NEW ADVERTISEMENTS.

Gabizal's Preparations for the Teeth.
Gowan's Hall—Ottawa Philharmonic Society.
Rink Music Hall—Delaire Combination Troupe.
Room to Let—W. H. Pennock.
Notice—W. Horace Lee.
To Let—R. Hardy.
Important Sale—I. B. Tackaberry.
Solemn Benediction of the Church Notre Dame, Hull.

The Ottawa Times

SATURDAY, APRIL 2, 1870.

☞ *For interesting Reading Matter see First Page; for Ottawa Markets see Fourth Page.*

THE QUEEN OF NATIONS.

It is very easy to point to England as an example. It is very easy to say that England rules the waves, and, in a word, is the monopolist of the ocean; do as she does. To do so is not so easy. She has underlaid every sea with telegraph cables, and her ships cover the whole ocean's surface. England is the centre of commerce, the hub of the earth. There is nothing done without England. She is really the supreme power in the world. She buys up all the produce of the world. The flax of the North Sea Nations, the cotton of the Southern United States, the corn of Egypt, of the Baltic, of the Black Sea, and of the Northern United States and Canada, the coffee, tallow, and sheepskins of Brazil, the wines of France and Spain and Portugal, the fruits of the Grecian Archipelago, the silks and pearls of the East, and the wool of the Antipodean Islands, are all bought by the British merchant and retailed at a profit to the rest of the world. There never was so absolute a nation as England now is, and to her Canada is directed to look for an example of the efficacy of free trade? There never was anything half so monstrous as this idea. England's superiority consists less in manufacturing ability than in trading power. People buy where they sell. The United States selling their breadstuffs and cotton to England buy in England, and Russia disposes of her tar, and pine, and wheat, and flax to England also to buy in England, and so it is with every other country. England has all kinds of cheap goods, from iron-clads to Jews harps, to offer in exchange for wheat, oil, pitch, lumber, and skins, or gives cash to some nations to enable them to complete and keep in order their public buildings, and pay their public officers, the public buildings materials being, in a great measure supplied by England for a consideration. All this England owes to her ships. From the day that she destroyed the Spanish Armada until now England has covered the waters of the ocean with fleets, but never before has she been so supreme. France long contested the supremacy of the ocean with her, and so did the Dutch, and, afterwards the Americans thought they had taken a chief command on the ocean, when a double banked frigate had succeeded in squelching a six-gun British brig. That supremacy is now however, indisputable, and arises from the simple fact that in the British islands the inhabitants are naturally sailors, and ships of the largest size, best model, and with the most powerful steam engines to propel them, are built better and more cheaply in the British Isles than they can be anywhere else. This is not the result of free trade but the effect of an unlimited supply of coal at hand, and the very best iron at the mouth of the coal pit, while labour is cheap. In this it is impossible to take England for an example, England has wholly built up her manufactures by protective duties, and she builds so much better and so much more cheaply than other nations, that there is no possibility of bankruptcy as there is no possibility of competition. England carries for the world. Canada is dependent upon England for her support. No degree of political independence will ever produce commercial independence. That must grow with manufactures and with that pedlar's box a ship. It is the ship which creates wealth. The steam floating locomotives, which rush over certain sea roads with almost unfailing regularity and have their terminus in London—the great hub or concentration of ocean steampower—drag to one market for re-distribution all the good things of the earth, and these supplemented by long railway lines on every continent, bring raw material to the ship. Canada, to be wealthy, like England, must be selfish as England has been—determined to possess, and possessing Canada, however, cannot be wealthy as England is. Canada has not quite enough seaboard for that, but she has as much or nearly as much seaboard as the United States, and the United States have no St. Lawrence. The possession of the St Lawrence is compensation for many drawbacks. That is a highway of which Canada may have a monopoly that she can keep and charge toll upon. That will be such a protection to Canada as to make a differential duty of a dollar upon every barrel of flour coming from the United States altogether unnecessary. A slight temporary protection to some particular and incipient manufactures might, however, be afforded to Canada, with benefit to all classes. It was not protection which damaged the United States, but the want of it. It is simply impossible to protect the industry of the United States against English encroachment. England has all the men and money and material necessary to maintain for her the character which she now bears, as the "Queen of Nations," and she will yet keep that character for at least another thousand years.

CANADA CENTRAL RAILWAY.

