon Falls, so as to make the upper waters navigable with those below. While I say that, I am quite willing to give the government credit for doing the work as Fenelon Falls, as a to make the upper waters navigable with those below. While I say that, I am quite willing to give the government credit for doing the work as well as they have done it, although it was long delayed justice. Here let me say that Mr. Kennedy of Bobcaygeon, the contractor, did his work will be successed to the proving the obstructions at Fenelon Falls, the bostructions at Fenelon Falls view. But, if the obstruction of the work at fermination when the first time the government to Eu

Here let me say that Mr. Kennedy of Boo-caygeon, the contractor, did his work well in removing the obstructions at Fenelon Falls river. But, if the obstruction of the bridge, which Mr. Rogers refers to in his r. port, is not removed the entire communi-cation will continue to be stopped, and the large amount of money already expended will be wasted.

Sir John A. Macdonald. — My hon.
friend is, I think, getting election on the
brain. He says everything is postponed
until election time, and yet he lauds the
government for having done what they
have done. He also says, that when I was
in that part of the country, I urged this

matter for election purposes; but the hon. gentleman applauds me for using it, whether for election purposes, if it happened to be for the benefit of his constituents. The hon, gentlemen says that he objects to the delays which have taken place, and he thinks we are ho'ding the matter over until the election. Well, we are approach ing election time now, and if we expended too much money up there, the hon, gentleman would probably say as to that what he said as to the previous expenditure, that it was for election purposes. Don't you think it would be safer for us to po-tpone all further expenditure until after the general election? Would

Mr. BARRON.-I am quite willing to sacrifice my chances in the interests of my constituents. SIT JOHN A. MACDONALD.-I think we cannot be charged with any want of energy or neglect of the Trent river navigation. I shall read to my hon, friend the amounts

that suit my hon. friend?

which have been expended for this pur-nose: In 1883, \$40,767; in 1884, \$161,161; in 1885, \$252,000; in 1886, \$357,000; in 1887,

Sir John A. MacDonald. - Well, in 1888. the year after the election, we expended 2652 000. In 1889, for the fiscal year, 2699. (MM); and up to the 31st December last. \$703,000. I do not think we can be charged with any want of energy in this matter, and it is rather fortunate for the good fame of the government, that we have spent considerable more money since the elections than before. There is a good deal in what the hon, gentleman save with respect to that bridge at Fenelon Fails, but there is a contention between the government and the Grand Trunk Railway company as to who should pay for \$75 000 is required to pay the work now under contract, to settle with some contractors yet unpaid, and for cleaning out the channel at several points between Lakefield and Balsam lake. With regard to the commission, Mr. Kennedy, one of them, whose report we want especially to get, was absent from ill-health and had to go to Europe, and there was no particular hurry in urging them to make the report. We want to get a full report in order ascertain what the real cost is to be. No one knows better than the hon, gentleman that various opinions have been given as to that. Some persons are of opinion that it is going to cost millions to connect the Trent naviuation and to carry it down to the Bay of Quinte. There was no hurry at all, however, because these other works are going on vigorously in the meantime, and they are especially Valuable for inland navigation in that part of the country. So that nothing has been lost, and this \$76,000 will remove the obstruction which the hon, gentleman complains of. The railway bridge will be built and the government and the Grand Trunk Railway company will have to fight

out the question as to who is to pay for Mr. BARRON.-Last session I was told that the grant then voted was for the purpose of removing not only the obstruc-tion which has been removed, but that created by the bridge.

SIF JOHN A. MACDONALD. - The money did not bold out, that is all.

Mr. Barron.—Then you should have removed the obstruction and asked parlia-

SIT JOHN A. MACDONALD. - Then I should have the hon, member for North Wellington attacking me for asking for a special warrant. We are not going to do that. Mr. BARRON.-The hon. premier says

that there is a dispute as to who is liable. Has it taken three years to decide that? I do not think any lawyer acquainted with the facts will deny that the liability rests with the government. Sir JOHN A. MACDONALD. - Do not give

our case away.

