NEWS AGENTS, ELGIN-ST. (Opposite the Russell House,)

DAILY "TIMES" and-a-half cents per week. Ottawa, Nov. 25, 1867.

NEW ADVERTISEMENTS. On no occasion will the names of

Cook Wanted-W. Champness. Medical Hall-W. M. Massey. Her Majesty's Theatre-The Stranger



FRIDAY, NOVEMBER 29, 1867.

City and County Official Paper

A BRACE of "Constitutional" que received at least a temporary quietus in the House of Commons yesterday. Mr. BLAKE, while felicitating himself on having brought on the discussion, as to the right of certain Ministers to hold seats in Parliament, mus have felt considerably taken aback in having utterly failed to elicit a solitary opinion en dorsing his own interpretation of the law-not even among members of the Opposition. Under these circumstances he took advan.

In the evening after Mr. BELLEROSE's Bill relating to rafting had received the six months' hoist, a long discussion ensued on the motion for the second reading of a Billeligible to sit in the Parliament of the Dominion. This, too, was withdrawn and the order discharged, and the "constitutional" bearings of the hon, gentleman's argument MILLS, and of Mr. CHAMBERLAIN, the member self creditably, especially in his closing marks, and the member for Missisquoi schieved a complete success, having present ed a strong logical argument with great force and fluency, and on resuming his seat he was warmly applauded by the House .- The Bi relating to the affairs of the Bank of Upper Canada was read a second time and referred ber for Cardwell, and the House adjourne

with our correspondent "Truth," whose tent ourselves with the reproduction from t Halifax Citizen of an editorial corresponden important sections of Quebec and New Brunewick, which heretofore have been called upor to pay their quotas for railways, though en-Northern route, though assailed by our cor-

serve our remarks on these to a future occa exaction, and allowed all newspapers, pu sion, and for the present content ourselves lished within the Dominion, free transit b with drawing public attention to what we mail, from the office of publication.

The objectionable features of the Bill relate | next; and also the establishment of a Saving to the proposed regulations with respect to Bank in connection with the Post Office. newspaper postage. It is provided that from these excellent provisions space will not perthe first of April next (All fools' day !) to the mit us to speak to-day. first of January, 1869, the existing newspaper postage law of the late Province of Canada posed that one-third of a cent shall be paid on each newspaper at the mailing office. Newspapers mailed by others than publishers are to bear a prepaid rate of one cent-a regula-

sirable to take a glance at the actual circum. stances in which the several parts composing the Dominion at present find themselves. As harmonious working of the Government.

its operation, and to lay the foundation of the A !! 'new nationality' in the popular sentiment, CANADI as it has been sketched on the pages of the Imperial Act, and conceived in the minds of our Legislators. Now, we have the Province of Nova Scotia kicking against this Union, almost as one man; we have a minority in New Brunswick, respectable in talent, and not absolutely insignificant in numbers, sym- o'clock. pathising with the Nova Scotian majority in its opposition; and we ask, is it statesman like? is it prudent? is it consistent with the one grand idea of first, and before all other Old Advertisements be inserted their own Legislatures? On the sole ground day of January following, it is proposed man of intelligence in the two Provinces, shall be put to the vexatious annoyance of a feel that his own Legislature would never imof Contederation. Is this the way to "har- system. monise?"-to bring the unwilling partners of the concern into contented acquiescence | desks precluded their taking notes.] in the new order of things? Will any argu-

> it not clear that the duty of reconciling them | seen) also to other documents relating to the | tional questions. He was quite willing to ad- gislature, if called upon to do so, and the dividuals or the public, without remuneration, to supply the precise return prayed for, and in the power of the Crown in the pass an Act excluding members of this parts of the country, rather than the more the form prayed for, but as it would take a pointments to office.
>
> That this shortened at least two or three hours by the the form prayed for, but as it would take a pointments to office. system of free carriage of newspapers by mail will be received with dissatisfaction, if not pointed to as a badge of bondage, by the other after the next meeting he would be prepared principles of the Court of Chancery to the contwe. That he should have preferred the one. the continuance of which is unpopular where universally condemned in the other two Pro-"of Confederation," In a burst of post-prandial

heretofore regarded it with disfavor? to excite feelings of opposition among those whom we ought to endeavor by every reasonable means to conciliate, we respectfully which at present prevails in the Maritime Provinces. This course would not only be tirely unaccommodated, would still be left in accepted by them as a graceful compliment to their enlightened legislation in the past, I rade. but would be generally hailed throughout Should the Government press the bill forward in its present shape, we shall take another casion to discuss the principle involved; in the system, and as the press and the public of Ontario and Quebec would glady see it Turns are several excettent features in tended to the whole Dominion, the Postmas the "Act for the Regulation of the Postal ter-General would only be acting in strice How. Postmaster-General, but we shall re | " of the people," if he abandone i the petty

"ways" for the sake of Confederation; may

consider vexations and impolitic in its The Bill proposes the reduction of lett postage to three cents, after the first of April

> THE SPEAKER'S BALL -- A notice of ball given by the Hon, the Speaker Senate, and several other matters, have been realize funds to that end? unavoidably crowded out of this issue.

ST. ANDREW'S DAY .- The sons of Scotia in the Skating Rink Music Hall. We hope our Scotch friends, but those of every nationality, will avail themselves of the opportunity of patronising so laudable an object. The number of their crew. Committee of Management have completed their arrangements for the concert, on Satursideration; and with respect to postage on have a good programme for the entertainment Dominion as the member for Gaspe (Fortin). Bill, and in Ontario only one in twenty held

1st PARLIAMENT: 1st SESSION. THE SENATE.

