Special to Gentlemen

RUSSELL & WATSON

Beg to intimate to the gentlemen of OTTAWA and VICINITY, that their

TAILORING DEPARTMENT

Is now in FULL OPERATION. Gentlemen requiring anything in the above line would do well to give our CUTTER a call, as we are confident that by doing so we will secure their future patronage.

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RUSSELL & WATSON.

231 29 SPARKS STREET.

NEW ADVERTISEMENTS.

Rink Music Hall—S C Forrester.

Court of Revision—W P Lett.

Government House—W A Himsworth.

Pimples—Thos F Chapman.

Hardware, &c—T Birkett.

The Ottawa Times

TUESDAY, MAY 13, 1873.

The proprietors of the TIMES for the greater convenience of the public have opened an office in Centre Town at the auction rooms of Mr. J. Bermingham, Elgin street, opposite the Russell House, where orders for advertisements and job printing will be received from 8 a. m. to 7 p. m. each day. After 7 p.m. all orders must be left at the TIMES office, Wellington street.

ROBERTSON, ROGERS & CO.

The *Globe* of yesterday has only four editorial articles treating of the Canadian Pacific Railway. It says its "whole aspect is that of a sham." If hard writing cannot break down this great Canadian enterprise and ruin the credit of the Dominion in the money market of England, the *Globe* will have the consolaton of feeling that the failure does not lie at its door. Whatever was unpatriotic, whatever was reckless in the way of unsupported assertion, it has said, but the country will not believe it.

The Montreal *Herald* thinks that it would be better that Postmasters should not be permitted to vote at parliamentary elections, than that they should be restrained from making a noisy display of their politics. There is, however, a great difference between a man freely expressing his individual opinion as occasion may require, and taking "the stump" in an election campaign. It is unseemly to the last degree that any Government officer should take an active part in an election canvass, though not by any means out of the way that he should exercise his franchise. The Postmaster of Allanburgh was warned by Mr. Griffin not to withhold his franchise from the candidate of his choice, but simply to abstain from becoming an electioneering agent; and the *Herald* admits that the Minister would have been perfectly justified in dismissing him. But the *Herald* assumes too much when it says: "We have no right to impose upon the consciences of men the "task of deciding between candidates "when we make up our minds to "punish them if they exercise "that very high, though much "misconceived duty in a manner which "is disagreeable to ourselves." Nothing of the kind was attempted. The Allanburgh Postmaster was told what every man of decent sensibility ought to know, that it was unbecoming in a Government officer to put himself forward as a political agitator or active partizan in an election contest. No restraint was placed upon him as to the manner in which he should cast his own vote.

Our Montreal *confrere* says:—

"It is plainly out of the question that the servants of the Government should, as a rule, act in opposition to the Ministry of the day. For them to do so would be to establish such a condition of things between the chiefs and the followers as would be neither consistent with personal comfort nor with the efficient and zealous discharge of public duty. We should not blame any Minister who discharged a subordinate for acting in that manner."

It may be remarked that in Great Britain the keeper of even a receiving post-office, that is a substitute for street letter boxes, is debarred from voting at Parliamentary elections. But in Canada, where there are so many Postmasters on commission, and some of them in receipt of perhaps not more than five pounds a year, it would be rather hard to deprive them of the franchise, though it can be no offence to forbid their becoming blatant partizans on any side of politics. Indeed, it shows a considerable want of delicacy in any man to hold office under a Government which he believes to be unfit to honestly administer the affairs of the country. But on the other hand country postmasters of the requisite standing could not, in many cases, be found to do the duty, if for the privilege of being postmaster the rights of an elector had to be surrendered. There is a great difference between a man's exercising his own right of voting and his attempting to force others to vote in the same way as himself. An elector and an election touter are two distinct characters, and if we understand Mr. Griffin's letter it was against becoming the latter that he warned the Allanburgh postmaster. It will be seen, however, that even had the head officials of the Department gone farther than they did in the case, their action would have been sustained by the Montreal *Herald*.

STAND OFF!

Mr. McKenzie does not believe in the Canadian Pacific Railway. He does not think that anyone having a pecuniary interest in the construction of that road, whether as contractor, shareholder, or keeper of a "Tommy shop," should be allowed to sit in Parliament. Were it a vile thing the position of the member for Lambton would be tenable. But the Pacific Railway is the very spinal column of the Dominion. Without it the country is fragmentary, weak, almost inaccessible. With it there comes a sense of independence of foreign aid, a consciousness that our country can stand by itself, that it will be a necessary thoroughfare for the great trade carried on between the foremost countries of Europe and Asia, and that, by consequence, it will make of Canada one of the strongest props of the British Empire.