Mr. Barron.—At any rate, are the people going to suffer because the premier and his government cannot decide as to who is liable, when the work has to be done at some time or other? I do not complain of the expenditure. What I do complain of the expenditure. What I do complain of the expenditure. What I do complain of the expenditure, what I do the hon. gentlemen in proceeding with this work. He does it by piecemeal, and the result is that although the lock is there, we have been unable to use it for three or four years by reason of these obstructions to which the attention of the government has been called time and again. They have now only woke up to the necessity of removing them. The people have confidence in the commission, but they believe that the government is delaying the report for some reason. While the connection of the waters is, of course, an admirable thing, the people will not be satisfied unless the work on this canal goes on, especially in view of the money already expended upon it. The right hon, premier says that it may cost a large sum of money. Suppose it does, the work is necessary; and when we find the government was ting money in building certain railways in the lower provinces, our people think—

Sir Jone A. Macdonald.—You want to have a chare of the swag, eti

mission that is going to cost. I notice by the auditor general's report that those commissioners are drawing \$20 a

gentleman going to decide whether they are working or not? One of the commissioners is away in England on leave of absence, and when he comes back he may say that he has been at work all the time getting certain information. I do not know whether the right hon. gentleman will be able to tell how much work the commissioners did -- whether they worked Monday and adjourned Tuesday, and so on. We have had a great many commissions and we know how expensive they are. We had two or three men appointed as commissioners to settle the Northwest substitute of the commissioners. Northwest rebellion claims, and they sat twelve or fourteen months, and drew \$30,000 altogether. This commission has been appointed longer than the one I have just referred to, and I would like to know

what it is going to cost.
Sir John A. MacDonald.—These commissioners happen to be gentlemen of high standing and are certainly not going to rob the country, and certainly stand above that suspicion. That would be an injurious suspicion. One of them is Mr. Frank Turner, of Toronto, who, perhaps the hon. gentleman knows, is an engineer of standing, and all he has charged so far is for thirty days of service. The \$76,000 asked for has no connection with the excomplete the work now under contract between Backfield and Balsam lake, and to pay some unsettled balances due to the contractors for the old works, and to contractors for the old works, struct the railway bridge which the hon. gentleman complains is an obstruction. It has nothing to do with the extension of

great deal in the content on of my hon. friend in front of me that the government extremely wasteful way. It may be that the work being done is adequate for the purpose of local communication, but it may be inadequate for the purpose of the is bound to proceed more rapid y with the work. If the work was promised in 1882 by the first minister, he must have had fluence to have this completed, he must have had some idea of the cost. Eight years have slapsed since the pledge was made by the government, and I think my hon. friend has good reason for saying in the condition it is to-day, nearly eight years later, namely, that for five or six years a step which the government declared to be essential, the formation of a commission, is delayed, and then the report of that commission is postpored for three or four years, and we do not know when it is to be obtained. I think the hongentleman cught to see this thing expeditstated it was a very important enterprise, that it was required by the people and that the people would be benefited if it were completed. They have expended a large sum of money, but the question is, what return for the amount of money which has

Sir John A. Macdonald.—I thick 40.

Mr. Wilson (E gin.) If the hon. gentleman would take a pleasure trip up that canal, he would see how far he could get, even on an ordinary light boat. If he hardly get half way up before he would be stuck in the mud, and yet he tells me that that part of the country.

works, although in the general line of the proposed improvement of the Trent navigation, may be unit for that navigation ed my hon, friend opposite. when completed. I can assure the hongentleman that all the works were of great use for the local purposes for which they were used, and were constructed with a view of being a pertion of the completed canal down to the Trent. There is a cer-tain indication which is known to all engineers, as to what it would cost owing to the shallowness of the stream and of the impossibility of getting more than a

certain depth, but the canal so far has been built with the object of being a portion of this great inland navigation. I am not in a position to say when the report will be made, but will let the hon. gentleman know in a day or two.

Mr. McMULLEN. — Before closing this discussion we ought to have some under-

in any way affect this work, only the extension of the work.