THURSDAY, Nov. 28, 1867.

After routine Hon, Mr. McCULLY moved that an address he would lay before the House a comparative should impose upon these unwilling partners authorized by law upon shipping at the ports to the contract a vexatious impost which castle and Chatham, Richebucto, Pugwash, perhaps not two of their own public men Picton, Halifax, Liverpool, Shelburne, Yarwould dare to suggest within the precincts of mouth, St. John, N.B., St. Stephens, St. Andrews, Hillsborough and Cumberland; giving particulars and shewing how such statements of expediency, which in affairs of great public | are made, specifying also the principle upon concern is sometimes the highest considera | which lighthouse dues are collected in each of he Provinces of the Dominion, and the amount on newspapers throughout the Dominion also specitying the amount of tonnage entered

we have said this, we have included every Lingan, in the Island of Cape Briton and Bath- Hament. urst and Caraquet.

Hon, Mr. FERGUSON asked to further add

bers, but the displacement of the Reporters' Hon. Mr. MITCHELL said, in substance, supply the information prayed for A good Scotia Anti Unionists that this newspaper | deal, however, of what the hon, members of the House, (Hear, hear.) The | Hon. Sir JOHN A. MACDONALD-That navigation returns published annually. He there not too many Cabinet officers, and he

Hon. Mr. McCULLY said he was quite his case. Even if by the technical pro-

little more acceptable to those who have

HOUSE OF COMMONS.

THURSDAY, Nov. 28, 1867.

In reply to air, McKenzie,

ject of the Bill was to legalise the appointment of Official Assignees in respect of the Court of Bankruptey. The Bill was read a first time, and order to a second reading on Monday,

Hon. Mr. CARTIER explained that the ob-

House would receive a statement of expendi-

Speaker of the House of Commons,-Carried. Hon, Mr. ABBOTT enquired whether it order providing for the closing of the Carillon

Sir JOHN A. MACDONALD said the quesnavigation. (Laughter.) Mr. McCONKEY enquired whether, with a

view to liquidating its indebtedness to the from injury by rafting, or to provide compen- It had also been alleged that the Premier of since 1861, the population of the Northern during the lifetime of the present generation, with the Sorth Short especially Bank of Montreal, and other floating obligasation for injury in case it occurred, and that on the line intention of the floating obligation obligation of the floating obligation obligation of the floating obligation obli try, such an amount of Debentures, on the interest.

Sir JOHN A. MACDONALD said the ques-

Andrew's Kirk in the morning, when the such bounties conferred to vessels or claimants of any particular portion of the Dominion ?

Mr. FORTIN moved an address for a re-Dominion of Canada, on the first of July, 1867.

Hon, Mr. SMITH moved an address for several stoves have been put up, and every copies of all correspondence had between the to the Bill, both as to the time of its introd

dence of Parliament Act did not apply to the were left to them he was sure they would de-

offi es, he held to be of no force. He thought at some length in favor of the Bill. of Justice, the member for West Durham (Mr. entirely concurred with the views so ably Blake) should either accept the proposition of advanced by his hon, friend the member for collected for the year ending 30th June, 1867; the Minister of Justice, and adjourn the ques. Missisquoi (Chamberlain). It was a recognisis a very serious blunder. From the and cleared at each of the above ports for the draw his motion. They would then have an exist before a remedy should be proposed same period, showing what portion is Colonial, opportunity of discussing fairly the law which This was English constitutional practice, and Hon, Mr. BOURINOT said that with the Government. He hoped the motion would be theoretical propositions for the amendment of that every newspaper subscriber in Nova permission of the mover he would desire to withdrawn, and that the House would enact the constitution. This Bill proposed a consti-

ance he will accept as among the first fruits for the purpose of establishing a uniform confidence that the measure to be introduced been deemed expedient to limit it in the parind pendence of Parliament. Remarks were made by one or two mem-

Hon. Mr. HOWE said the House had sat for | change the Constitution. three weeks without having one public measur : explained in a lucid or satisfactory man. Scotia and New Brunswick had already passed in a brief and curt manner, not satisfactory to competent to deal with the question.