The debate was resumed yesterday, Mr. Sandfield Macdonald going over the ground between Ottawa and Carleton Place, until the patience of the Committee was exhausted. Dr. Tupper replied vigorously, contending that the Dominion Parliament could not legislate *in any way* as to the land. The Premier of Ontario wanted to deprive the Company of the small portion of the whole grant which they will be entitled to on completion of the section now in progress. His object was clearly to destroy the Company, not only by preventing extension, and stipulating that this extension should not extend the land grant, but by repudiation by an endeavour to enact that no land whatever should accrue to the Company. Dr. Tupper showed that they could neither give nor take away, and the enactment being void, would show only to the English shareholders, who have invested on the faith of the charter, a will to break faith without the power. The preamble was then moved, when the irrepressible Sandfield started an amendment, and put up a friend to talk against time. Mr. Abbott thereupon consented to the amendment to avoid discussion, and also probably out of consideration of his friend's tender feet. The preamble being thus passed, it was thought the Opposition would cease. Mr. Bridges withdrew, but J. S. was determined to fight it out. After one or two clauses were passed—that relating to the extension of time for five years was reached. To this Sandfield moved an amendment compelling the Company to commence the whole work in one year, and go on steadily to completion or forfeit all rights. If this is carried, there will be a hope that a combination may yet kill the road. For political or financial difficulties—cholera—or the defeat of a Municipal by-law (which there would be so much encouragement to attempt) would expose the Company to failure of conditions and loss of charter. The ostensible reason for this restriction, in a case where there is no competitor for the charter, was that the charter now extended might stand in the way of a Canadian Pacific Railway. This, it is arranged between Mr Abbott and Sir George Cartier, is to be met by a clause empowering the Government, at any stage of the Company's existence, to assume the road as part of a Red River or Pacific line. This will get rid of the vicious attempt to place the Company at the mercy of its enemies, who, having failed in talking against time, now hope to kill an Ottawa Valley railway, by placing themselves in a position to work against time. As there was prospect of a good fight over this clause, the debate was adjourned until Tuesday.

If the *Times* alluded to the "insignificant" presence of Mr. Bridges, the allusion was in error, in fact, and typographically. The *Times* intended to have said the "significant" presence, &c. Assuredly there is nothing insignificant about Mr. Bridges, but the very reverse. His energy and talent, and zeal are felt and acknowledged throughout the Dominion and beyond it.

PARLIAMENTARY SUMMARY.

On motion of concurrence on the Banking Bill Mr. Cartwright moved an amendment that the Banks which give up the right to circulation shall not be obliged to hold any portion of their reserves in Dominion notes.

Hon. Mr. Holton said the amendment did not go far enough. The clause obliging the Banks to hold any part of their reserves in gold should be struck out.

Mr. Mackenzie moved an amendment to the amendment in this sense. Lost; yeas, 36; nays, 104.

Mr. Cartwright's amendment was then voted down. Yeas, 13; nays, 128.

Mr. Young said he had voted for the first amendment but would vote against the second as he could not support any exception in favour of the Bank of Montreal.

Mr. Mackenzie said he also voted against Mr Cartwright's amendment as he desired uniformity.

Hon. Mr. Holton said, while he congratulated the Minister of Finance on his large majorities the Bill of Hon. Sir John Rose, last Session, which he could not carry, was a greater, better, and nobler measure. This had no principle. It was mere patch work.

Mr. Mackenzie put an amendment to limit time of exception to double liability to 1865. Lost; yeas, 46; nays, 93.

Concurrence on the Domion Notes Act was also taken. Mr. Cartwright's amendment that the Banks be not obliged to keep Dominion notes the moment there is a failure to redeem them in gold was lost.

Senate Bills respecting Light Houses, Buoys and Beacons, and certificates to Masters and Mates of ships were read the second time and passed through Committee, the Opposition objecting, but the House sustaining the Bills.

One stage was taken in the Committee of Supply.

CANADA CENTRAL RAILWAY.

At the Railway Committee the Canada Central Railroad question came under discussion.

Hon. J. Sanfield Macdonald strongly opposed the Bill, and read the original charters to show that this line would not carry out the intention of these charters, which was to open up the waste lands and settle the country, the road to be made being only subsidiary to this object. In the Bill of 1856 the road was to be continuous, and if it ran through any settled part of the country, the grants were to be made from the next available blocks. The road to Carleton Place was relied on as a basis for the claim, run through a well settled part of the country, and any lands granted would be at a distance from the line and not benefited by it. He held that this Legislature had not the power to give the Company even the shadow of a claim. He was in a position to say that the present line formed no part of the Canada Central, and pointed out on the map that it went along two sides of a triangle and could not be, by any stretch, made out to be on a straight line to Lake Huron. It could not form any link in the chain of the Canada Central, when the Brockville and Ottawa stopped its way from proceeding further. In fact the whole scheme was the work of the proprietors of that line to tap the Ottawa traffic. There was no security that the Canada Central would go beyond that line, and he did not believe they would.

Hon. Sir George E. Cartier said the road had been allowed by Parliament to deviate.