Shall it then be said that men who enjoy the confidence of their fellows to such an extent as to be elected members of Parliament, shall thereby be forbidden to take any direct interest in the carrying out of this great national work? Surely it was enough, and we think a little more than enough, that the Directors should have been debarred from a seat in Parliament. But that shareholders, contractors and all others whose business relations might involve them in a "pecuniary interest" in the road should be debarred from the privileges accorded to others, seems an extraordinary proposition. The country can ill afford to multiply disqualifications for sitting in Parliament. The work of legislation is no easy task, and those who undertake its performance most successfully, are generally men of enterprise and energy, who would be the most likely to become associated with the construction or at least the ownership of the great national railway.

Our own view has already been stated more than once, that the road should have been built as the Intercolonial is being built. But since there is such a prejudice against the Governments, either building or owning railways on its own account, then the next best thing to do is to leave the speculation as free as possible, so that neither capital nor brains may be shut out from its construction and management. It is surely no crime in a member of Parliament to do in the ordinary way of business what a man who is not a member may ordinarily do. The stamp of confidence conferred by a majority of votes ought not to tie a man's hands and bottle up the energy which a smaller share of popularity would have given him free scope to use.

There is we fear a latent spirit of Yankeism at the bottom of all this opposition to the Canadian Pacific. As one travels west he will discover the general theory to be something like this: "Run a railway to the Sault St. Marie, cross the river and connect with the United States Northern Pacific; that will do us for twenty years to come." Certainly, if we are satisfied, it would do us for all time, for the moment we become tributary to the Northern Pacific, we are virtually debarred from ever having a road of our own. Canadians have been too much accustomed to see the railway follow in the track of the colonization. But the Pacific is designed to lead it. In this sense the railway becomes the real civilizer. It attracts settlement to the wilderness through which it passes. The very men who do the mechanical work of building it became the settlers on its borders and the sources of its future traffic. The lands through which it has to pass, though now worthless in a money point of view, acquire a value in the market through the construction of the railway, which is in fact the most powerful immigrant agent the Dominion can employ.

The House of Commons would not accept Mr. Mackenzie's stand off policy. In a thin House his motion was voted down by a majority of twenty-three. It is to be hoped that this question will now be left for a time to take care of itself. The patriots from Ontario who would fain cut off the North-west and British Columbia from their promised railway facilities have not yet the control of Parliament, and, before they do, let us hope that the Pacific Railway will be so far advanced that its prospects cannot be spoiled by any secret longing for a closer American alliance.

ITEMS OF DOMINION VITALITY.

To the Editor of the TIMES.

SIR,—If anything from outside of Ottawa be readable within, perhaps this summary may:

The Secretary of State for India inquires through the Director General of Stores in London, letter dated April 2, 1872, at what price the Canada Car Wheel Company will deliver Garthshore's chilled wheels, made of Canadian charcoal iron, at London, Bombay and Calcutta. They are wanted for the State Railways of India. The Glasgow Tramway Company, Scotland, in the midst of the cheapest common iron of Britain, have already taken part of their supplies from Canada, and seek a continuous supply. So also the Metropolitan Tramway Company, London. Canadian charcoal iron chilled wheels are also in process of supply to the State Railways in the Argentine Republic, South America, delivered at Rosario. Mr. Gartshore experimented in chilling car wheels, to produce hardness with tenuity, in 1853, in the town of Dundas and until more latterly in Hamilton and Toronto. An additional foundry to produce, like each of the others, 25 tons of wheels per day, will be opened in London, Ont., next June, one additional at Hamilton, and possibly one situated near Ottawa, thus a permanent market over all the world is being obtained for Canadian native iron, charcoal smelted, and chilled in the casting by the genius of John Gartshore. It acquires a hardness almost unwearable, and tenuity all but unbreakable. Chilled wheels made at Dundas eleven years ago are still in daily use on the Great Western Railway. Hull ore is suitable, but for the want of a constant market the Hull works are at present cold. Now, they may be re-opened, and the abounding metallic treasures of the Ottawa valley and of this magnificent Dominion, be utilized.

For twelve years past (this year and last especially,) I have spread abroad on newspaper wings of thought, intelligence of this abounding natural iron rock of Canada; a treasury of metal which seems destined to supply two-thirds of the railway world with unbreakable car wheels.

I reserve emigrant items a day or two. Fresh groups are arriving; some at my special invitation published in Scotland, England and parts of Ireland, in the last three months under instructions in the matter of wages of the Great Western Railway Company. I have had six weeks of trouble with the old hands about this; three weeks of trouble with some of the new arrivals, through their trade societies. Antagonism even to personal violence is threatened. And from Ottawa I am not supported by any return, giving a consciousness that such unwearied work as mine is unappreciated.

ALEXANDER SOMERVILLE,
One who has whistled at the Plough.

Tailoring Department. New Cloths and Spring Styles at G. KING & Co's.

