

TORONTO, Jan. 29.—The Speaker took the chair at three o'clock p.m.

Mr. Wood, on rising to move the House into Committee of Supply, was warmly cheered. After a few preliminary observations he said:

OUR RECEIPTS.

I need hardly remind the House that three-fourths of our receipts are from the subsidy of the Dominion, and from interest on trust funds in the hands of the Dominion Government. These amounts are fixed. The remaining quarter is made up of items fluctuating in value, which may be classed as a territorial revenue. The depression in the lumber trade, extending over a period of several years, has very seriously affected the receipts of the province, and has reduced those receipts to such a sum annually as was below any calculations made by any Treasurer four, eight or twelve years back. But I think we touched the lowest point in the year 1878, certainly the lowest point reached up to the present time, and I trust it will be the lowest for many years to come. The amount of revenue from woods and forests for that year was \$284,816. This year there had been a considerable increase, but still not up to the estimate within some \$50,000. There is a very marked improvement so far as the lumber trade is concerned, and we have felt the effect of it this year, and the prospects are that for some years to come we will have a very large income from the woods and forests branch. Increased prosperity in the lumber trade meant not only a larger amount of timber and logs to be got out, and therefore larger dues to be paid to the Government, but also the collection of arrearages of former seasons. I may say here that the revenue of 1880 will be derived from the timber and logs got out in the winter of 1878-9. And if we do not feel the effect of the present prosperity at present we will at least in 1881. The revenue from collections on account of Crown lands has been as follows:

Table with 2 columns: Year, Amount. 1873: \$189,655 30; 1876: \$2,254 00; 1879: \$4,620 00

In view of these decreases, it is very satisfactory to be able to look forward to a larger revenue in the Crown Lands Department. We have been disappointed in the receipts on account of interest on investments. This is owing to the municipalities who borrowed from the drainage fund not paying up as promptly as they ought to have done, and particularly owing to the fact that on account of our heavy expenditure in aid of railways and in the distribution of the surplus we have had to get on our bonds, and also on account of advances which have been retired by the Dominion Government. We estimated last year that we would receive a large sum from these municipalities still in arrears on account of the municipal loan fund, but we have been disappointed, and it is now a matter for the Government to seriously consider whether the time has not come when those municipalities should not be made to pay off their indebtedness. (Cheers.) The receipts for the year 1879 were in block \$2,250,260 73.

OUR EXPENDITURE.

Now, with reference to the expenditure, I do not know that there is anything that requires any very lengthy remarks from me. In addition to the ordinary expenditures there are a number of items, such as the expenses of entertaining the Governor-General during his visit to the Province, the visit of the Lieutenant-Governor to the newly acquired territory, aid to distressed settlers in Algoma, etc., in which we ask the concurrence of the House. But there have been some over expenditures, to which I must briefly refer. Superannuated teachers had received more than was voted for them last session by \$3,574 50. That is simply owing to the working out of the law, and not to any regulation made by the Government and was not within the control of the Government. The over expenditure in immigration has been \$12,650, which is accounted for by the increased number of immigrants who have come to the country. In 1878 the number was 18,055 and in 1879 24,407, and this increase entailed an increase in the cost of their maintenance and in paying their railway fares to different parts of the country. There was also an overexpenditure in the matter of insurance. The insurance paid by us last year on public buildings was \$20,671 on policies extending over three years. We came to the conclusion to have a revaluation of our public buildings and to adopt a better system. We therefore insured all our public buildings, with the exception of six, in seventeen or eighteen first class companies, giving to each of these companies an equal risk on all our public buildings; so that every one of our public buildings, whatever it may be, is insured in all of these companies, and in case of fire the companies themselves would lose but little, while the safety of the Government would be assured. I may state further that they have given what is called an unconditional policy—(hear, hear)—and we are insured for \$1,892,574 at a rate of 1 1/2 per cent. for three years. Some of them are at a higher rate and some at a lower. The expenses in connection with the general election have exceeded our estimates by some \$18,525. In addition to that, but not included in the estimates, we have paid out during the past year large sums in aid to railways, in the distribution of surplus, and \$25,000 to Quebec on account of the interest due on the collections on account of Common School lands. This, it is true, has reduced the assets, but it has reduced the liabilities as well. Our expenditure in 1879 amounted to \$2,285,282 10.

OUR ASSETS.