good deal of time to get at all the facts the lion. Mr. CARTIER agreed with the memhon, member desired to have, he would per- but for Bants that the discussion had done people. He objected to the Bill, because it There are many persons who, without stop- running through a better peopled country, the former would cost from five to ten million haps be willing meanwhile to avail himself of some good; it had shewn the hon. member for was premature—no grievance had yet been plng to reason, take it for granted that the than its rival, would deprive it of the greater dollars less than the latter. The difference in the sources of information he (Mr. Mitchell) West Durham, and those who agreed with him, made out as having flown from the system it notions entertained very many years ago, by Planing West Durham, and those who agreed with him, made out as having flown from the system it notions entertained very many years ago, by Planing West Durham, and those who agreed with him, made out as having flown from the system it notions entertained very many years ago, by Planing West Durham, and those who agreed with him, made out as having flown from the system it notions entertained very many years ago, by Planing West Durham, and those who agreed with him, made out as having flown from the system it notions entertained very many years ago, by Planing West Durham, and those who agreed with him, made out as having flown from the system it notions entertained very many years ago, by Planing West Durham, and those who agreed with him, made out as having flown from the system it notions entertained very many years ago, by Planing West Durham, and those who agreed with him, made out as having flown from the system it notions entertained very many years ago, by Planing West Durham, and those who agreed with him, made out as having flown from the system it notions entertained very many years ago, by Planing West Durham, and those who agreed with him, we have the system in the had now mentioned. Might be now ask the had now mentioned. Might be now ask the had now mentioned that the position which, before, they thought had now mentioned the says in his report:—"The was a sound one, is now, in common parlance, had now mentioned to abolish; in the second place, had now mentioned to abolish; in the second place, had now mentioned to abolish; in the second place, had now mentioned to abolish; in the second place, had now mentioned to abolish; in the second place, had now mentioned to abolish; in the second place, had now mentioned to abolish; in the second place, it had been introduced in the wrong the line. For inaddress to be turnished during this part of the rather shaky. (Hear, hear.) He had hoped House; and in the third place he opposed it be- the British Government and that, therefore, the Grand Trunk Railway at Danville Station, now under discussion would be 750 feet, in the that as the hon, mover of the resolution was a cause it was calculated to limit the choice of consent would not be given to any line of road 28 miles out of Portland, and thus form an neighborhood of Lake Metapedia, against a gentleman renowned as a Chancery lawyer, as the people. He hoped his hon, friend would passing in proximity to the United States unbroken railway connection, having the same height of 1,500 feet reached by Mr. Fleming s Hon. Mr. MITCHELL said, if the hon, mem- an advocate in a court where reason, justice with fraw the Bill, or if not he would borders. The whole theory in this matter has width of track from Halifax to Montreal, and line near Lake Temiscouata. One does not ber would have the kindness to call at his office and equity were hold to be the guiding princihe would there find a great deal which might ples, and he did expect that in this House had some practical experience to guide them Gray, in a letter on this subject, has admitted Halifax to Montreal by this route is estimated very great difference in the cost of construcserve his purpose, and he (Mr. Mitchell) would have pursued the same avocation, and to a decision. As the member for Missisquoi | that the Imperial Government would not make at 846 miles, while the distance by the tion is involved in the difference between those wenue. The choice presented to the Post.

The choice presented to the State Post and Post a The hon, member had asked a good deal Cartier) had once the honor to be a supporter which the Government from its own sources of agentleman who was remarkable for the theory. could not supply, as he (Mr. Mitchell) would terseness of his reasoning-who was the father procure the desired statements. He entirely only say that so far, he thought the father had approved of the motion, and would give the every reason to feel proud of such a son. (Apdesired before the Bill itself was submitted. gentleman had entirely failed to make out

> to which the hon. Minister of Fisheries and might be excluded as respected Canada, he Marine had referred, but what was desired was could not by that Act be excluded as Ministers of the several Provinces, and Mr. Militia for the Provinces of Nova Scotia and New as well as the Ministers of the General Gov. a forming part of the plan which may be de- adopted. The motion as enlarged was then put and adopted.
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> The motion as enlarged was then put and adopted.
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> The Canadian Act of Parliament being a common formulation by the Act of Union; it was passed when the Act of Union; it was passed when the Act of Union was not in contemplation, and even the Standing Committee on Private Bills.
>
> The Canadian Act of Parliament being a common formulation between the Act of Union; it was passed when the Act of Union was not in contemplation, and even the Standing Committee on Private Bills.
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> The Canadian Act of Parliament being the House, the presence of some thirty placemen in a House of less than the Act of Union; it was passed when the Act of Union was not in contemplation, and even the Standing Committee on Private Bills.
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> The Canadian Act of Parliament being the House, the projected in its application by the Act of Union; it was passed when the Act of Union; it was passed when the Act of Union was not in contemplation, and even the Standing Committee on Private Bills.
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> The Canadian Act of Parliament being the House, the House, the House, the House, the House of less than the incorporate the Colonial Fire Insurance Com- not do) it could not be extended to all the Pro- kept as distinct as possible. pany. Read and ordered for a second reading vinces. But he did not stand on the mere interpretation of that Act for his position. Ac- tions to this Bill. The first was that it would to bring the road as near as practicable to the to St. John than Major Robinson's; and this the Metapedia road; which is itself nearly like The order of the day for the second reading cording to the preamble of the Union Act it be a restriction on the right of the people to boundary of the States, for the express purpose alvantage is far more apparent than real. The a railway. I may mention, in passing, that of the Marine and Fisheries Department Bill was declared that this Dominion should have make selection of a representative, and the of opening a communication with the raila constitution analogous to that of Great Bri- second was that to pass this Bill would be an ways of the Republic, or, in other words, it of Lake Temiscouta, to a height of 1500 feet | Canada, owes its existence to two Nova Sco-Hon. Mr. MITCHELL said it was not yet tain, and according to that constitution all infringement of the Constitution. He shewed was just sanctioning the scheme, now present-

view of the question, when the gentlemen op- power of the House to make.

It being six o'clock the House rose. Mr. BELLEROSE resumed the debate the motion for the second reading of the Bill, termination to support it. entitled, "An Act respecting the rafting of and Grenville Canals, on Sundays, during the and Mr. Bowell's motion in amendment there timber on the inland waters of Canada," same side.

Mr. BOLTON enquired whet'er any Fishery
Bounties have been paid, or are intended to the paid from the general revenues of the Do.

Legislature from sitting or voting in the Sendant Sendence of the Bounties have been paid, or are intended to the paid from the general revenues of the Do.