THE UNITED STATES LIFE INSURANCE COMPANY, in the City of New York, desires to secure the services of a gentleman of experience and ability, to represent the Company as general agent or manager in the Dominion of Canada. This Company was organized in 1850, and for financial security is not excelled. Correspondence with gentlemen of ability and experience requested. Address the Home Office, 261 Broadway, New York. 225eod-64

BREAKFAST—EPPS'S COCOA—GRATEFUL AND COMFORTING.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks:—"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well selected cocoa, Mr. Epps has provided our breakfast tables with a delicately flavoured beverage which may save us many heavy doctors' bills. Made simply with boiling water or milk. Sold only in tin-lined packets, labelled—James Epps & Co., Homœopathic Chemists London. 413ddy

NEW BOOKS.

We are in receipt of the advance sheets of a book which will at this juncture be read with a great deal of interest both in this country and in England. The title of the book is "Ocean to Ocean" and the work is a description of Mr. Sandford Fleming's expedition across the continent while surveying the route of the Canadian Pacific Railway. It is written by Rev. George M. Grant, of Halifax, who was Secretary to the expedition. To judge from the table of contents, by which the advance sheets are accompanied, "Ocean to Ocean," promises to be a work of very great interest commencing at Halifax every event, incident and scene, which is worthy the attention of the reader in the long journey to Victoria is described, while much valuable information is given as to the country traversed, its capabilities and its prospects. A feature which will add very much to the attractiveness of Mr. Grant's work is the fact that it is copiously illustrated with maps, and sketches of scenery, etc. The work which is being published in Canada by Messrs. James Campbell & Son of Toronto; and in England by the firm of Messrs. Sampson Low, Marston Low, and Searle, of London, may be expected in a short time.

LOCAL ITEMS.

SIDEWALKS.—The sidewalks on Rideau street, east of Cumberland, are in a miserable condition, and should be looked after by the proper authorities.

ORANGE MEETING.—The Grand Orange Lodge of British America will hold its annual meeting in Belleville on the first Tuesday in June next.

LECTURE.—The Rev. Mr. Stephenson will deliver a lecture this evening on "The Field and the Forum," in the Wesleyan Methodist church.

COURT OF REVISION.—As will be seen in another column, the Court of Revision is advertised to commence its sittings on Thursday, the 15th day of *May*.

NEEDLESS TO BLASTING.—Complaints are made by persons having business on Richmond Road near Pooley's Bridge of the negligent manner in which blasts are allowed to be fired at the excavations for the water works, near Pooley's Bridge.

VISITORS AT THE PROTESTANT HOSPITAL.—Directors,—Jas. Rochester, Esq., Richard Bishop, Esq.

Clergy.—Rev. G. N. Higginson, Rev. W. Moore.

Physician.—Dr. Grant, M. P.

GOOD IMPROVEMENTS.—Two new crossings, one at the corner of Cumberland and Rideau streets, and another at the corner of Ottawa and Rideau streets, will add much to the comfort of pedestrians in those localities. Thanks to the City Fathers, for they have truly set to work to mend their ways.

POLICE COURT.—Gonzague Reginbal was again brought up on a charge of indecent behaviour. The case was clearly proven, and the prisoner was fined $20 and costs, or three weeks in jail. A man named Brown, and another named Hercules Oisre, charged with being drunk, were discharged. Maxime Brisbesuit, charged with stealing a number of petty articles from his brother, Michael Brisbesuit, pleaded guilty, and was sent up for a week.

THE WIND MILL.—The Prescott *Tribune* states the transformation of the historical Prescott wind mill, the scene of the defeat of the rebels in 1838, into a lighthouse, is fast approaching completion. Its position is most favorable, standing upon a prominent projecting point, and being over seventy feet above the level of the water. For years the want of a light at this point has been seriously felt by mariners. With this addition, and the extension of the canal to Spencer's Island, that part of the St. Lawrence will be greatly improved.

RINK MUSIC HALL.

The Forresters made their fourth appearance in the Music Hall last night. The attraction seems to grow, for last night the troupe was favored with a very large and respectable audience. The piece entitled "Satan in Paris" was put upon the stage, and although somewhat difficult to play, each and every one sustained their respective characters well. Mrs. Forrester displayed much ability in her rendering of the six different characters assigned her in the programme. Mr. Forrester as "Count Henri Beauseoleil," played well; and he was ably supported by Mr. Maddox as "Count Veuille," and Mr. Reed as "Capt. Gasconade." Mr. Everette, the principal comedian of the troupe, sustained the character of "Crequet" well, as did also Messrs. Sambrook as "Calerie," a forger of passports, and Mr. Schwartz as "Souls" an elegant thief. We would not be doing justice to the play did we omit to mention Miss Bertie Smith who so ably sustained her character of "Mademoiselle de Nantille." The whole play with its accompanying scenery and tableaux gave a true picture of the vices and follies so peculiar to many of our large cities in modern times. The change song and dance of little Vic Reynolds was well received and loudly applauded. The afterpiece entitled "The Elm Boy" kept the house convulsed throughout its entire performance. It brought out Mr. Everette for the first time since his advent to Ottawa in his happy role of principle comedian of the troupe. His "Robert Dalster" might be equalled, but could scarcely be excelled. Miss Bertie Smith in her double character of "Master Tom" and "Miss Fanny" played excellently, and was rapturously encored. The others sustained their characters equally well, which rendered the farce very interesting, and full of amusement. To-night will be presented for the first time in this city, that thrilling and instructive play, in five acts, entitled "Love's Sacrifices," or "The Rival Merchants."