Mr. McMullen.-The country has already expended a good deal in connection with this work, and before proceeding further we should have a distinct estimate of the cost, and a pian of the location of this canal. This commission has been established to a certain whether it is in the interest of the country that the work

standing as to when the report of this

particular commission will be received.

their report is expected. He says that somebody was ill and went to Europe, but

that there is no hurry, because the work

te going on all the time. But how do we

know that it is work on the canai? To do

work of this kind piecemeal, if it is to be part

of the great communication between the upper and lower lakes, is to do it in an

iarge work if it ever comes to be accom-plished. What I do say is that what was in a sense formally initiated as a pledged government under aking, as early as be

fore the elections of 1882, ought not to be

ed; the report should be obtained early and

a decision reached; and the people who are interested in this project, and who have been waiting for it and hanging on

the hon, gentleman's words so many years,

should be relieved in one way or another

by a determination either to preceed with

Sir JOHN A. MACDONALD. -The hon.

gentleman has hardly been fair. He says we have gone on without the necessary

information, but if he will look back he will remember that this is an old echeme

and that it was reported on by engineers

fully competent to judge on such matters

It has always been understood that this

was a work sooner or later to be under-

taken. The probable expenditure delayed

moot. d, and after these reports were made,

Then the hop, gentleman says that these

the work or to abandon it.

should be completed or whether we should abandon it altogether. Sir John A. MacDonald. - The object of the commission is to ascertain whether the statements of experienced engineers are true or not. They vary very much from the earlier estimates of the engineers, who were considered quite compeent in their day, and we wish to ascertain exactly what the extension could be built for. The hon, gentleman must understand that, even supposing the extension of the canal should be abandoned, which I do not at all contemplate, every farthing of this money has been well expended, beand has given very valuable means of transportation in a portion of the country which greatly requires it, and I think my hon. friend who represents that part of the country, and who site near the hon, gentle man, will say that the portion of the cana which is intended to be finished by means of this vote will be very valuable and should under any circumstances be under

slightest information as to the total cost.
Sir John A. Macdonald. —We must wait for the report of the commission; for

Mr McMULLEN. -And we should wait Mr McMULLEN.—And we should wait for that report before voting this item. The right hon, gentleman says this is a very old scheme. It is, and it has a very peculiar history. It is quite clear that from year to year the first minister has moved in the direction of constructing this particular ways in a constructing this particular work just as political necessities demanded, and when perhaps those political necessities were got over, there was a full in the prosecution of this work, which was undertaken as a political

Sir John A. Macdonald.—Oh, no. Mr. McMullen.—It was undertaken fr the purpose of exercising considerable political influence in that section, and has been kept alive from year to year with that object. It will stand like many other works, a monument of folly for the purpose of using political influence.

Sir John A. Macdonald.— My hon, friend who sits behind the hon, gentleman will tell him whether it is a piece of folly

found receive investigation at the present time.

The government thought wise to operate commission on the 8th October, 1887, to find out the needs of the country, so far as the Trent valley canal was concerned, but which needs they preferred to be familiar with when they made the election statement I have allusted to. From the do e of the country and when we find the commission, in October, 1887, to the present of the commission, in October, 1887, to the present time we have not yet had their report. The premier will receive that at the baginning of this consists I was a share of the swag, elf

Mr. McMullen.—Some portions may possibly be worth some money. If the country's means are to be invested in a manner that will give a general beneficial force work is necessary; and when we find the government we ting money in building force work of that kind. Before our people think—

Sir Jone A. Macdonald.—You want to have a share of the swag, elf

Mr. Bandon.—If the money is to be worted to vote any money to begin another movement in the direction of this canal, we should have the report of that commission to guide us, because, I presume, the hon, gentleman intends to be guided by that report. In all of the election premiers he made, the pos-

day.
Sir John A. MacDonald.—Only when they are working.
Mr. McMULLEN. - How is the hon

cension of the canal, but it is required to the canal down to the bay of Quinte.

Mr. Wilson (Eigin.)—I think there is a

some idea as to the exten: of the work. When he was holding for h to the electors and promising that he would use his inthat, if such a time has elapsed and the government has not gone on with the work with the vigor they have shown in other works, they are not serious in regard to this. In 1887, there is no doubt that they made further promises, that they are we to realise for the work which has been performed? Have we any adequate

went there to see the country, he would the money has been well expended in the | are concerned, I entirely deny the stateinterest of the people in tout part of the expended in order that the hon, gentleman might obtain the vote of the people in Sir JOHN A. MACDONALD. - They elect-

Wilson (E gin.)-The hon. gentleman did everything in his power in order to defeat my hon, friend, and it was only the inherent worth and the moral superiority of my hon. triend which caused his election, and not the expenditure of this money. If the first minister desires to see the result of the large expenditure of money on this work, I suggest that he should go up there himself next summer. Mr. BLAKE. - I hope it will be a wet

Mr. Wilson (Elgin.) - Yes; or he should take sufficient quantity of drink with him or he would be thirsty before he got