Hon. J. Sandfield Macdonald said the whole Legislation showed that a continuous line was contemplated. The B. & O. line had asked leave at Toronto to sell the portion from Carleton Place to Arnprior, but he was not green enough to allow that, and let them raise a claim for the land in consequence. This Parliament had no right to legislate in advance of the policy which the Ontario Government might have with regard to railway legislation, and if they tried to make the Province of Ontario pay for that line, they would raise a storm that would astonish them. The proposal to take 28 miles 12,000 acres of land to encourage a line, was in violation of all law and would not be submitted to. He had no doubt, that the Minister of Finance in return for the handsome treatment he had received at Pembroke would give them, at least, a show of supporting a line to that place. He was not opposed to it on personal grounds and would be willing to give the line every facility for the portion to Vaudreuil, Grenville Hawkesbury and other places requiring it; but he would not stand the pretext of the Brockville and Ottawa people. If they had expended $100,000 in opening a road towards Pembroke they might have been entitled to some consideration, but he trusted the Committee would decide, this was no portion of the road.

Hon. Dr. Tupper said the Premier of Ontario said he had no objection to the Bill, provided it were so guarded as to defend the public domain of Ontario. He would not touch on the question of large grants of public land to assist to bring foreign capital into the country, but he believed this Parliament should facilitate the entrance of foreign capital and not lead capitalists to fear that good faith would not be observed. The question was whether it was in the power of this Parliament to weaken the power of the Local Governments over the land, and he would oppose any attempt to interfere as most dangerous. The divergence had taken place under legislation, and was a question of eight miles to avoid engineering difficulties. With respect to the sneering remark of the Premier of Ontario in reference to the grand scheme of a railway to the Rocky Mountains, he as a Nova Scotian felt an interest in the first place in the short line to Montreal as shortening the distance to Nova Scotia, and looked forward to the time when there would be a railway first to Fort Garry and then to the Rocky Mountains. The real question was whether it was in the power of this Parliament to strengthen or weaken the claims of the Company or the Provincial Governments.

Hon. John Sandfield Macdonald asked if it was not competent for them to say whether this part of the line, when constructed, would form part of the Canada Central Company.

Hon. Mr. Anglin asked if that would be taken as evidence in a Court of law against the Province. He thought not.

Hon. Mr. Holton thought the only ground on which the Company could ask them to deal with the matter was, that it was of general interest, and an inter-Provincial work, when it was proposed to take powers to amalgamate with a purely provincial line. If it could be shown that by this there was a probability of accomplishing the work, he would go heartily into the matter, and consider the whole question fairly. He thought gentleman connected with it should be heard.

Mr. L. J. Beaubien said he had been sent on the part of the Northern Colonization Road to amalgamate with the Canada Central, to come to an understanding on certain heads, and get the charter renewed. The charters give at present powers to both lines to run over the same line of country. The object of the amalgation was to give the public confidence that the line would run to Ottawa and even to Georgian Bay, and if both asked for a grant from Montreal, both would fail. In answer to Mr. Holton, he said that his Company expected no lands from Quebec, as they already had a money subsidy. He explained that the road to St. Jerome would be a branch probably with wooden rails; the main line was to run on a bee line to Ottawa.

Mr Duncan Macdonald said if the charter were granted, they would be prepared to break ground at the Montreal end by June next.

Hon. Mr. Holton understood Mr. Abbott to state that the lands claimed under the old charter would insure to the whole line, and not simply to the 28 miles under construction. Hon. Mr. Beaubien stated that they expected no lands for his line.

Hon. Mr. Abbott said the agreement was that the whole line was to form one enterprise, and to be known as the Canadian Pacific Company. The lands claimed now belonged to the Canada Central Company, and if amalgamated all their assets would be thrown into one mass.

Mr. Mackenzie asked if the amount from the 336,000 acres for the 28 miles might be expended in Quebec.

Hon. Mr. Abbott said it would equally subserve the object. There would be no distinction between Upper and Lower Canada in the work. The grant from Montreal would probably be spent in Ontario. The Quebec subsidy stood in place of the land.

Hon. Sir George E. Cartier said Montreal money would be spent all along the line.

Hon. Mr. Wood, assuming that they were entitled to the grant to Carleton Place, would they not be entitled also for the grant from there to Arnprior.

Hon Mr. Abbott—That forms no part of the Canada Central. If they had gone over the mountains and across rivers, to use the Premier of Ontario's illustration, instead of a straight line it would have taken 51 miles instead of 28. Originally the Brockville and Ottawa was recognized as part of the line, and by merely looking at the map Arnprior was hit upon as the beginning of that portion of which Pembroke was to be the terminus. The only difference now was that it strikes the Brockville & Ottawa a few miles further down. There would be no difficulty in making a running arrangement, but they had asked for amalgamation at Toronto and had been refused, to get possession of that part of the Brockville & Ottawa over which their line ran.