HOTEL ARRIVALS.

RUSSELL HOUSE.—W J Parrier, J Grummell, jr, W Hamilton, Toronto; J Watson, Hamilton; G W Monke, March; G Bryson, jr, Fort Colonge; J B Wilson, Appleton; M Robertson, —Hartney, A Russell, jr, Arnprior; T Minks, Thunder Bay; H N Panet, Halifax; B Rolansond, Almonte; J MacLaren, Buckingham; Mrs P McGuire and daughter, Pembrooke; W A Hunter, do.

DANIELS' HOUSE.—J d Shanly, C H Sprague, Rochester, N Y; H K Egan, Aylmer; G Foster, Smith's Falls; G Steacy, J Steacy, G W McCullough, Brockville; T Overend, Kingston; F Ross, Picton; S R Ennis, Montreal; C Crossier, New York; R Weir, Prescott.

UNION HOUSE.—Mr. Holt, G L Dunanchel, Aylmer; J Chatterton, Renfrew; W Drumy, Renfrew; H Flett, Miss Scott and sister; A Smith, E Steele, Almonte; J Grammett, jr; Wm Hamilton, Toronto; D L Mather, J W Fenton, Gatineau Mills; J Cunningham, Pembroke; B T Kelly, Boston, Mass; —— Dickson, Belleville; R W Purdy, Trenton; D S Beard, Fitzroy Harbor; D G Burton, T Burton, Cumberland.

London, May 12.—A dispatch from Berlin to Reuter's Telegraph Company, pronounces without foundation the report published in the London morning papers that an attempt was made to assassinate Emperor William at St. Petersburg.

Madrid, May 12.—The voting on Saturday, the first day of the preliminary elections for the constituent of Cortes, resulted in the choice of thirty-eight Federal Republicans; nine radicals; two Conservatives and one Alfonsist. It is probable that the final result of the two days voting will be 350 Federal Republicans and forty for the Opposition.

HOUSE OF COMMONS.

Saturday, May 10.

AFTER RECESS.

Bill to incorporate the Montreal Investment Company was read a second time and passed through committee, read a third time and passed.

Also a Bill to incorporate the Ottawa Board of Trade.

On motion of Hon. Mr. MITCHELL an Act in relation to shipping and registration was read a third time and passed.

On motion of Hon. Mr. MITCHELL the report of the Committee of the Whole on the Pilotage was concurred in.

On motion of Hon. Mr. MITCHELL the Bill respecting the shipping of seamen was read a second time and referred to Committee on Banking and Commerce.

On motion of Hon. Mr. TILLEY the Act to extend the Penitentiary Act of 1868 was passed through Committee of the Whole, read a third time and passed.

On motion to go into Committee of Supply,

Mr. JOLY wished to draw the attention of the House and the Government to a matter in which he was sure that he would have the sympathies of all honorable gentlemen. Every one now knew of the courage and benevolence displayed by the Rev. Mr. Ancient at the wreck of the ill-fated steamship "Atlantic." Every one knew that he risked his life in trying to save the lives of the unfortunate passengers. Every one knew that after having saved them, he clothed, fed and housed them. Every one knew that with his own hands he dug graves for those who had perished, that with his own hands he put the bodies in the graves, and having interred them, he read over them the funeral services of his church; and he thought that it must have been a great consolation to the friends of those so untimely cut off, that decent sepulture was thus given to them. He thought, therefore, that after having read in the American papers in how high esteem the reverend gentleman was held in that country, and what had been done in New York, where a subscription had been taken up to build a church for him and for his people near the site of the terrible accident, with a view to give expression to the regard in which his gallant services were held; hon. gentlemen must be desirous of doing something to express the appreciation in which such gallant conduct and devotion was held by this House. This case was first brought before the House by the member from Nova Scotia, the hon. members for Halifax and Gull borough; and they having done what it was their right to do, he thought it remained for the members from the other Provinces to to take the case up. If Nova Scotia was proud of Rev. Mr. Ancient, the whole Dominion ought also to be proud of him, for he belonged to the Dominion, and the Dominion being proud of Mr. Ancient, they ought also to be proud of the thousands of other brave men contained within our boundaries. Let us, therefore, show our appreciation of such conduct, let hon. members forget those party strifes which at times burned so bitterly, and meeting as friends, join hands over a matter in which their feeling must all be the same—one of delight in such a man as this—and a desire to give him some reward; and thereby would it be known to those other brave and noble men who were amongst us that such conduct would not go without appreciation in this Parliament. (Cheers.)