Sir JOHN A. MACDONALD. I might do Mr. Wilson (E'gin.)-Now we flad there is a commission appointed. Is that

Sir JOHN A. MACDONALD. - It does not intended to blind the eyes of the people lu that section when the hon, gentleman states that he will go on with the work when the commissioners make their report? They are delaying that report, and the hon. gentleman does not desire to have that report. That would spoil the whole game. He would either have to say that the work is impracticable or he would have to go on with it. No doubt there will be a great deal of talk about this canal at the time of the next general election. Although the commissioners do not report, although they are kicking up their heals in Europe or in some other place and are having a nice time we find place and are having a nice time, we find by the auditors' report that they have not neglected to make their mark on the pay roll. They do not believe in working with-out getting their pay. We find that some individuals are pretty well paid there. There is a certain engineer named J. A. Aylmer, who worked seven months and received \$875. He had living expenses there for 214 days for which he received \$321. It would not do for one man to per-torm that work, and so he had his assistant, a Mr. A. J. Beicher. I do not know whether the names are purposely reversed or not, but I see that one is J. A. and the other is A. J. Mr. Belcher was employed for 183 days for which he received \$915, and he also received a considerable amount for horse hire and cab hire and other things of that kind, bringing his salary up to between \$1,100 and \$1,2000. Not only that. Though they were paid full wages for the services they rendered, and were allowed living expenses so as to stop the work, so as not to proceed with it, so as to keep the matter before the electorate up there, what was done? These men had to

be set aside, and they could not be set aside without some consideration, and the first minister, in the generosity of his soul, advised perhaps by his subordinate, decided that they should have a gratuity, so advised perhaps by his subordinate, decided that they should have a gratuity of \$348.50, making his total pay \$1.605.50. The other individual, Mr. Belcher, was also set aside and he received a gratuity of \$255, or, in all, he received a sum of \$1,212 for 183 days' work which he performed. Now is it any wonder that my hou, friend in front of me should feel discouraged, and should feel inclined to the opinion, that the first minister did not intend to have this work gone on with? Because, here we find a large sum of money paid to commissioners and to engineers, and large gratuities paid to men who have been removed from the work. And, yet, we are told: Oh, it is a very important work; the benefits arising from the expenditure of the money are ample; and we are having a just return for that expenditure. We find, also, in the first minister's report, the sums paid to certain individuals. There was one sum of \$2,000, paid to a man named Stephens, for one-half of a lot containing mill property. Perhaps the first minister will be able to explain why this money was paid. Is it necessary to buy out all the mill properties in that section so that they may be able to float a commo or a flat boat down the stream? Have they to go round all the neighborhood and purchase all the little mill streams? If that be the case, more injury than benefit will be done to that section of the country. Have these amounts been expended for the purpose of building a purpose.

canal? No; for no such purpose at all. It is for the purpose of keeping ness people up there quiet, with the idea that they are going to have a very large amount of money expended among them, so that they may vote right at election time. That is the evident object, from the manner in which this work is being proceeded with. Now, the first minister says that we are getting ample returns for the amount ex-pended. What are the ample returns? tet us take his own report, and I suppose it is correct in every particular; let us see what is the amount of tonnage upon this blessed Trent canal. The whole volume of business amounts to 16,152 tons, all told. You will be surprised when I tell you the enormous amount of revenue that the country receives from this work. It is beneficial, I have been toid, for excursion parties who attempt to go up the canal for pleasure trips, for fishing, but it teems that after they have got a short way up they get stuck on some uncompleted portion of the work, and have to turn round and return home. We find the whole revenue from this canal is \$259.72. are the ample returns for the expenditure of that money. If the hon, gendeman would go on mantully with this work, as he promised the people he would do, he would have larger returns; but he has spent just enough money to leave the work perfectly useless. He is allowing it to remain in that condition, and allowing his commissioners to kick up their heels all over the country, and only return to their work when they want to draw their fees. I say it is time the government should decide what they are uoing to do in this matter. If they think this work is important and useful, it is their bounden duty to proceed and finish it at once. On the other hand, if they think the work is not useful or fessible, let them tell the people so, and let the people know that they are not going to receive any more money at election time.