Now, Mr. Speaker, in the assets there has been a considerable reduction. In the first place, the Dominion Government, as I have said, has retired some \$350,000 of their stock we held, and we have obtained from the Bank of Commerce an advance of \$418,100 on account of railway grants we had to make, on account of distribution of surplus and for the payment to Lower Canada on account of Common School lands. This, as a matter of course, will reduce our assets, though at the same time you will perceive that our liabilities have been reduced somewhat in the same proportion. (Hear, hear) I may state further that this loan of \$418,000 was obtained at 3 1/2 per cent., including commission, and the renewal was obtained at 4 per cent., including the commissions. Our assets are \$5,141,396 54

OUR LIABILITIES.

With reference to the liabilities, the obligations we were under on account of the Act passed in 34 and 35 Vict., known as the Railway Aid Act, have been discharged. Several of the roads entitled to railway aid a year ago have been paid, or rather their claims have been discharged by the issue of scrip under 42 Victoria. The fund set apart by the Act passed in 34 35 Victoria, known as the Subsidy Fund, granting \$100,000 a year for twenty years, has been exhausted, and all payments by the issue of scrip under that and all other Acts have been made up to the 31st December, 1879. What I propose to do is to give you the amounts which we have given by direct grant to different railways, and which we still owe. We do not owe on account of subsidy, for every dollar of scrip has been paid that was due up to the 31st of December, 1879; we do owe toroads to which direct grants have been made, but which have not yet completed their roads, and are therefore not yet entitled to receive them. The only roads to which we are indebted are, I believe, three—the Grand Junction, 20 miles; the Montreal & City of Ottawa, 66 miles; and the Cobourg, Peterborough & Marmora, 13 miles. Our liabilities are \$842,821.54, leaving us, after all our disbursements this year, and after the very hard times we have had for the last four or five years which entailed small receipts—still leaving us with a surplus of \$4,809,027.98. (Loud cheers.)

ESTIMATED RECEIPTS.

Our estimated receipts for the year 1880 are \$2,316,719.42.

ESTIMATED EXPENDITURE.

There are some increases and some decreases in the proposed expenditure for 1880, to which it is perhaps necessary for me to allude. Hon. gentlemen will notice that, so far as public institutions are concerned, there is in the aggregate very little change. For the Hamilton Asylum the increased amount is in order to provide accommodation for eighty more inmates. The increase in the appropriation for the Central Prison is caused by the change of industry, which enables us, however, to dispense with the services of the chief man, giving a saving of \$2,000 a year, and also to ask for less for material. We are asking for quite a large sum in connection with the Agricultural College at Guelph to provide for additional pupils. We have come to the conclusion that that institution ought to have additional accommodation, so as to provide for at least 150 pupils, and when any boy beyond that number seeks admission he must simply wait his turn. I have been given to understand—in fact I am perfectly satisfied—that the present staff can teach 150 boys just as well as they now do 92. So far as the expense is concerned it will simply be confined to a few more servants, and the pro rata charge will be very much reduced. For that purpose we ask for \$22,000, which I have no doubt will be cordially granted by this House. We have also made a change in the Reformatory at Penetanguishene, but as when I introduced the Bill relating to that institution I shall make some remarks upon it, I will now confine myself to simply stating that we intend to make it more of a reformatory school and less of a prison than it is now, and an institution of which the people of this province will feel proud. We propose to remove the prison cell, and to provide the institution with large dormitories and an evening room, and to make arrangements so that they will not be obliged to take their meals down in the cellar as now. For that purpose we require \$29,661.

IT IS A MATTER OF SURPRISE TO MANY,

and to nobody more than me, that nearly all the railways we aided since 1873 have been completed. Of the twenty-six railways to which we have granted aid only four are yet uncompleted over the distance for which we granted aid. These four are the Grand Junction, having 20 miles to complete it to Peterborough; the Montreal & Ottawa City, having 66 miles uncompleted; the Kingston & Pembroke, having 28 miles to construct from the Mississippi to the Madawaska; and the Cobourg, Peterborough & Marmora, 13 miles. There could be no better evidence of the propriety of the action of the Government and wisdom on the part of the House than that very fact that, in the face of the hard times, in the face of the fact that the prospects until within a short time ago have been so dark and gloomy, that we have completed these railways, with the exception of a few miles, is something wonderful. In addition to that, every one of these roads has been tested to its fullest capacity to carry grain to the market for three months prior to the first of January. (Cheers.) We have granted aid to roads in 35 out of the 45 counties and districts into which the province is divided. The number of miles completed is 1,410, of which 644 had been assisted by direct grant, 644 by annual subsidy, and 131 by direct grant and annual subsidy combined. The amount of cash payments in direct grants was \$1,685,409.15; by annual subsidy, \$1,072,679.31, or a total of \$2,758,088.46. The amount of annual subsidy yet to be paid upon the scrip issued was \$182,032.48. Now, on former occasions in addressing this House with reference to the estimates, the Public Accounts, I have never referred to the other provinces of this Dominion with a view to making a comparison, and I should refrain from doing so now but that the political platform of the Premier of the Province of Quebec is of such a character as to be dangerous if