Mr. Chauveau said the member for Cumberland had put the question whether the position of the Company could be impaired or strengthened by the Acts of the Dominion Parliament. He though it could. The charter was expiring; and, so far, the Federal Government puts the Provincial Government in the position of holding the land in trust for the Company by reviving the charter. If by this step the Dominion Parliament puts this Company in a position to obtain possession of lands from the Local Government, it, at the same time, takes the liability to indemnity it for these lands. The question here was whether there had been a good claim on the original line, and whether the Legislature would sanction this, and so give rise to a claim. Confederation had placed the Local Government with no other means but the subsidy and revenue from Crown Lands. They had no other sources but those on direct taxation, and those who knew Quebec knew how hopeless it was to attempt to raise a revenue from the latter. He doubted that the lands were within the jurisdiction of the Federal Parliament. The Local Governments had given aid by them for colonization purposes, and it should be remembered that this was to the detriment of local revenue, and to the direct benefit of that of the Dominion. The policy of Quebec was to preserve the timber from being destroyed, of which there was no denying there was great danger. They had, therefore, granted 21 year's leases of limits, and if they made giants for roads they would be immediately sued for indemnification. It was, therefore, cheaper to give money, even to the extent of the whole revenue of the land, than to give the lands themselves. He was prepared to give every facility to the undertakings that were for the general good, and for this reason he had given a subsidy to this line, and it had been agreed that they should ask for no lands in addition. He hoped that if they granted the extension that it would be without any condition as to the lands.

Hon. Mr. Anglin said the question was as to the claim that might be established by the charter. If this Parliament chose to declare that the whole of the G. T. R. formed part of the Canada Central it would have no effect on the claim. If the Bill was passed in Ontario Parliament it would be evidence as to the claim, as they had control of the lands, but here they had no right to deal with the question, The Premier of Quebec takes a different position. He says in effect that granting this might infuse such vitality as to enable the Company to complete large portions of the line before September next, so that they could claim the lands under the charter. In all probability one portion of the line might be completed by that time, but no part of the rest had been ever begun, and as the different sections must not only be begun but completed with superstructures, rolling stock, and equipment, it was clear that from the 1st of June till the 18th September such a thing was impossible. In his opinion the objections of both Premiers possess no merit whatever.

The preamble with verbal alteration was carried and further consideration deferred till Tuesday.

The heads of amalgamation between the two companies have been agreed on to the entire satisfaction of both parties.

Metropolitan Mendicity & Departmental Distresses.

To the Editor of THE TIMES.

Sir,—A graphic delineation of the hereditary ills, which through the operation of peripatetic solicitors, accompany a life at the capital, has recently appeared in the columns of the Times, from the finely pointed pen of the *Free Press* correspondent, London the little. The paternity of this article is ascribed by the *Evening Mail* to a gentleman in the Post Office Department, and, of course, something piquant was to be expected from a man of letters.

In the distribution of health, wealth, longevity, and elastic limbs, with the various concomitants which consummate the sum total of mundane felicity, it is greatly to be regretted that the blind goddess had not just possessed one single eye to our individual case. But we must accept our position. The decree is inflexible. "The poor ye have with you always," and quarrel with the appointment as we may, we can neither deny it nor change it. Overlooking the circumstance that there is no promise of unmixed good in this sublunary sphere. "Fag" votes a metropolitan residence an intolerable bore. Does he forget the width of our Dominion, and the fact that there is no precedent for compulsory occupation?

The gods sell all things at a fair price, and gentlemen having a *penchant* for the society of princes, prelates, honourable senators, and scarce less honourable M. P.'s, should just make up their minds to pay for the luxury without biggling.

Let us look for a moment at the terms and conditions of the contract. Instalment No. 1. is required in advance, to supplement the contingent fund of various associations—religious, benevolent, and philantrophic—and also to provide for some etherial structures in the lunar regions, for similar praiseworthy objects, for which, not so much as a half ounce phial of the etherial fluid is hypothecated in consideration—contribution very properly held in abeyance.

No. 2. Is another cash payment to a harmless man, contributed to aid him in the purchase of an antiquated nag wherewith to peddle water. This case affords the consolation that the patent procured at such heavy expense to the City Corporation, for this unique and efficient system of hydraulics, through which our citizens are supplied with the aqueous fluid, in all its saw dust and pitch pine purity, as well as providing an ample supply for extinguishing fires, is not likely to be inflicted upon by the municipalities of provincial cities.

No. 3. Is less flattering. Subject—an ex-clerk of the Departments, recently dismissed the service for his continued inebriety. Demand—for means to take him to the tavern or out of town. "Fag" may thank his stars that this is but a solitary case; for had this line of march been but partially extended, quite a number of kindred souls might have been added. Gentlemen, who to this day are receiving salaries from the Government of $1,000 and $1,200 per annum, who during twelve years incumbency, have not soiled in the execution of their duty as much paper as will be required to prepare this article for the press. Surely the public interests would have suffered less, had such persons been born to the obnoxious occupation so unsparingly denounced by this assiduous moral reformer.

But the prince of bores and beggars himself must *bow in the presence of the Book Agents*. Like broken kneed nags at Tattersalls, they are trotted out *ad nauseam* for public inspection. The junior aspirant to ecclesiastical dignity, the seedy Chaplain whose dignity has departed, Mark Twain's man, apparently the only man of mark, with a fine old mercantile fragment of humanity, are put upon their mettle by the spur of this equestrian rough rider, and forced to exhibit their prettiest paces—the winner of the ring, assuring his soulcrew that in the great Parliamentary contests, they have each carried off the season, prizes of $4, $5, and $7 respectively.