Hon. Mr. CAMPBELL thought that the House and country was under an obligation to the hon. member who had just sat down, for the manner in which he had brought this matter under the notice of the House. This was a subject which did not refer to Nova Scotia alone, but was one which concerned the character and interest of the whole Dominion. He held in his hand an extract from a newspaper giving an account of the meritorious conduct of Rev. Mr. Ancient, and it came from the person whose life was saved. He then read a graphic account of the rescue of the second officer of the "Atlantic" by Rev. Mr. Ancient. Now, although this paper referred to the very heroic conduct of Rev. Mr. Ancient, he (Mr. Campbell) thought there were others whose conduct on the melancholy occasion referred to was deserving of some notice on the part of the House and the Government. The people who lived on the coast where the "Atlantic" was wrecked, were for the most part engaged in the fisheries, they had poor houses, and their lives were constantly in their hands in the prosecution of their avocations; but whilst their homes were poor, their hearts were warm and the hospitality which they displayed on this occasion was worthy of recognition by the House and by the country. Their scanty store of food and clothing they shared with the survivors, and the sufferings that these people underwent were shared by the poor people on the coast. He thought that some acknowledgement should be tendered to the rev. gentleman, but that some substantial reward should also be given to these people who had behaved so well.

Hon. Mr. MITCHELL said that reference having been made in Parliament to the loss of the "Atlantic," and to Rev. Mr. Ancient, whose name had been so prominently associated with the rescue of the second officer of the "Atlantic," and reference having also been made to the meritorious and hospitible conduct of the people on the coast, he thought that it was his duty to say that the Government, with himself, appreciated the duty that was imposed upon them of noticing in a becoming manner the action of the rev. gentlemen, and of the people. He had been pleased when his hon. friend the other day put a notice upon the paper, because he thought that the House and country must approve of giving reward to men of this sort. During the last two years since the Government had entered upon the system of giving rewards for the saving of life, it had been his great aim to let the whole world know that wherever aid was given, not only in our own waters, but in any part of the world to the seamen of Canada, that the Government had always marked any gallantry of conduct, or any brave effort in a suitable manner, and he was glad to say that Parliament had always seconded their efforts in this direction. He would therefore say that suitable steps would be taken to convey to Rev. Mr. Ancient, an acknowledgement of his gallant conduct as well as to the people on the shore. (Cheers.)

The House then went into Committee of Supply, and passed the item of $2,800 for maps for the use of the Railway Committee.

On item of $10,000 for Geological Survey and Observations,

Mr. JOLY said he had received communications from gentlemen concerned in mining, who wanted to secure copies of a very valuable map got up by the Geological Survey, but had not been able to procure copies. He would like to know whether that map was going to be published by the Government.

Hon. Mr. TILLEY said he would make enquiries to see whether it could be done without too much expense.

The item then passed, as did also the items of $500 for grant to Marine Hospital, Kingston; $1,000 for a building to be used as a hospital at Arichat, N.S, and $290 for militia pensions.

On item of $270,000 for deep water terminus at Father Point, Intercolonial Railway.

Hon. Mr. LANGEVIN explained that it should have been marked a re-vote.

The item passed, as did the following:—

Construction of new offices at Moncton, workmens' dwellings, branch and sidings, &c., Intercolonial Railway, $99,000.

Snow sheds and fences, Intercolonial Railway, $40,000.

Pacific Railway survey, $500,000.

Railway wharf (Dalhousie) $6,000.

Spring Hill Branch Line (Intercolonial) $6,000.

On the item $12,000 for Rideau Canal, Hon. Mr. LANGEVIN explained that the grant was for two bridges over the canal, one to cost $2,000, and the other $10,000; the township council would have to give a like sum.

The item passed, as also item for removal of chains and anchors, in the St. Lawrence River. $10,000.

On item $25,000 for dredge to remove slabs, &c., in the Ottawa River—

Hon. Mr. LANGEVIN said the item was to provide a dredge to remove the bars that had been created in the Ottawa River, and which could not be removed by an ordinary dredge, the cost of working the dredge he explained, would have to be met out of the ordinary vote for dredges.

Mr. WRIGHT (Ottawa), said that the special object of this grant was to improve that portion of the Ottawa River which would enable the logs in the Gatineau to be brought down. He stated that this Gatineau River had contributed a very large sum to the revenue of the Dominion. While other rivers had been improved, this one had not.

Hon. Mr. LANGEVIN in answer to some remarks from Mr. Fournier, said the intention was not to tax the lumberers of the Ottawa for this purpose; the Government could not enforce a tax before the law prohibiting the throwing of slabs and saw dust into the river came into force. He hoped in the course of two years the Government would be able to make the river as navigable and free from obstructions as it used to be. The want of a dredge on the Ottawa River, had been felt very much; and last summer one had to be taken from the St. Lawrence to work near Grenville.

After some remarks from Mr. MACDONALD (Glengarry), in which he spoke of the valuable trade of the Ottawa,

Mr. CURRIER said the two channels of the Gatineau, which had been opened some years ago, had been gradually filled up by the sand, and to a very small extent by the slabs. The dredge which was asked for by the grant would be used to deepen those channels. In the interest of the lumber trade the channels would have to be deepened. The revenue from the boomage alone of the Gatineau River must be $15,000 at least.