NOT HOSTILE TO THE INTERESTS OF ONTARIO

This is not a party question—it is one in which the people of all parties in this province are vitally interested. The principal plank in the Quebec Premier's platform is practically a demand for better terms. It is one of those things which must be carefully watched and carefully looked into, and I propose to make a few remarks as to how I view it from an Ontario standpoint. This plank I refer to is that of financial reform. No person could object to that. It is one of those things which sounds well; if carried out it will be the first thing he sees, the first thing he grasps at, the first thing he mentions to bring about this financial reform, is the sale of the North Shore Railway to the Dominion Government. And when we recollect that of the receipts of the Dominion one-half comes from Ontario, we see that the sale of the road to the Dominion for ten or eleven millions of dollars means five or six millions taken out of the pockets of the people of Ontario. (Cheers.) It is claimed that Confederation has not worked unfairly so far as the Province of Quebec is concerned. I do not propose to discuss that part of the question now; but I am satisfied, have always been satisfied, in fact am certain,

that the working of Confederation has been unfair to Ontario. But that is aside from the question. As a proof of the unfairness to Ontario, let us look at the present position of the two provinces. It is pointed out that we have a surplus of about two millions, while Quebec had a deficit of twelve millions. That would be a good argument if the people of both provinces pursued the same system in dealing with public matters. If the municipalities and private citizens of Quebec took a share in constructing public works and public buildings, in erecting and maintaining their jails and court houses, as we do, I would say there might be some evidence of the unfairness alleged. But let us look at the position they occupy. Take for instance their railways. They are now indebted for this purpose to the extent of

EIGHT OR TEN MILLION DOLLARS,

including the ones they now propose to hand over to the Dominion Government. I quote the following figures from a report of Mr. C. J. Brydges presented to the Dominion Parliament at their last session, which carries us down to 30th June, 1878:—

Table with 2 columns: Item, Amount. Twelve railways aided, total mileage completed: 677.51; Of these: Quebec, Montreal, Ottawa & Occidental: 326.66 cost \$10,338,000 00; 550.85

The remaining railways are either branch lines or local roads and may be estimated to cost as much as similar roads in Ontario, say \$18,000 per mile: 550.85 @ \$18,000, say: 9,915,300 00; Total: \$20,253,300 00

Table with 2 columns: Item, Amount. Government aid to those completed, miles paid and unpaid: 9,724,250 00; Municipal aid to do: 3,531,600 00; Private capital: 6,997,550 00

The following were the figures of the same expenditure in Ontario up to the 31st of December, 1878, since which time very few additional miles of railway had been completed:

Table with 2 columns: Item, Amount. Twenty-three railways aided, total mileage: 1357 @ \$18,000: 24,426,000 00; Railway aid: \$1,077,481 65; Railway sub-sidies: 1,211,303 00; Municipal aid: \$2,888,784 65; Private capital: 7,139,180 00; Total: 14,997,765 25

From these figures it appears that in Ontario private capitalists and municipalities furnish the larger amount of the capital and build the roads with the Government assistance. But in Quebec it is the reverse, the Government there furnishes the money and the capitalists and municipalities assist to build the railways. (Cheers.) Now the municipalities in this province build their own court-houses and jails and pay for their maintenance, but in Quebec the Government erect these houses and pays the officials connected with them. Here in this province we build colonization roads in districts where roads could not otherwise be built, and do not spend a dollar for such a work in the older counties; but in Quebec large sums are granted to build roads in the older portions of the province. We are therefore justified in going into this matter to find out whether or not there is any justice in selling this North Shore Railway to the Dominion Government. (Cheers.) Another point in connection with this matter. The people of the Lower Provinces went into their present state of affairs deliberately and with their eyes open. I do not mean by that to charge leading men of that province with having looked forward ten or twelve years, allowing this debt to accumulate in the belief that when it became too heavy they would come to the Dominion and demand better terms. But they let the