But this is only the prelude—like a *prelude the desert*, the grand *debauches*, are reserved for the close; and we are now to be treated to a spice of the fancy. The scene suddenly changes, and a couple of imported Lady *artistes* of magnificent proportions, engaging manners and rare personal attractions, are now displaying their agility before us. Homer, himself, would have given his ears for the sight; and who could resist the syren song of her

Whose rustling robes, the corridors have swept,
Whose tiny foot, encaustic grounds has stepped
Her gathered smile, say for how long, spared
Behind her victim prostrate on the field!
Five minutes serve to take entire control,
And paralyze the affections of the soul.
Shade of Mulmar, behind and be astonished!
And then to think, charms including charms
Being like her book, in the market!" the gentleman must have satisfied himself on this delicate point. Surely there was a fault somewhere. Bivalves and bulbs of rip lant colour, are certainly none of the tin at specimens, to dilate upon in botanical science, otherwise we might have had some account of the facility with which the fair one might have bounded from the monocotoledonous to the order cryptogamia and vice versa—*Mais n'importe*. In an ecstacy of fervour he clutches the volume, and forthwith $6.50 "for a work of her own devisement" is gracefully transferred from his table drawer, to the elegant *part mennaie* of the Lady in black.

Keep the cards out of reach

Now, Mr. Editor regarding the majority of those inopportune visitors to the capital, I have but little to say, save that even in the case of unprotected Ladies, I deem it more creditable to them to make even an out of the way sort of effort to provide things honest than to lean for support on either their friends or the public. Struggling students and seedy ministers, may not appear so despicable in the master's eye, as they do among some of their fellow men. The old gold ring and gorgeous apparel, are even in this Christian age no bad passports to what in Ottawa, is styled the best society, while those of less comely exterior, however gifted in moral excellence, understand the position they are expected to occupy in the social scale. But when we behold a wayworn pilgrim, either lay or clerical, with a shattered system, enclosed in seedy garments, but whose urbanity forces on us the conviction that his state is somewhat abnormal, would it not be charitable, perhaps just, to assume the possibility of a period in his past history, when, instead of being a troublesome visitor at the doors of the defenceless "love cote," his once plethoric purse might have been widely distended, in fostering the inception of some of the noblest institutions that adorn our age, when as yet there was none of them; and without whose existence it would be difficult to conceive how Canada could be what it is. The guardianship of these institutions is fast falling into the hands of another generation. Let us hope that the sentiments annunciated by "Fag" form no correct estimate of public opinion regarding them; and that the circulation of such excellent books, as those now found in the hands of some of those well abused agents, may be multiplied a thousand fold.

JUSTITIA.

Ottawa March 31, 1870

The Widow Cox.

To the Editor of THE TIMES.

Dear Sir,—If Mr. Mills had waited for this acknowledgment he would have found full justice done to the Unity Protestant Benefit Society. It was after sending you my last note which appears to-day (Friday) in your paper that I received from the Secretary of the Society the first intimation I had of this contribution. I saw Mrs. Cox immediately, and found that, although her husband was not by the rules of the Society entitled to any benefit still the members had most generously opened a subscription list and made up $25. That I was not aware of this notwithstanding several conversations with Mrs. C. I regret much, as I should have gladly stated what speaks so well for the kind sympathy of our working men. Indeed, so little did I know of their liberality, that on the day I wrote my last letter I made application to the Irish Protestant Benevolent Society. Mrs. Cox has promised to bring this money which she has received from the Unity Protestant Benefit Society, that it may be added to the amount now in my hands, and accordingly I put it at the head of my list of donations acknowledged to-day. I think this will satisfy all parties.

I am,
Yours &c.,
T. BEDFORD-JONES.

April 1, 1870.

Members of the U.P.B.S.	$25 00
Norris Godard, Esq.	5 00
John McCrae, Esq.	1 00
Joseph Sleeman, Esq.	1 00
A. H. Taylor, Esq.	1 00
"G. W. W."	2 00

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Dominion Parliament.

SENATE

OTTAWA, April 1, 1870

The SPEAKER took the chair at the usual hour.

After routine business,

Hon. Mr. HAZEN moved an address for copies of any despatches from Her Majesty's Government announcing their determination to send a portion of Her Majesty's ships to support the authorities of the Dominion in protecting the fisheries from foreign aggression.

Hon. Mr. CAMPBELL could well understand that this was a matter of great interest to the people of the Maritime Provinces, but as the papers were of such a nature that they could not be brought down without prejudice to the public interest he was sure the mover would not press the motion. The motion was withdrawn.