Legislature from sitting or voting in the Sendant Send be paid, from the general revenues of the Do- he craved its indulgence. He held that it was in England, even the property qualification pared to give additional proof. highly desirable that the members of each had been abandoned. Legislature should be distinct, because when Str JOHN A. MACDONALD asked the hon. same person for both, it took away that feeling member to let the question stand until to- of jealousy and watchfulness necessary to the protection of the rights of each. In order that leges of each should be duly guarded, it was with a statement shewing whether they are desirable that the members composing each which forms so large a portion of our popula- steamers or sailing vessels, whether they are should be distinct. Another point of view was tion. In the evening we hope that not only sea-going, or river, or lake vessels, whether that Ministers of the Dominion might hold they are trading or fishing vessels, and also seats in the Local Government, as some of indicating their tonnage, their value, and the them did, and in virtue of this position they port and the Province they belong to, and the might exercise an undue influence over the local Hon. Mr. CARTIER congratulated the Scotia had already declared against the dual affairs of the Province. The Province of Nova House on having as a member, a gentleman of system; the Province of New Brunswick had such large experience, and who devoted so done the same; the people of Quebec by a much attention to the Marine interests of the large majority had affirmed the principle of his

Mr. CHAMBERLAIN was entirely oppose cent per paper in Quebec and Ontario, and provision has been made for the comfort of the Bill, both as to the time of its introduction and the Gov-

Mr. KIRKPATRICK, (Frontenac,) spoke change of views and the cultivation of triendagainst, and Dr. PARKER in favor of the ly feelings. It was best to leave the question | and withdrew his Bill. in the hands of the people. (Hear, hear.) Hon. Mr. FISHER opposed the motion, and They were fully competent to decide who was reading of the Northern line has easier grades than the road leading from Quebec to the sterile billis contended that the provisions of the Indepen- best fitted to represent them. If the question affairs of the Bank of Upper Canada.—Carried. others, as shown by Mr. Fleming's figure; I in the interior of Temiscounts county, and

eral gentlemen, all eminent in their profession, a man should put too many irons in the fire, regret that the second reading had been car- line has by far the easiest grades, I think you use or benefit to any place or number of and each one had given a different interpreta- he would find that some of them would get ried, as he intended to urge it's delay. It was will und. There are some more points in persons. tion to the law. He could understand the cold. He thought that members holding precisely one of those measures which should like to notice in another ! To sum up : the Central road would be of argument of the Minister of Justice, when he seats in both Legislatures might be disposed not be hastily pushed through the House. He letter. Meanwhile, said that they were there from constitutional to look too closely after the small local con- hoped the Bill would be delayed, at all events necessity, and only awaiting a convenient cerns of his own neighborhood to the neglect until the meeting of the House after the adopportunity to bring down a well considered of the great interests of the whole Dominion, journment, so that the parties who were intermeasure for the organization of the Depart. The time chosen for the introduction of this ested might have an opportunity of examining ments. He then referred to the argument that | Bill was opportune. It was the first session | how far their rights were affected. things, popularising the new system, that we statement of the harbor charges of all kinds no salary had been fixed by law, and of a new Parliament, and its adoption now Hon. Mr. CAMERON said he would no contended that Ministers might come down | would give timely notice to the public. It | press the Bill until the fullest information had year after year, and get a vote of this House did not affect the seats of members who under been given, and until ample time would be for their salary, so that they could always the existing law had been elected to both given to bring up petitions, if any were to plead that no salary was attached by law to Houses, but it provided that in case of any brought, against it. their offices. The argument, therefore, that vacancy occurring after the passing of the The motion was carried, and the House ad there was no salary affixed by law to these Act, its provisions would apply. He argued journed at ten minutes to twelve. that after what had been said by the Minister | Hon. Sir JOHN A. MACDONALD said he

> tion for three months, or that he would with. ed principle that an evil should be found to had been promised to be brought down by the its necessity was felt in order to prevent mere Railroad, which contains some important and and by the line which shall prove most gully in the line of hills west of the Restiadd the ports of Sidney, Arichat, North Syd- such provisions as would prevent an undue tutional change by attempting to disqualify the subject is a vast one, and of immense inney, Port Wood, Glace Bay, Cow Bay and number of office holders from sitting in Par. gentlemen from sitting in Par. gentlemen from sitting in Par. gentlemen from sitting in this House, who terest to the people of Ontario and Russelland But. by the Constitution were qualified to sit | The people of New Brunswick, as you state, upon this subject. Mr. MORRIS argued that the members of here; it was in fact a Reform Bill. This House the Government had complied with the in its address in reply to His Excellency's req tirements of the Constitution. The Inde- speech had promised to give the Constitution | therefore, impartial parties should have the posed Railway, the Southern Frontier; the country. As a military road, Major Robin-Hon, Mr. McCULLY was quite willing. He pendence of Parliament Act was merely in. a fair trial, and yet here was a proposition to arbitration in determining the route, they be- Central; and the Northern, North shore, or son's would be far superior to any other. then went on to remark upon the different sys- ten led to exclude placemen holding office un- limit the privileges it conferred. The qualifi- inc only anxious to secure the cheapest and | Major Robinson line; and the question is, From Riviere du Loup to Halifax, it is notems which prevailed of collecting the charges der the Government, not to exclude the re-and dues, and the necessity of the information. sponsible advisers of the grown. He had every by the Imperial Parliament, and it had not by the Government would fully protect the ticular which is now proposed. He contended Mr. Fleming's survey and report, are correct, and perhaps the cheapest of the three; and not be destroyed by a seizure of one portion of

Mr. MILLS-The Legislatures of Nova that he would be happy at the earliest day to ner. Questions had been asked and answered a similar Bill, and surely this House was as dulged in by those she are influenced by sec- It would run for almost its entire length, Point, or in fact, any point on the St. Lawpostage impost is not a grievance which they owe solely and wholly to the Act of Confeder. It was the first and paramount duty of a long first objection to the Frontier.

Minister of Militia might therefore understand the Bill. It had been brought into the wrong three, Northern, Central and Frontier. House It was the first and paramount duty of a Your first objection to the Frontier.