After further discussion, the item passed.

Item of $44,000 for public works and buildings passed after some discussion.

The following items also passed: $16,000 for booms at Cheneaux rapids, on the Ottawa; $189,500 for harbors and piers.

House adjourned at midnight.

Monday, May 12.

Mr. SPEAKER took the chair at three o'clock.

Hon. Mr CAMERON presented report of Committee on Privilege and Elections, stating that R P. Cutler, member for Kent, N. B., was not at the time of his election filling an office of emolument under the crown.

Wm. PALMER presented the report of the West Peterboro Election Committee, stating that in consequence of the absence of Mr. Almon, the committee had adjourned; that the committee had appointed a commissioner to take evidence in the case, and asking leave to adjourn till called together by the warrant of the Speaker.

Mr. HOLTON pointed out that in the absence of one of its members the committee could not transact other business.

Mr. PALMER said the committee had resolved to appoint a Commissioner on Saturday

Mr. HOLTON said in that case two reports should have been presented.

Ultimately the report was withdrawn, and afterwards presented in a more correct form.

Mr. PALMER moved that Mr. Almon appear in his place to-morrow. Carried.

Mr SAVARY presented the first report of the North Perth Election Committee, stating that they had extended the time for filing the list of voters objected to till to morrow.

Mr. PELLETIER presented the report of the Rimouski Election Committee, asking leave to adjourn till the 2nd of December.

Leave was granted accordingly.

Mr. STEPHENSON presented the sixth report of the Joint Committee on Printing

Mr. CARTER moved that the member for South Lanark be discharged from further attendance on the Addington Election Committee on account of illness. Carried.

On motion of Mr. PALMER, leave was granted to the West Peterboro Election Committee to adjourn till called together by the Speaker's warrant.

Mr. CAMERON, of Cardwell, gave notice that he would to-morrow move the adoption of the report of the Committee on Privileges and Elections in relation to the Kent (N. B.) election.

Rt. Hon. Sir JOHN A. MACDONALD presented the returns of sums paid in connection with the late elections; also correspondence between the Canadian Government and the Imperial Government, as to German naturalization.

On motion of Mr. RYAN, the bill to incorporate the Montreal Investment Association was read a second time, passed through committee, and read a third time and passed.

QUESTIONS PUT BY MEMBERS.

Mr. STEPHENSON—Whether there exists any law or regulation giving privileges to City Postmasters with reference to holidays not conferred on country Postmasters, and if so, what their privileges are? Also, whether country postmasters are prohibited from acting as agents for the receiving and delivering of newspapers sent by express and not passing through the mail? And if so, why?

Hon. Dr. TUPPER said in answer to the first branch of the question that there was no law; and in answer to the second branch that country postmasters were not prohibited from acting as agents for receiving and delivering newspapers received by expre s and not sent by mail.

Hon. Dr. BLANCHET, in the absence of Mr. McKAY WRIGHT—Whether it is the intention of the Government to introduce any measure for the establishment of an Agricultural College and model farm attached thereto to afford better facilities for the acquiring a scientific as well as a practical acquaintance with the principles of agriculture?

Hon. Mr. POPE said it was not the intention of the Government.

Hon. Dr. BLANCHET, in the absence of Mr. McKay Wright—Whether it is the intention of the Government to take any and what steps towards the establishment and holding of an annual Inter-Provincial Exhibition of the agriculture and arts products of the Dominion?

Hon. Mr. POPE—No.

Mr. KEELER—Is it the intention of the Government to introduce, during the present session, any act authorizing the appointment of Harbor Masters for the harbors under control of the Government on Lake Ontario?

Hon. Mr. MITCHELL replied that it was not the intention of the Government.

Mr. KEELER—Whether it is the intention of the Government to do anything towards the construction of the canal proposed to unite the waters of Lake Ontario with those of the Bay of Quinte, for which purpose a grant of lands was made in the year 1796, the proceeds of which were to have been expended upon said canal?

Hon. Mr. LANGEVIN might reply that during the session the Government had had so much very heavy work on their hands that they had not been able to take this matter into consideration, and therefore it was not the intention of the Government to do anything this session.

Mr. KEELER—Were the lands of the peninsula of Presqu'Isle and High Bluff, on Lake Ontario, transferred by the Ontario Government to that of the Dominion under the Order in Council approved by the Lieutenant Governor, on 18th April, 1871? And if so, what measures have been taken to prevent the destruction of the standing timber upon such lands which serves as a shelter to vessels frequenting the harbor? Also, what arrangement has been made with squatters now in possession of said lands?