Hon. Mr. WILMOT moved the appointment of a committe to examine and report upon the public accounts, with the power to send for persons and papers. In support of his motion he referred to the practice of the House of Lords to show that that body had the power to examine the public accounts; and, he contended, the Senate of the Dominion, which was called upon to sanction the supplies should have the privilege of investigating into the matters of expenditure. Their Union Act was framed to protect the interests of minorities, and although the large Province of Ontario had a much larger representation in the popular branch than the Maritime Provinces, yet in the Senate the representation was equal. A feeling was entertained that the expenditure of the Dominion was exhorbitant. Without expressing an opinion one way or another on that he thought it the duty of the Senate to look into the matter. He then referred to some items in the Public Accounts, with the object of showing that some of the items were excessive.

Hon. Mr. CAMPBELL did not differ from the mover as to the power of the House to appoint select committees, but he did differ with him as to the power of such Committees to deal with the general public accounts and expenditure. The Senate could properly appoint a select committee for a specific purpose, say, for instance, to examine into the expenditure on Rideau Hall, which had been alluded to by the mover, but they could not appoint a Public Accounts Committee. He had looked into the matter thoroughly, and could not find that the House of Lords had ever appointed a Public Accounts Committee. The Public Accounts Committee must be a Committee of the other branch of Parliament, for the Chairman of the Committee was the Finance Minister, who must have a seat in the other House, and such a committee had full power to vote expenditure, to inquire into it and to regulate it, but the Senate could not exercise such powers; therefore any Committee appointed by it would have no sufficient jurisdiction, and could only be a source of inconvenience.

Hon. Mr. HAZEN said he hoped the House would do nothing which could lead people to think that they (the House) were assuming to exercise powers denied them by the constitution and British practice. He was satisfied, so far as his researches had gone, that the Postmaster-General had correctly stated the practice of the House of Lords, namely, that that body appointed Select Committees to inquire into particular matters of expenditure, and not on public accounts.

Hon. Mr. BOTSFORD offered a few remarks, the purport of which was unintelligible to the reporter.

Hon. Mr. LETELLIER de ST. JUST, readily admitted that the House had no right to infringe upon the powers and duties of the House of Commons. The House could not, perhaps, appoint a committee for the exact purpose stated by the mover, but they could appoint committees to examine into the expenditure of the different departments, and although they could not go so far as a committee of the other House, they could give an opinion that particular departments of expenditure had been excessive. He then reviewed certain items of expenditure, and contending they were excessive, thought the House should enquire into them. He would suggest that the motion be allowed to stand over, so that it could be altered to establish the right of the House to enquire into the expenditure of any particular department.

Hon. Mr. WILMOT was quite willing to do so.

Hon. Mr. CAMPBELL thought it would be better to withdraw the motion, and place a specific one on the paper relating to any particular department or matter of expenditure.

Hon. Mr. McCULLY thought it necessary that the House should proceed with great caution and he would press the withdrawal of the motion, and suggest its renewal in some other form; but he could not understand the position of the Postmaster General who had admitted the power of the House to appoint committees for investigation of Departmental accounts, in detail, but denied the right of the House to appoint a coommittee for an investigation of the general accounts.

Hon. Mr. HAZEN again supported the view of the Postmaster General, and urged the necessity of avoiding anything which would bring the House into collision with the other branch.

The mover then withdrew his motion, while notifying the House that he should renew it in some other form.

Hon. Mr. ODELL inquired why a reduction had not been made on Foreign Postage rates in New Brunswick since 1st of January 1870, and in other parts of the Dominion, equal to that then made on Ocean Postage, and when instructions to that effect will be issued.

Hon. Mr. CAMPBELL said when instructions were issued for the reductions no exception was made—all the Provinces were included, but the ratification of the convention rested with the Imperial authorities, and correspondence had taken place on the point.

Hon. Mr. ODELL said he referred to the difference of postage in Canada and New Brunswick to foreign countries. For instance, a letter posted in Canada would be 11 cents, but if posted in New Brunswick it would be 17 cents.

Hon. Mr. CAMPBELL could not understand this, for the instructions issued to all Inspectors had been the same.

In answer to other questions by that member,

Hon. Mr. CAMPBELL said the Imperial Government imposed the rate of registration fee on ocean letters, and that the fee on money orders throughout the Dominion would be the same.

Hon Mr. HAZEN then moved for an address, notice of which he gave a few days ago, for a copy of the petition and remonstrance from certain Bankers and others of Halifax, Nova Scotia, against the adoption of the policy for assimilating the Currency. He contended that the circulation of Nova Scotia Currency in the Province of New Brunswick, especially in St. John, was a constant source of loss and inconvenience to the merchants and general community; that the assimilation of the Currency was a condition incident to union and which had reconciled the people of New Brunswick to Confederation. There was a strong feeling on the matter in New Brunswick which would be intensified if it was found that the Government had decided to postpone an assimilation for an indefinite period at the instance of Nova Scotia Bankers. His object was to find out what were the new reasons which had led the Government to drop their proposed measure, if not to reverse their policy altogether.