PROVINCE GO BEHIND FINANCIALLY,

taking it as a matter of course, and believing this was the proper thing to do, and that it was proper that the Government rather than the people or municipalities should bear the burden of these public works. They believed that if the Government did the work, the money which would otherwise be spent would be left in the people's pockets. I may quote in support of these statements the financial speech of the Provincial Treasurer, Hon. L. B. Church, before the Legislative Assembly of the Province of Quebec on 21st January, 1878. If Quebec had gone behind financially through unforeseen or unavoidable circumstances, or as a result of the working of Confederation, she would be worthy of all sympathy from the other provinces, but in view of the remarks of her late treasurer she deserved no sympathy, and should receive no aid from the Dominion Government. I may have made an innovation, but under the circumstances I am quite justified in saying what I have said, and I would like to bear expressions of opinion upon this matter by hon. gentlemen on both sides of the House. This is a matter of very serious import to us. I believe that the opinion of the Legislative Assembly of Ontario upon this point should be definitely stated. (Cheers.) Let the Dominion Government understand what our views are as to this matter. If it comes to be understood by the people of Ontario that the Government of Quebec can construct great railways and then hand them over to be a burden on the revenues of the Dominion, I would not give you much for the Confederation of to-day. (Cheers.) I think it one of the most dangerous circumstances which have happened since the year 1867. It would be a sorry thing for the Parliament at Ottawa to say to the people of Ontario, "You have been industrious; you have been enterprising; you have never asked for aid for a railway without first subscribing your own funds to build it; you have never asked for assistance for education or agriculture without first contributing yourselves; but you shall assist to pay the indebtedness of the weaker and less energetic province." The province that is wise made to suffer, the one that has been unwise to be rewarded. I move, Mr. Speaker, that you do now leave the chair. (Loud and continuous cheering.)

Mr. MEREDITH, without himself expressing any opinion on the expediency of purchasing the Quebec North Shore Railway for the Dominion, protested against the introduction of such a question into the Assembly, and proceeded to criticize the financial statement. He was followed by Mr. Fraser, Mr. Morris, Mr. Lander, Mr. Miller, Mr. Young, Mr. Deroche and Mr. Hay, the debate taking a very wide range and lasting during the whole of a comparatively long sitting. Much of the speaking was a reproduction of the criticism on last year's estimates, but every Opposition speaker, following his leader's

example, carefully refrained from expressing any opinion on the proposed purchase of the Quebec Railway.

On motion the House went into Committee of Supply. The first item in the estimates, for civil government, was passed, when the Committee rose, and the House adjourned at 10.15.

COMMITTEE MEETINGS.

TORONTO, Jan. 30.—The Committee work at the House this morning was not important. In the Railway Committee the charter of the Port Stanley & Port Frank Railway was revived. In the Public Accounts Committee there was only a few minutes' general conversation, and in the Private Bills Committee, the Bill empowering the trustees of Christ Church, Ottawa, to make a certain sale was reported.

At one o'clock the Attorney-General received a deputation from North York against the separation of the county.

TORONTO, Jan. 30.—The Speaker took the chair at three o'clock.

Mr. CROUGHTON moved for an order of the House for a return of all departmental orders or instructions to License Commissioners or Inspectors with a view to furnishing to the municipalities details of expenditure of license fees—Carried.

FREE GRANT LANDS AND CROWN TIMBER.

The motion for the second reading of the Bill of the Commissioner of Crown Lands to amend the Free Grants and Homesteads Act gave rise to a long and spirited debate. Mr. FARMER explained that the chief object of the Bill was to overcome a grave difficulty which had arisen in the working of the Act. Under the law at present the holder of the timber license is compelled to remove all the pine timber within five years after the location of the settler on the land, after the expiration of which period whatever timber is left becomes the property of the holder of the patent. While the rate of settlement was slow this system worked well enough, for the lumberer had plenty of time to remove the timber at his convenience, but for some years past the rate of free grant settlement has been so rapid that in order to save himself the holder of the limit has been forced either to sweep off the timber more rapidly than he could market it, or to bargain with the locatee to hand it over to him after the issue of the patent, and thus cut off the revenue from dues. The remedy proposed by the Bill is to permit the license holder to leave the timber longer than five years if he has a mind to do so, the settler being meanwhile empowered, as now, to take what he requires for his own use.