Mr. BARRON.—It is not often that I have

to disagree with any hon, gentleman on this side of the house. Not withstanding the kind reference made by my hon, friend behind me, towards myself, I must say that his appreciation of the state of things on that canal, in my opinion, is entirely wrong. However, much, politically speaking, I would like to see the premier stuck in the mud, at the same time, I do not think, if he attempted to go up the Trent valley canal he would have any such difficulty as has been jei ted out by my hon. friend. I dare say my hon. friend's figures are correct, regarding the amount of tonnage and the revenue, but they are easily explained by the facts which I pointed out a few minutes ago, that ie, by reason of the imperfect state in which these works have been left for so many years, by not completing the entire system of navigation, and the result has been that the country has received very little return for the expenditure. If the work had been gone on with properly, completing it as for as it went, the amount of tonnage would have been very much greater. I can state tost large contracts to carry wood from one part of the country to another, down these waters, were entered into, and it was discovered that these contracts would have to be cancelled by reasons of the obstructions to be found in the channel, which ought to have been removed when the work was proceeding. So far as the locks them-elves ment that the work, so far as the internal oncerven, is usaless. Un t contrary, it has been a great boon to that part of the country, and the only annoyance the people have utfered arises from the fact that the premier and others on that side of the house have, from time to time, been making pledges which they have not carried out. Let us see what the premier himself said in the house on the 11th July, loos speaking of this system of

"The system is a very good one. It has been reported on by many able engineers, and at last the government adopted the idea of making it a perputaent work by connecting the two

That is, the Georgian bay and Lake Ontario. -

"It may be it cannot compete in all respects with other and degree waters and with a railway system, but it will be embeddedly a Dominion work, connecting the two waters, and at the same time of great advantage to the fine district and country through which it

There was a distinct pledge, in the year 1885, that the work, as a canal from one great waterway to the other, would be gone on with and completed, and yet in 1889 he tells us that he appointed a commission to find out the see sity of doing that which, in the year 1885, he said would be done by his government. Therefore, I say, the prople have raken to complain bittarly of the treatment they have received in reference to this "rent valley canal.

LOCAL NEWS-LETTERS

BOBCAYGEON.

[Correspondence of The Post.] MILL STARTED. -Mr. M. Boyd's large saw mill commenced the season's work on Monday, 21th inst, under the supervision of Mr. Gidley. Things are humming at Little Boonow, and they will be just twice as lively when two gauge are put on to run towers.

EVENING CLASSES. - The term of the evening classes in connection with the Mechanici institute closed last Friday night. Thirty-six began the term, of whom twenty three finished it, taking the full commercial course with the primary drawing course. The class was under the instruction of W. Hickson, and all the members who took the full course are well

pleased with the work.

OBIT.—Death visited our village and vicinity no less than three times last week. The first to be called away was Henrietta Devitt, daughter of Mr. Thomas Devitt, who lives three or four miles north of this place; the second was Mr. George Sampson, who resided in the Hunter settlement about five miles south of here; the third was Mrs. Francis Freeman of this place. Both Mr. Simpson and Mrs. Freeman had

parted this life on the 15th inst. FREE GRANTS IN HARVEY.—The Bobcaygeon Independent says: -Our Harvey cor-respondent last week drew attention to the fact that Mr. J. R. Stratton, M.P.P., had pressed upon the provincial government the desirability of placing the lands of the township of Harvey under the operations of the free grant act. The matter is one of considerable importance to this district, and should Mr. Stratton's efforts be successful, this village as well as Harvey will owe a heavy obligation to that gentleman. Once placed on the free grant list, there would speedily be a settlement of the unoccupied lands in the township, and the trade, importance and influence of this village would be correspondingly increased. Whether Mr. Stratton is a great stateman Whether Mr. Stratton is a great stateman or a brilliant orator, or a distinguished legislator, whether his name will live for ever in Canadian history, whether his renown will spread to all corners of the habitable globe, may perhaps be doubtful, but that Mr. Stratton is energetic, earness and practical; that he has served his constituency well; that he possesses sound common sense; and that he well represents stituency well; that he possesses sound common sense; and that he well represents the people who elected him, is beyond all doubt. When Mr. Stratton presess on the government the desirability of opening Harvey to free grant settlers, his influence will be great, and it is probable that his request will be complied with. In such event the benefit to this village and surrounding district will be considerable, and it is to be hoped that Mr. Stratton will use all his influence to accomplish so desirable a nurrouse.