House interfere to restrict the choice of the

cholera before it made its appearance in the | been abandoned. Mr. Hawes says :-

argument on their side. If theirs was the Bill. He said it was rather an extraordinary gument in proving that there is nothing in the miles of bridging; and the difficulties to be shipped from Quebec and Montreal; while in broad argument it was like the broad way, thing that the seats of those members who had assertion that a military road should avoid the encountered in the hill country near the bor- the winter, New York and Portland, being received the largest share of the confidence of trontier, and I fear that those who make such der line between Canada and New Brunswick | much nearer to the West and Montreal, will their constituents should be the first to be as- an assertion are open to the suspicion of doing are so formidable as to be overcome, if at all, be at present, the places of shipment. Still ments advanced against his motion; expressed sailed. The question had first been brought so through ignorance or " sectional prejudice." only at very great cost. Able engineers have while every one admits this, there is reason his thanks to the House for the attention the up whether Local Ministers had a right to sit Your next objection is that though a line deemed a Central route impracticable. Mr. to believe that in winter Halifax would, if the question had received, and hoped the discussion would be productive of good in furnishing exclude Local members. Mr. Chauveau made traffic, that this, the only advantage claimed will be about \$46,000. By any one knowing deal of West India produce to Quebec. There some hints for the framing of the Bill which an eloquent speech in opposition to the bill. for it, would spring from people not belonging the nature of Canadian estimates - how very would be a considerable passenger traffic both was on account of the delay caused by the change in the Ministry of Finance.

the Ministry of Finance.

the Ministry of Finance.

and begged leave to withdraw his motion.

The CARTIER moved the third read.

The Cartier for his complimentary allusions to himself, and begged leave to withdraw his motion.

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The Cartier for his complimentary allusions to himself, and the line would derive traffic from British in favor of his own line, I shall be considered any source, and if the local traffic from British in favor of his own line, I shall be considered any source, and if the local traffic from British in favor of his own line, I shall be considered any source, and if the local traffic from British in favor of his own line, I shall be considered any source, and if the local traffic from British in favor of his own line, I shall be considered any source, and if the local traffic from British in favor of his own line, I shall be considered any source, and if the local traffic from British in favor of his own line, I shall be considered any source, and if the local traffic from British in favor of his own line, I shall be considered any source, and if the local traffic from British in favor of his own line, I shall be considered any source, and if the local traffic from British in favor of his own line, I shall be considered any source, and if the had been alluded to by a former speaker, if the Government would only introduce them. any source, and it the local traine from British the devery moderate in saying that it will cost at the country and would very much benefit the country; and would very much benefit

Mr. FERGUSSON said that the very fact of ties through which the Northern line will pass, the taxpayers of the Dominion. to, that the Act be read a second time this day Mr. Blake, who represented both Bruce and was 54,625; of the four counties through The road by the Central line would pass Railway in paying its working expenses. six months. He urged the propriety of allow- Durham, was there in opposition to the Gov- which the Frontier line will pass, 71,130; and through a wretched country, for the greater There would be, no doubt, a very large trade ernment, proved the unsoundness of the ar- then to the latter may be added at least part uninhabited, sterile, and unfit for culti- from Quebec as far dewn as Dalhousie; while Mr. BOWELL contended that the existing gument, that the holding of two seats made 30,000 people living on the borders of Maine. vation. As Senator Tessier says in his pam- Halifax might hope to do a good business law was amply sufficient to protect navigation the members subservient to the Government. And, too, it must be remembered that while, phlet on the subject: "This route will be, with the North Shore of New Brunswick, and the provisions of the proposed enactment cause of this double representation, but he would be highly detrimental to the lumbering could point to the member for Durham who creased. had spoken upon every question that had The value of the agricultural and manufac. Central route will traverse an almost barren running from Dalhousie to Gaspe and calling The six months' hoist was carried on divialso to the Minister of Militia, whose double counties was stated at \$7,981,784 or \$1.49 Miramichi, there is only a single post situated benefits of the Railway to the North Shore of Mr. MILLS moved the second reading of election had certainly never prevented him per head, and of the frontier counties it was on the Tobique River, composed of only a few the Bay. tion would be answered when the Minister of the Bill to disqualify members of the Local from addressing the House when necessary.

| Single made his statement | South of the Bill to disqualify members of the Local from addressing the House when necessary. | \$13,093,091 or \$1.80 per head. Now, if these families." And again: "South of the Minister of the Bill to disqualify members of the Local from addressing the House when necessary. | \$13,093,091 or \$1.80 per head. Now, if these families." And again: "South of the Resti-Legislature from sitting or voting in the Sen- (Laughter.) He argued that it would be figures won't satisfy any reasonable mind genche river, North of the Miramichi, and concerned; the Northern line is the only one

Hon. Mr. MACDOUGALL objected to the Bill for several reasons: It was premature; it was not intended to come into operation until after the dissolution of one of the Local Legislatures, so that there would be ample time to consider it in future. He objected to it on fisheries, and send them direct to English or wood trees; on the hills as well as in the we shall have two great lines terminating at Ontario of whose views he had some right to seats in the Parliament of the Dominior being calculated to promote that harmony which it was desirable, should exist between the General and the Local Governments. He moved that the Bill be read a second time this