Hon. Mr. MITCHELL replied that the lands on the peninsula of Presqu'Isle were transferred by the Government of Ontario to the Dominion Government for light house purposes, and for the purpose of protecting the timber, by Order in Council dated 18th April, 1871. He might say in regard to the second branch of the question, that the Government had endeavored to protect the timber; it was, however, no easy matter to prevent squatters from cutting, but if they did not discontinue the practice, which would destroy the protection of the harbor, strong measures would be taken to make them do so

Mr. PAQUET—Whether it is true that G. McMicken, Esq., of the Department of the Receiver General of the Dominion at Manitoba charges discounts of three per cent. on the cheques of the Local Provincial Government, made payable at the office of the Deputy Receiver General at Manitoba, and if such sums are paid from and out of the Dominion funds; if so, whether such discount of thrde per cent. so charged, goes to the profit of the Dominion Government or to the profit of the said G. McMicken himself or some member of his family?

Hon. Dr. ROBITAILLE replied that it was not within the knowledge of the Receiver General's Department that such a commission had been charged by Mr. Gilbert McMicken, or that it had been paid to him or to any members of his family.

Mr. PAQUET—Whether it is the intention of the Government to institute an enquiry as to the truth of the charge made by various newspapers, and more particularly in a correspondence inserted in *La Minerve* under date of 8th March last, against G. McMicken, Esq., late General Agent of Crown Lands, Manitoba, and now head of the Receiver General's Department, Manitoba, and head of the Police Department maintained by the Dominion Government in that Province?

Hon. Dr. ROBITAILLE answered that it was not the intention of the Government to institute any investigation upon articles in newspapers, but if a formal charge were made, without doubt full and sufficient justice would be done.

Mr. ROSS (East Durham)—Whether licenses have been granted for fishing on Rice Lake; whether any communications have been received by the Fishery Department, complaining of the destruction of fish in their waters, or mismanagement connected therewith; whether the Government are aware of Scandalous Abuses existing under the present supervision, and whether Mr. Wilmot has not communicated with the department regarding the subject?

Hon. Mr. MITCHELL answered that no licenses had been issued for fishing in Rice Lake in regard to the second branch of the question, he was not aware to what his hon. friend referred. If he referred to people spearing fish illegally, he might say that such complaints had been made, and had been referred to the local superintendent. He might also state that Mr. Wilmot had represented that Rice Lake ought to be set aside for fish breeding purposes.

Mr. KEELER—Why is the salary of the keeper of the Gull Island Light, Lake Ontario, proposed to be reduced from $675 to $500, as shewn by the estimates for the ensuing year.

Hon. Mr. MITCHELL answered that by an Order in Council of the 11th February, 1870, the salaries of light house keepers were regulated on a scale which was graduated in reference to the duties to be performed, the remoteness and importance of the station, etc. The order declared that the reductions should not take effect until the offices became vacant and new incumbents were appointed. Therefore, when the new light house keeper at Gull Island was appointed, it was at a reduced salary.

PACIFIC RAILWAY.

Mr. MACKENZIE moved that the House go into Committee of the Whole on a resolution, declaring it is expedient that no person having a pecuniary interest in or contract with the Canadian Pacific Railway Company shall be eligible to be elected a member of this House. He said that it was already provided that no member of Parliament should be a director of the company, but it was not provided that no member should be a shareholder. Great railway corporations often obtained such a control over the legislation of the country, as to set at defiance the will of the country, and they might hold the balance of power in Parliament, while not really representative. He hoped to secure the concurrence of members of both sides of the House in this resolution, as it was of equal importance to both parties to prevent any body of men from obtaining control over Parliament.

Hon. Dr. TUPPER said this question had been discussed last year, when the sense of the House, was opposed to this resolution. There might be considerable force in many of the hon. gentleman's remarks but adoption of the resolution would be fraught with very great—if not insuperable difficulties. It was desirable that as many persons in Canada as possible should be interested in the construction of the Canadian Pacific Railway, and it was undesirable that the House should adopt the policy of excluding a large number of gentlemen who might otherwise wish to be interested in the great Canadian enterprise. A great deal had been said against throwing this great Dominion work into the hands of foreign capitalists, and yet hon. gentleman wished to exclude many gentlemen of the greatest public spirit and enterprise from connection with the road. There were now ten millions of Canadian stock in the enterprise, (hear, hear) and *bona fide* payments had been made to the extent of a million of dollars. (Hear, hear.) Suppose that by the death of a stockholder, some member of this House should become the owner of a dollar's worth of stock in the Canadian Pacific Railway, his seat would be void. He did not think it desirable that the House should adopt a resolution which would be fraught with consequences so embarrassing, apart from any question of policy. Why was it necessary to extend the principle beyond any range attempted before. This was not a new position for a great public work to occupy towards the Government. The Grand Trunk, the Northern, and the Great Western Railways occupied the same position in the old Province of Canada, and in Ontario a large number of railways were being now built by companies subsidised by the Local Government, just as largely in proportion to their cost as the Pacific Company, but the hon. gentleman had never found it necessary to move such a resolution there. By this resolution any member through whose lands the road would pass would be deprived of making any arrangement with the contractor for the supply of gravel, sleepers or anything else. It was desirable to preserve in every possible way the independence of Parliament, but the adoption of this resolution was fraught with very serious consequences.