Hon. Mr. DICKEY said the mover had no authority for saying that members of that House and others had influenced the Government to reverse their Currency policy. The Speech from the Throne indicated that there would be a scheme for making the Currency uniform, but it did not follow that the Government were wedded to any particular standard, and there was no reason why the standard of New Brunswick should be adopted any more than that of Nova Scotia. He and others thought that the British sovereign or the Nova Scotia Currency was the best standard that could be adopted, and there was certainly as strong reasons and arguments in favour of that as of any other standard or system. The mover had grossly exaggerated the loss and inconvenience arising from the circulation of Nova Scotia Currency. There was, of course, some inconvenience incident to a want of uniformity, but this inconvenience was as much to the prejudice of one Province as to another.

Hon. Mr. DEVER said, since confederation New Brunswick had lost a great deal of its foreign trade, and the trade between Nova Scotia and that Province had increased, hence the inconvenience complained of, and he read from a St. John's paper to show that the prospects of the postponement of the Currency Bill had created a strong feeling of dissatisfaction.

Hon. Mr. HAZEN had not charged the Government with reversing their policy, but that on the representations of Nova Scotians, they had dropped their measure apparently indefinitely. What he had asked for, was that the reasons advanced by the Nova Scotians to influence the Government, should be made known, but this had been evaded by the Nova Scotian members who had spoken.

Hon. Mr. RITCHIE did not know what course the Government intended to take towards assimilation. There were reasons, though, why no undue haste should be made in the matter. The Currency of Nova Scotia was almost identical in standard to that which had been proposed in Paris as a universal standard, and as that standard might be adopted, ere long it was a reason why the Nova Scotia Currency should be adopted by the Dominion. At all events, it would be a mistake to assimilate to any other standard in view of certain prospects, that another change would be called for, perhaps, in a short time.

After some remarks from Hons. messrs. Dever and Hazen,

Hon. Mr. CAMPBELL said, there was no occasion for an address to pass, as there were no papers to be produced on the subject.

Hon. Mr. CAMPBELL moved a second reading of the New Brunswick Police Bill. carried.

The House then went into a Committee of the Whole on the Seamen's Clothing better protection Bill. The committee rose and reported, and the House was then adjourned till Monday.

HOUSE OF COMMONS.

OTTAWA, April 1, 1870.

The SPEAKER took the chair at 3.30.

Mr. O'CONNOR presented a petition against the introduction of Paper Currency.

The Committee on Private Bills reported the Bill to incorporate the Society of Canadian Artists.

The following Bills were read a third time and passed:

The Bill respecting the extradition of certain offenders to the United States.

The Bill respecting cruelty to animals.

Hon. Sir FRANCIS HINCKS moved the concurrence of the report of the Committee of the Whole of the Bill respecting Banks and Banking.

Mr. CARTWRIGHT moved an amendment to the effect that in case any Bank should wish to resign its circulation and all profits derivable therefrom, that Bank shall not be required to hold Dominion notes for part of its cash reserves, but may hold gold. He said that for the use of the Banks, Dominion notes were not as good as gold. Gold was better than the security of any country on the face of the earth. With the yearly receipts of the country at about thirteen millions, and our expenses as a first mortgage upon those receipts to the extend of two-thirds, were we in a position to say that our notes were as good as gold. He quoted from the public accounts to show that there have been large deficits every year—that of last year being nearly a million.

Hon. Mr. HOLTON thought the proposition sound enough in itself, but it did not go far enough. The Finance Minister had not given any reason for this forced loan, which he was taking from the Banks. He (Mr. Holton) would rather see the whole clause struck out. The Finance Minister had shown throughout the whole discussion a reluctance to meet the arguments of his opponents fairly and squarely.

Mr. MACKENZIE moved in amendment to the amendment, to strike out the fifth sub-section of the first section, which provides that the Banks shall hold one-third of their cash reserves in Dominion notes. The members were then called in, and the amendment put and lost—yeas, 36; nays, 104.

Mr. YOUNG said that the amendment of the hon. member for Lennox, although of itself and abstractly considered a good one, would have the effect of placing the Bank of Montreal on a different footing from the other Banks. The House had, by a large majority, adopted a principle, and it would not be right to make fish of one and flesh of another.

Mr. CARTWRIGHT'S amendment was then put and lost—yeas, 13; nays, 128.

Hon. Mr. HOLTON congratulated the hon. gentleman on the passage of his "little Bill," whereas a much worthier and better Bill introduced last year had to yield to a motion of postponement. He said that it would now be better to allow the Bill to stand as it was until the Interest Resolutions were brought forward, or else a clause should be inserted to place the Banks under the same resolutions as to interest.