Mr. RYMAL said though the Bill might

THE INTERCOLONIAL RAILWAY

To the Editor of the Ottawa TIMES. DEAR Sin, -In your paper of yesterlay there

are influenced by sectional prejudices, and, It your assertions, based, you profess, upon tawa. The frontier line would be the shortest, sides this, its utility as a military work would

that this House ought not to undertake to your conclusions demand grave consideration. | would have, in New Brunswick, a fair share | the line, by an enemy; as would be the case result of untenable assertions, such as are in- seems to me, counterbalance its disadvantages. be landed at Riviere du Loup, Bic, Father tional prejudices. Of course all the lines sur- close by the American border; and would, rence between Quebec and St. Flavier, as well veyed by Fleming resolve themselves into

two occasionally to the discussion of constitu- man to serve his country in the suprem : Lo- untenable. The science of modern warfare ports of New Brunswick, prepared by Mr. Wm. mit that Ministers had to undertake the re- people were the best judges of those who could has unquestionably adopted the principle, necessary and almost useless; its work being Riviere du Loup and the Nova Scotia border Smith, now of his (Mr. Mitchell's) Department. sponsibility of office. They had taken office, attend to their interests. It might as well be which has been satisfactorily demonstrated, better done by a road already approaching than the rival line. It is also the only line He could not say if all the information re- and gone before the country. They had oven proposed that any member elected a Mayor, a that railrost to the European and North that would involve no change of cars, between Setting aside the question whether it is, or lating to Canada was accessible, but he imsnot, just that any department of Governsnot, just that any depar should disqualify him. It was beginning at most open or liable to attack; and that it is Maine, will, in all probability, be completed ation, it will be safe to say that, the journey did not say this as indicating an unwillingness held it to be the duty of Parliament to limit the wrong end. If the Local Legislatures would be desirable that it should traverse the populous before operations are much more than well between the two last named cities would be sparsely settled.

because he desired to see the Legislatures cient evidence that not only was the British heard, the only advantage claimed for the in New Brunswick; while, from Fraser's on Hon. Mr. CARTIER had two great object Line, but was prepared to accept a proposition five miles a shorter way from Riviere du Loup road would run almost in the same track as translated, and moved that the order be dis- Ministers of State, whether connected with the from the results of the last elections that both ed so forcibly to the public, of making western and more difficult slopes than are found on man and if I mistake not a consin of the memcharged, and the second reading fixed for collection or expenditure of revenue, should sections of the Liberal party and the Conservation, so called in New Bruns wick, a part any other railway in America; which, together ber for Lunenburg, who projected it; and John have scats in Parliament. Mr. Cartier went live party in Ontario, and both parties in of the Intercolonial, and thus bringing it into with the immense number of bridges required, Meagher, Esq., formerly of Halifax, who inducon at length to vindicate the position of Min- Quebec had affirmed the principle by electing direct connection with the continuation of will compel a very low rate of speed. I have ed the Government to advance the funds noisters, explaining the provisional character of the same member to both Legislatures. With such western extension now being built to Ban- been assured by persons competent to judge, cessary for its construction. respect to the other point that the Bill was an infringement of the Constitution, he read a short and a better line may be built," &c., deny—that Mr. Fleming's line were sixty that, trains would not be liable to be stopquestions had not been courteously or satis. from the Bill shewing that it interfered with remembering that any other line must ap- miles shorter than Major Robinson's, still ped by snow in winter. While on the hills in the Union Act, by creating a disqualification proach near the American frontier, shows con- the journey from St. John could be accom- the neighborhood, snow falls to the depth of

and find that the population of the coun-

ing gives to the northern line the European spruce and some small white birch trees; fitted. The counties of Digby and Annapolis, passenger traffic; the carriage of mail matter which proves abundantly that the soil is rocky which might prefer a road terminating at St. and express freight, the elements of trade, and little fitted for colonization." principles. He argued at length in favor of you say, which enter into no other line. The In winter, the rathroad through the Temis- European and North American Railway. frontier line, by Mr. Fleming's report, is 165 cousts highlands, and over the New Brunsmiles shorter to St. John than the northern; wick barrens would be very often obstructed earnest well-wisher of the Dominion, and but is 40 miles longer to Halifax. That 40 by the snow, which falls there to a depth of taking one of those broad views to which miles, in the winter months, is more than overcome by the difference in expense of keeping the 486 miles open, and the 188 miles belts of trees along the line through the bartrom Woodstock to Riviere du Loup. It has rens, is a sufficient acknowledgment of its able military road; because it would cost less been proved by the experience of years that existence; while, as a remedy, it is too child- and when built would do more toward paying eent per paper in Quebe and Outstrow of the control of the stage will be easterding; the stage will be easterding; the stage will be control the link, which is a first the case of the St. Andrew's road, a protit dress as well as the interportion has been made for the control of the link, which is a first the case of the St. Andrew's road, a protit dress as well as the interportion and its principle. This was not a time of the interportion and its principle which is a first the case of the St. Andrew's road, a protit dress as well as the interport of the case of the St. Andrew's road, a protit dress as well as the case of the St. Andrew the roads between Woodstock and St. John ish and absurd to deserve notice. The Centhe end of this Parliament there would be a traffic passing over them, which affords, as in

Mr. MILLS replied at considerable length | greater in that section of country intersected | money should be altogether exhausted before Hon, J. H. CAMERON moved the second the Central or Frontier. Next you claim that would be our position? We should have a On the motion tor reference of the Bill to am mistaken if Mr. Fleming has given the another connecting St. John with some baras of the Minister of Militia.

Committee,

Hon. Mr. DORION said they had heard sev
Hon. Mr. DORION said they had heard sev
Hon. Mr. JOHNSON supported the Bill. It

Mr. FERGUSSON (Cardwell) expressed his say where they are.

The fact is that the latter or Victoria—neither being of the slightest of the sligh

I am yours, &c., Ottawa, Nov. 26, 1867.