Mr. WOOD announced that he expected to be able to bring down the Public Accounts for 1879 on Tuesday.

The House adjourned at 10.50.

NOTICE OF MOTION.

Mr. GIBSON (Hamilton)—Bill to amend the Liquor License Act.

TORONTO, Feb. 2.—The Speaker took the chair at three o'clock.

Mr. ROSS, in moving the second reading of his Bill to amend the Act respecting Public, Separate and High Schools, explained that its object was to give non-resident owners of property in school sections the same privileges as residents, so that they might send their children to a school in a neighboring section if more convenient than the sectional school. The requirement of the Bill was that non-residents should pay a rate equal to the average paid by residents.

Mr. COOKS approved of the Bill and intimated that his regulations had permitted non-residents to send their children to neighboring school sections. He asked that the Bill should stand, so that he might introduce its provisions into a general Bill, along with that last under discussion.

Mr. ROSS consented.

Mr. YOUNG was glad the Minister of Education had approved of the Bill. In some cases gentlemen who owned a large amount of property in towns had their residences outside of the town limits, and it seemed an injustice that they should not be allowed to send their children to the town schools.

Mr. MEREDITH suggested that the Minister of Education should provide in his Bill some machinery to facilitate the collection of rates in union school sections.

Mr. ROSS said school sections were now put to considerable expense in taking the census with the view of ascertaining their title to the Government grant. He thought the assessor might do that work.

After some further suggestions by Messrs. Cook, Crighton and Widdifield, the Bill was allowed to stand.

MUNICIPAL LAW.

Mr. GIBSON'S (Hamilton) Bill to extend the provision awarding \$20 to detectives of horse thieves of bridges, and relating to the maintenance of bridges between county municipalities, was read a second time, and referred to the Committee on the Municipal Law.

Mr. Nairn's Bill relating to the designation of township councillors, and Mr. Hay's Bill to prevent the spreading of Canada thistles, were referred to the same Committee.

Mr. HAY, in moving the second reading of the Bill respecting the Tile, Stone and Timber Drainage Act, explained that the object of the Bill was to provide for outlets to be made to the drains; also to extend the Act so as to apply to towns and villages, for there were farming lands within the limits of such municipalities which needed drainage as much as any other.

Mr. MEREDITH objected that in extending the provisions of the Act to towns and villages, the rule against expenditure without the recommendation of the Lieut.-Governor was being overstepped.

Mr. MOWAT suggested that the Bill should be allowed to stand, to give him an opportunity to examine into this question.

Mr. HAY agreed that the Bill should stand.

AGRICULTURAL COLLEGE.

Mr. WOOD'S Bill respecting the Agricultural College was passed through Committee without material amendment.

LAND SURVEYS.

Mr. PARDEE'S Bill respecting Land Surveys and the Survey of Lands was also passed through Committee.

REPORTS.

The following reports for 1879 were laid upon the table: Of the Inspector of Insurance; of the Ontario School of Art and Design; of the Bursar of the University of Toronto. The House adjourned at 5.45 o'clock.

THE ESTIMATES FOR 1880.

The estimates for 1880, which were brought down yesterday, contain the following items, the corresponding items for 1879 being given for purposes of comparison:

Table with 3 columns: Item, 1879, 1880. Current Expenditure: Civil Government: \$176,632 vs \$175,967; Legislation: 111,660 vs 108,800; Administration of Justice: 288,467 vs 287,600; Education: 499,441 vs 496,589; Public Institutions: 497,831 vs 498,027; Immigration: 27,000 vs 49,950; Agriculture, Arts, Etc.: 109,850 vs 109,600; Hospitals and Charities: 78,870 vs 73,252; Miscellaneous: 87,507 vs 87,163; Public Buildings: 8,100 vs 13,000; Charges on Crown Lands: 78,000 vs 73,000; Refunds: 89,650 vs 44,263; Unforeseen and Unprovided: 60,000 vs 50,000; Total: \$2,066,496 vs \$2,022,630

Table with 3 columns: Item, 1879, 1880. Capital Expenditure: Public Buildings: \$122,710 vs \$145,550; Public Works: 28,290 vs 26,290; Colonization Roads: 96,600 vs 95,360; Total: \$247,600 vs \$267,200