Mr. MACKENZIE said that he had voted against Mr. Cartwright's amendment because he was desirous of uniformity in the law relating to Banks. He would now bring forward the amendment he had spoken of respecting the Bank of British North America. The opinion of the hon. gentleman last night appeared to be that, while it was desirable that this Bank should come under the general law on the subject, yet it was desirable that it should not be unduly pressed for time! He had, therefore, modified his amendment so as to allow the Bank to remain in its exceptional position until the 1st of January, 1875.

The amendment was then put and lost—yeas 40; nays 93.

Mr. OLIVER moved to strike out the words which prevented Managers and Bank Officials from voting by person or proxy.

The amendment was lost on division and the Bill was ordered for a third reading on Monday.

Hon. Sir FRANCIS HINCKS presented the estimates for the year ending 30th June, 1871, which were referred to the Committee of Supply.

The House took up the consideration of the Act respecting Dominion Notes.

Mr. CARTWRIGHT moved an amendment to the effect, that should the Dominion notes at any time cease to be redeemed by the Government in gold, they shall cease to be legal tender, and Banks shall not be required to hold them as reserves.

The motion was lost on amendment and the third reading was fixed for Monday.

The Bill respecting the Secretary of State's office (from the Senate) was read a first time

Hon. Sir JOHN A. MACDONALD moved the second reading of the Bill (from the Senate) to amend the Act relating to Lighthouses, Buoys and Beacons.

Some discussion arose, and at 6 o'clock the Speaker left the chair.

AFTER RECESS.

Hon. Mr. CARLING moved the third reading of the Bill to amend the Act of Incorporation of the Great Western Railway.

Hon. Mr. HOLTON said a uniform gauge of railways all over the country was necessary, but he was of opinion that a mistake had been made in adopting the broad gauge.

Mr. DREW pointed out that if the Great Western change its gauge, the Hamilton, Grey and Bruce Railway could not connect with that line, and could, therefore, be shut out from Hamilton. If it was proposed to have a narrow gauge for the Grand Trunk it ought to be announced so, that railways now under construction could conform to it.

Mr. OLIVER was not opposed to a change of gauge on the Great Western, but thought that that change ought not to take place till a similar change was made on the Grand Trunk. He was of opinion that the American trade would get all the benefit of a narrow gauge on the Great Western at the expense of the local trade. He did not desire to throw anything in the way of the passage of the Bill, but thought the gauge should not be changed till a uniform narrow gauge was adopted for the whole country. He would, therefore, move to strike out the clause referring to a change of gauge.

Mr. CAMERON [Huron] thought a change of gauge on the Great Western, would materially injure the section of the country he represented. It would necessitate transhipment at the Paris station of all freight, brought from all parts on the Buffalo and Lake Huron Railway west of Paris. If the Great Western Railway Company would agree to pay the cost of this transhipment, he would have no objection to allowing them to change their gauge.

Hon. Mr. CARLING said the Great Western had always done all they could to accomodate local traffic, and it would be a great hardship to it to compel it to keep up the expense of a third rail.

Hon. Sir JOHN A. MACDONALD quite agreed with the member for Chateauguay that an error was committed in establishing a broad gauge at first. It was a mistake to call this a Government measure, but they would throw no obstacle in the way of bringing it fairly before the House. In the present condition of the Grand Trunk it was not to be expected that it would incur the enormous expense of changing its gauge, and it would be a bold Government that would propose a money grant to enable any railway to change its gauge. Therefore he thought it would be impossible to establish now a uniform narrow gauge.

Mr. JACKSON said that municipalities had voted considerable sums to the proposed railway from Guelph to Lake Huron on the understanding that it would be a broad gauge so as to conform to the Grand Trunk and Great Western. If the Great Western gauge was to be changed, it might be considered as a want of faith with these municipalities.

Mr. MACKENZIE said the railway referred to by the member for Grey, had power to make either a broad or a narrow gauge. The only real difficulty in the way of the Bill was in reference to the Buffalo and Lake Huron, and he thought an arrangement might be made with the Great Western to overcome this difficulty. It was a matter which should engage the immediate attention of the Government, whether a narrow gauge should not be adopted on the Intercolonial Railway. This should not be left an open question; the Government should have a united and definite policy upon it.

Hon. Sir FRANCIS HINCKS did not see that a change of gauge on the Great Western would necessarily involve a change of gauge on other railways. To establish a uniform narrow gauge all over the country would cost an enormous expense, and could not be entered into now.

Hon. Mr. WOOD said whatever the policy of the Government might be in the matter of gauges generally, it made little difference what the gauge of the Great Western might be, as it had very little connection with other railways of this country. Hamilton was the only place where parties above Paris would want to reach by the Great Western. With reference to the Wellington, Grey & Bruce Railway, it was a project of the Great Western. His opinion was that the Grand Trunk gauge would soon be changed so as to conform with the gauge of American lines with which it was connected.

Mr. SPROAT agreed with the remarks of the member for Grey, with respect to the injury this Bill would inflict upon the Wellington, Grey and Bruce Railway.

Hon.