THE ROUTE OF THE INTERCOL-ONIAL. [From the Correspondence of Halifax Citizen.]

MONTREAL, NOV. 1st, 1867. is an editorial article, on the Intercolonial use every effort to have it built in the manner, cheap and easy. After passing through a startling propositions. I agree with you that advantageous to Nova Scotia. I trust, there- gouche, it would Tun close to Cambuleton.

ask the House to postpone it until they had been changed by the stern togic of facts. Earl all other parts of Canada." The distance from need to be an engineer to understand that a

Colonies, Mr. Hawes, in writing to Hon. Joseph | length. Tous, it is exident that the passen- | in building a road, and of danger and delay in Mr. McKENZIE argued that because pre- Howe, clearly shows that the old opinion as to ger traffic of the Intercolonial (the only traffic travelling over it when built. It must be reparations had been made to counteract the the necessary route for a military line had be thinks it likely to have) may, on any of membered too, that Major Robinson, who was these lines being constructed, be tapped near an Imperial dicer and altogether disinterested, country, therefore the House should prepare "You will observe that I have stated that I its root, an I much of it drawn away! It is declared, after scanning the whole Canadian hon, member all the assistance in his power. | phones. | He thought, however, the hon, gen. | in advance for the evils to flow from dual re- | "the line is to pass entirely through British | evident then, that to build the Intercolonial | border, that the Metapedia valley was the only He had already stated to the House that early the man had not brought the broad, general presentation. He then assailed the Minister a territory; but Her Majesty's Government do by the frontier line would not supply any possible outlet for a railway leading from the of Justice for having adopted new theories of " not require that the line should necessarily be wants of the Dominion; and would only make St. Lawrence to New Brunswick; and that it with a Bill dealing with the varied interests sideration of the question before the House. over which he presided, and even if the hon. He had endeavored to prove his case by more over which he presided, and even if the hon. He had endeavored to prove his case by more over which he presided, and even if the hon. He had endeavored to prove his case by more over which he presided, and even if the hon. He had endeavored to prove his case by more over which he presided, and even if the hon. He had endeavored to prove his case by more over which he presided, and even if the hon. He had endeavored to prove his case by more over which he presided, and even if the hon. He had endeavored to prove his case by more over which he presided, and even if the hon. He had endeavored to prove his case by more over which he presided, and even if the hon. He had endeavored to prove his case by more over which he presided, and even if the hon. He had endeavored to prove his case by more over the House. On the hon and the hon is a second to the hon and the hon and the hon is a second to the hon and the hon is a second to the hon and the hon and the hon and the hon and the hon is a second to the hon and the ho member had not made his motion he (Mr. technicality, and even on the technical ar- the adoption of the nominated for the elected | "maintained by many persons well qualified | that portion of New Brunswick, lying near the like a trustworthy estimate. It may be that it exists, and the extension of which will be Mr. Cartier) held that the hon. Upper House, the adoption of a single Cham- "to form a judgment is correct, that a shorter St. John River above Woodstock, it would be Mr. Fleming's road could not be built at all. ber for the Province of Ontario, &c. He then "and better line may be found through New of little benefit to the Dominion at large, and The expense, and difficulty attending the

> Government not wedded to a North Shore Central route is, that it is from fifteen to sixty- the Restigouche to the St. Lawrence, the rail-Mr. BLAKE rose to say, that after what he for Senator, which the House had no power to clusively that the idea of avoiding the frontier plished in less time by the latter. From Que- from four to six feet, it has not been known had heard from the Minister of Justice yester- make. The Parliament of Canada had no had been abandoned. After the modern ex- bec to Halifax the North Shore line will be for years to attain that of three feet in the Meday he had intended to accept the proposition power to alter the Constitution of Canada, periences of the wars in Europe and the Uni-On motion of Hon. Mr. CARLING leave was granted to introduce a Bill legalising cerwas granted to introduce a Bill legalising cerwas not sorry, however, that the discussion after the Constitutions. (Hear, hear.) The Canada, when the peace and salvation of the large that are military line it would be interested to accept the proposition of the day he had intended to accept the day he had a day he had intended to accept the day he had a day he had a day he had intended to accept the day he had a had been continued. He had been reproached Bill, therefore, as framed, contemplated a con- country was mainly preserved and insured by place, that as a military line it would be inse- terior. stitutional change which it was not in the the railroad facilities for concentrating men at cure, as it runs for a long distance within about There will not be much through freight short notice, at any given point, immediately thirty miles of the American border. Again, traffic upon the Intercolonial in any case ; be-Hon. Mr. CHAUVEAU spoke against the along the borders, it were useless to waste ar- its cost will be immense. It will require ten cause, in summer, all heavy goods will be Hon. Mr. DORION supported the bill. He to the Dominion. Surely it is a strange ob. far short they invariably fall of the actual ex- in summer and winter; and we should pro-He went over the arguments for and against give the frontier line the advantage. But there North Shors line would be \$40,000; so that the Lower Canadian counties of Temiscounta,