In addition to the above ordinary and capital expenditure proper for 1880, appropriations will be asked as follows for certain unforeseen expenditures of 1879:

COMMON SCHOOL FUND: Interest paid Treasurer of Quebec: \$25,000 00

IMMIGRATION: Extra expenditure on account of larger number of immigrants than was estimated for: 12,650 1

EDUCATION: Superannuated teachers: 2,874 58

ADMINISTRATION OF JUSTICE: Lighting, etc., Osgoode Hall: 3,316 50

MISCELLANEOUS: Insurance, public buildings: \$9,856 05; Expenses of elections: 18,525 70; Expenses re visit of His Excellency the Governor-General: 6,753 91; Expenses re visit of His Honor the Lieutenant-Governor to the North-West, etc.: 5,877 23; Inspection of insurance companies: 1,975 29; Colonization Roads: 18,264 13; Total: \$105,187 92

The total amount to be voted for all purposes for 1880 is, therefore, compared with the amount voted for 1879, as follows:

Table with 3 columns: Item, 1879, 1880. Current expenditure: \$2,022,630 vs \$2,066,496; Capital expenditure: 266,000 vs 267,200; Unforeseen for 1879: 108,167 vs 105,187; Total: \$2,396,830 vs \$2,438,883

REVIVAL IN ST. CATHARINES.

A Great Religious Movement in the City—All the Churches Thronged.

ST. CATHARINES, Jan. 29.—Mr. E. P. Hammond has been conducting revival services in St. Catharines for nearly three weeks. He has met with marked and unexampled success. Over six hundred persons have been examined and given in their names, professing to have experienced a change of heart. Services have been held during the whole time of the revival in all the churches continuously and almost simultaneously. Meetings have also been held in the drill shed, in the market place and in the police office. St. Paul Street Methodist Church, the largest in the city and capable of holding 1,600 persons, has been filled to its utmost capacity every night and crowds were unable to gain admission. The Baptists, Presbyterians and Methodists are working in the utmost harmony together. So great has been the awakening that not only are the people aroused in the city, but large numbers flock in from the surrounding country, all anxious and eager to hear and listen to the great revival preacher. The work has been productive of great good to many young men. Old hardened sinners who hardly ever entered a church before, and perhaps never uttered a prayer, have succumbed, and tearfully told their experience, and given evidence of their desire to lead Christian lives. The work does not seem to be very emotional, but some deep and mysterious power is moving the people. Although the work has been going on for three weeks there is not a particle of abatement in the interest. Nothing in the history of St. Catharines ever caused such a universal feeling among the people. It is a great religious awakening. Deputations have come in from the adjoining towns and villages asking for Mr. Hammond's help. Urgent calls have also come from the leading cities in the Dominion asking Mr. Hammond to come and help them.

PRESBYTERIAN HYMN BOOK.—The Record

says: "The Hymn Book Committee have for the present concluded their arduous labors. The collection which they will submit to the General Assembly will be considerably larger than the first presented. It cannot fail to be a valuable compilation, and acceptable to many of the congregations. The new hymn book has, however, to run the gauntlet of searching criticism again in the Supreme Court before it is authorized."

"Josephine, you have altogether too many cousins for a family that is fond of old meat—you must look out for another place."

"Oh, madame, please—" "It's no use—I give you warning." "All right, ma'am—I take your warning, ma'am—and heaven knows, ma'am, it's glad I'll be to get out of this house, ma'am. There's not a living soul in it I'll regret, ma'am, except Ponto."

"Except Ponto?" "Yes, ma'am, except Ponto. The steps that dog saves a lady that has dishes to wash."

"The man who hails you 'Tom' or 'Jack,' And proves by thumps upon your back How he esteems your merit, Is such a friend that one had need Be very much on his friend, indeed, To pardon or to bear it."

Mr. H. M. Anderson, of Guelph, has sold his racehorse Little Frank for \$300, to parties in Toronto. From thence it will be shipped for Ontario.

It has been determined to hold an International Exhibition at Rome in 1882, an important feature being the recent applications of science to general industry.

Rev. J. K. Smith, of Galt, who for the past two or three weeks has been ailing, is slowly but steadily improving.

Boots and shoes for dolls are turned out by one London house at the rate of 1,000 pairs a week.