Hon. Mr. HOLTON suggested that amendments might be made in committee to meet the objections of the Minister of Customs, but he thought the Government ought to allow the principle of the resolution to be affirmed by going into committee on it.

Right Hon. Sir JOHN A. MACDONALD objected that the resolution was out of order, as it went farther than the notice. The latter declared that no one having a pecuniary interest in the road "shall be eligible to be elected a member of this House." The resolution moved provided not only this, but also that no such person should sit or vote in Parliament. The House could not adopt the monstrous principle of altering the qualification of any member now elected. To pass a law after a member was elected, to declare that he should be turned out of the House was a new proposition which had never been heard of before. The resolution, of which notice was given, was comparatively harmless though wrong in principle, but it would not have achieved the hon. gentleman's object, as affecting members now sitting in the House, and it might not even affect any of the vacancies occurring between the present time and the expiration of the Parliament. The resolution now moved was objectionable and irregular because it went farther than the notice and was bad in principle as tending to *ex post facto* legislation.

Mr. MACKENZIE contended that the motion was substantially the same as the notice. He did not wish to pass an *ex post facto* resolution, and it could be amended.

Mr. CAMERON of Cardwell said it was clear that the resolution was materially different from that of which notice had been given.

The Speaker ruled that the addition of the provision against sitting and voting was irregular.

Mr. MACKENZIE consented to amend his resolution by striking out those words.

Rt. Hon. Sir JOHN A. MACDONALD said this resolution introduced a new feature, and was contrary to first principles. The object of providing for the independence of Parliament, was simply that the influence of the Crown might not affect the independence of members of Parliament. How a contractor for the Canadian Pacific Railway could be affected by the influence of the Crown he did not see. It was absurd to suppose that if a man had a coutract to build twenty miles of the railway, he could not represent a constituency independently of the Crown and the Sovreign. The argument, in fact, of the hon. gentleman appeared to be that the company was going to govern the crown. Why had not this principle been thought of before in regard to other railways. In the Province of Ontario there was scarcely a railway which was not subdidized by the Government, of which the hon. gentleman was a member, and nearly everyone of those roads had some shareholders members of the Provincial Parliament. This was simply an attack upon the Canadian Pacific Railway, made because the hon. gentlemen opposite were opposed to having a Canadian Pacific Railway at all. In addition to this, the proposal was useless, for it would not affect any member in this House, but would almost give those members who were contractors a monopoly. If the resolution was adopted a Bill would have to be introduced founded upon it and passed through both branches of the Legislature. He thought the hon. gentleman, having had the opportunity of putting his views on the journals, might be satisfied to allow the resolution to stand over till next session.

Mr. WOOD spoke.

Mr. CRAWFORD pointed out that all persons who were members of corporations which had contracts with the Pacific Railway would be excluded from the House. All stockholders in banks, in car companies, etc., who should have dealings with the Pacific Railway Company would, therefore, be excluded. Thus he thought that a great many men would be kept out of Parliament whom it would be very desirable to have here.

Mr. PALMER objected to the motion, as it affirmed no general principle. Thus he thought that when persons brought forward a resolution affecting this Pacific Railway alone—which everyone acknowledged was necessary in the best interests of the country—it was bad, and should not be adopted by the House. If a general measure were introduced, which would affect all companies alike, he would go almost any length with hon. gentlemen to secure the purity of the House.

At this juncture Mr. SPEAKER ordered the names of the committee appointed to try the East Northumberland election petition to be called. They were—Sir John A. Macdonald, Messrs. Staples, Wood, Pearson and Webb. As none of the committee answered to their names, Hon. Mr. Campbell, as chairman of the General Committee of elections, moved the reading of the 77th Section of the Controverted Elections law, which having been done, the committee, in accordance with the provisions of the section, were discharged, and the petition was referred back to the General Committee of Elections.

Hon. Mr. HOLTON asked if the Sergeant-at-arms had executed the order of the House.

Mr. SPEAKER said that the order had not been entered on the minutes, as it was not legal, the committee not having been sworn.

The debate on Mr. Mackenzie's motion was then resumed.

Mr. CHARLTON said that it was generally understood that after the magnificent provision that had been made for the Canadian Pacific Railway, they would not come back again to this House and ask for further aid. The influence of this company he contended was already to be noticed upon our Legislation, in the price which had been upon the lands in Manitoba. He feared that if a provision were not made excluding holders of the stock of the Pacific Railway, from the House, that we should see frauds equal to those of which we had all heard as having occurred in the United States. There was a provision in the charter which unless honest supervision were had over the construction of the road, would cause most disastrous results.

Mr. MACKENZIE replied, contending that the case of the Grand Trunk was different, but he contended that the influence of that road was such that they had been able to force a vote of £900,000 through the House.