> > It must be remembered that while one line struction of a railroad, owing to the hilly very considerable passenger traffic; while it passes through the country to the sea, picking | character of this district." Mr. T. A. Bradley, will give our merchants a certain amount of up as it goes whatever manner of freight is the surveyor who associated with Mr. Fleming, trade, more especially in West India produce, seeking transportation, the other, the north- speaks as follows of the New Brunswick por- with Richibucto, Chatham, Newcastle, Bath ern, skirts counties lying on the seaboard- tion of the line: "The country is generally Dathousie and perhaps with the North shore countres which build ships and load them undulating, hilly and barren. In the course of of the Bay of Chaleur. Supposing this road, with the productions of their own mills and my exploration I have been unable to find two hard- and the railway from St. John to Bangor, built, foreign markets. You claim that Mr. Flem- valleys are to be seen only stunted firs, black Halifax, which cannot fail to be largely bene-

by the Northern line, than that on the route of the completion of Mr. Fleming's road, what

little value in a military point of view; while,

commercially, it would be useless to Canada, useless to Nova Scotia, and almost useless to New Brunswick. I cannot see how any one not belonging to that district, or indeed any one belonging to that district, and not feeling like the dog in the manger, can carnestly advocate the adoption of Mr. Fleming's line The North Shore line would ran from Riviers du Loup through a fertile and well settled I shall confine myself at present to one country, down the St. Lawrence to St. Flavier, subject, which occupies a deal of attention a distance of about eighty miles; thence in Canada, and is of no inconsiderable impor- westerly through the very fair agricultural tance to us in Nova Scotia-the route of the district, which is being rapidly colonized, to Intercolonial Railway, reserving for my next, Lake Metapedia, thence by the lake and such Montreal news as may perhaps interest | the river of the same name to its junction with your readers. While we should indignantly the Restigouche at Daniel Frasci's 'It would refuse to sacrifice one jot or-title of our inde- cross the latter stream a little below Fraser's. pendence for a dozen Intercolonial Railways: where an island in the middle of the river still, if the road is to be built, it is our duty to | renders the work of bridging comparatively fore, that I shall not be deemed mistaken or Dalhousie, and Bathurst; thence down to New-There are, as you know, ti ree lines or sets | ing, throughout its fentire | hingth to New of lines spoken of in connection with the pro- Brunswick a comparatively level and fertile

which of these most deserves the support of where dangerously near the American border. our press, and of our representatives at Ot- keeping in fact as far from it as possible: Beof local traffic-all no doubt very important | with either the Central or Frontier railway. considerations; which do not, however, as it. Owing to its proximity to the sea, troops could therefore, be altogether useless as a military as at any point between Dalhousic and Pictou road-a fact, which would be certain to se- Turning from its military to its commercial cure its rejection by the Imperial Government, aspects; it would be, as I have said, practically dian Parliament. As a commercial link | Central; while it will not render necessary the between Canada and the sea, it would be un. building of a greater number of miles between dian traffic, costing much less money and Mr. Fleming's line. As I have already said, questions which demanded immediate atten- in order to avoid the frontier. In addition | shortest communication between Canada and large bridges to be built; and bridges are, as tion without interfering with questions of to this the under Secretary of State for the Bay of Fundamental averages 871 miles in every one knows, a great source of expense argued that the system of holding seats in " Brunswick, it will of course be preferred. . of none whatever to Nova Scotia. For the building of a railroad, depend very much upon

the bill, and concluded by expressing his de- is a vast disproportion between the amounts here we have at once a difference of not less Rimouski and Bonsventure, and the counties of local traffic to be secured by the Northern than five, and perhaps as much as ten millions of Restigouche, Gloucester, Northumberland, Mr. YOUNG (S. Waterloo) followed on the and Frontier lines. 'Pake the census of 1861, of dollars against the Central route. This | Kent and Westmorland in New Brunswick. consideration should have some weight with | At the same time, the large local traffic of have the most unimpeachable testimony, that fishing nor its farming capabilities have as yet of Mr. Fleming himself, who says: "The been at all developed. A line of steamboats

width, and extremely unfavorable for the con- calling place for steamers and the depot of a

LOCA A FINE assortu and Hall Lamps Depot, D. R. Leav Young & RADEO ture all kinds soi gold and silver m also, to repair was Encourage home a chance. Remet THE LATE TOUR Volunteer Force The Queen Re evening at 8 o'clos

Treasurer and Sec

affairs of the late attendance is requ THEATRICAL. - 7 was performed at the whole force of haps, on the whole fore. Where all p inviduous to parti is made to the co Mr. and Mrs. Lan in the great pla great reputation of draw a crowded he PENNY READING last night at the success. A large dience manifested

is very gratifying

ment growing in

doubt but in a ver

the neighborhood

houses will have

joying the reading there will be no c advantage of their be given on Frida INQUEST .- A CO vesterday on the who on Wedness story of the new s tion on Rideau st dence was given t was working on the of the jury was in

John Tierney, 8 in their possession feiting, and also hi large quantity of A Tierney were know

ney coming down s and entered a root A stove was there kind of bell was fi louse by means of m snufactory for f arge number of rarious stages of p was in the worksho

from the Richmond a half high. It was the work-room bed time I had ever so say they had never warrant for the arr other charge, and a

Mr. William Wa Bank in this city, passing them amor Sergeant Davis sw

ed it, and a light it on his entering. I shop; they were ve arrested all whom them to be taken down stairs. the house first, and ferred until the tris

was no evidence to maintained that he Mr. Lees, on beh that there was abui the prisoners to opinion was mainte trate, and all the p trial, and the witne himself in \$1,000,

The case of Jane rested on a charge was then postpone All the prisoner rought up on a ession a mot to make a separate Davis gave substan

that given in the r

As before Mr. G

on behalf of the pr there was no evide The Police Mag ticular mould was things were used, a held to have a gui all the individual p The prisoners their trial at the n Jane Tierney wa

ng counterfeit coi Mrs. Wigmore to ing to her store t of paper and paid bad half dollar. to the shop and been in and passe shewed him the hal the prisoner. Mc which she did and in Court and ident William Young proved the coin no O'Neill proxed

ather's house s Ottawa. She was commi