

circumstances, it was most advisable that we should not decide too hastily with respect to the mode in which the Intercolonial would be built. It would have been preferable, he thought, had the resolution not contained the Government's obtaining the report of a single engineer, but had authorized them to make such enquiries as they might think necessary, with respect to the practical operation of those lines which have been working for some time.

Hon. Mr. BOTSFORD was in accord with those gentlemen, who had declared that the subject was one of much importance, that demanded the most careful consideration. The case of the Government. He had been among those who were of the opinion from the first that the Intercolonial Railway was a work which would never pay, it was possible with due regard to the efficiency of the road, to economize in its construction to the extent that some gentlemen claimed was practicable, then there ought to be no hesitation whatever as to the urgency of the proposed enquiry.

The Hon. Mr. FERRIER pointed out some respects in which the new system would be superior to the old. All that he was desirous of achieving was to have a searching inquiry into the subject. If it should be found that four and a half feet was the most desirable gauge, there was no objection to the present gauge being retained. He did not pretend to speak authoritatively on the subject, but had simply given the House the authority of men who were well acquainted with the respective departments.

Hon. Mr. DICKENY asked what the nature of the experiments that had induced the people of Ontario to enter upon the construction of the Great Western, and had been subsequently employed in engineering the narrow gauge railways, which had proved so far so successful in Norway, Sweden, and Wales. The railways in the West had been hastily commenced, but had been initiated upon the report of most competent authorities. Toronto would hardly have granted a bonus of \$400,000 on one line, unless it had satisfactory information with respect to the system. Neither would smaller municipalities have granted a million of dollars unless they had seen before them had been satisfactory. It was expected that lines could be built for \$15,000 a mile.

Hon. Mr. McLELLAN, who was almost inaudible in the gallery, pointed out difficulties in connection with the carrying out of the new system, and doubted if the narrow gauge would not be a saving as its promoters contended for. It was possible, he thought, to construct a road with sharp curves, which would cost less than the road with the broader gauge, but there would be the difference in speed to be considered. But on the Intercolonial Railway such sharp curves would be attended with great difficulties.

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Independent control, and be accountable to the Government. The Bill was read a second time and ordered to be printed. It was then referred to the Committee on Monday next.

MISCELLANEOUS BUSINESS. On motion of Hon. Mr. CAMPBELL, the Nova Scotia Bank Notes Resolution Bill was read a second time.

The Hon. gentleman explained that he had been to the Banks in that Province, and had been to the issue of Notes of twenty dollars each, and the object of the Bill was to amend the charter of the Halifax Merchants' Bank, both from the House of Commons and from the House of Lords.

The report respecting Public Printing was sent back to Committee, for the purpose of amending it, on motion of Hon. Messrs. MERRIN and SANBORN. A Message was received from the House of Commons asking the presence of the Clerk of the Senate, for the purpose of being examined before the Committee of Privileges.

After some remarks from Hon. Messrs. BOTSFORD and LETELLIER DE ST. JUST, the matter was allowed to stand over for the present.

The House then adjourned.

NEW ADVERTISEMENTS. Opening New Establishment—C. P. DeLoe, Building Sites for Sale—H. McLean, Toronto—John Galt, Ottawa—Navigation Company—R. W. Shipley, Catalogue Sale—J. Bermingham, Corn Plaster—D. McCullough, Her Majesty's Theatre—Marshall's London, Canada and Burlington, Quebec.

One Case "Jouvin" Kid Glove, in all the new shades, to match the Dress Materials just received by 1234 MAGEE & HUNNELL.

FRIDAY, APRIL 22, 1870. For interesting reading matter see First Page; for Ottawa Markets see Fourth page.

UNION IS STRENGTH. It is impossible to be otherwise than pleased with the leading organ of the opposition just now. The Globe is becoming more and more a worthy competitor.

The Globe is becoming more and more a worthy competitor. It is not only a worthy competitor, but it is also a worthy competitor.

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Dominion Parliament. HOUSE OF COMMONS. OTTAWA, April 20, 1870.

The SPEAKER took the chair at three o'clock. Mr. JONES (Leeds and Grenville) moved a resolution declaring that the construction of the Intercolonial Railway ought to be placed under the direct control of the Government.

He maintained that there was a feeling of intense dissatisfaction in Ontario with respect to the management of the railway, and that the Government should take steps to remedy this feeling.

It is not fair, he thought, to charge us with blowing a spark to ignite a train and blow a magazine, or do anything discreditable that has. All our efforts shall be directed to spring a mine upon our contemporary without due warning, and as we are to find him him even temporarily friendly.

DEATH OF JAMES MOIR FERRES, ESQ. James Moir Ferres is dead. He was, we know him intimately, the death of Mr. Ferres is a man of great energy, of indomitable talent, and was possessed of most kindly feelings.

It is now a long past period since Mr. Ferres first attracted public notice by the vigor of his writings on the subject of his understanding. A native of Canada, he came to this country in 1830, and employed his energies for a number of years in the noble but useful capacity of a teacher of youth.

Afterwards obtaining an appointment as an officer of the Ordnance, he was at the time of the passage of the Bill on the subject of the active part in politics, and having declined Lord Elgin's offer to accept a seat upon the benches of Mr. Ferres.

Drummond, the party in power took advantage of the absence of Mr. Ferres to appoint him to the position of a member of the House of Commons, and he was elected to that position in 1854.

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title for the property. It had come to the knowledge of the Committee that there had never been any attempt made by the Government to procure a title for the property. It was the duty of the Government to purchase, and the Government had failed to do so.

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party was made by a friendly political man and by his own solicitor, and appointed by the Government, and contented with this transaction, Sir Allan MacNab had been three days after the transaction was completed, and ought to have known what had taken place, unless they admit they were guilty of the most culpable negligence.

Hon. Mr. JOHN A. MACDONALD. Mr. MAKENZIE—In not looking after the administration of the officers of the Department.

Hon. Sir JOHN A. MACDONALD. Does the hon. gentleman mean to say that he ought to have looked after the issuing of warrants in the case of ordinary warrants? But this was an extraordinary case, and should have been looked after.

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