the articles of the Convention of United States thereby renounced to the liberty of fishing within three n miles of the coasts, bays, creeks, bours of certain portions of the North American colonies. This stipulation is clearly expressed, and

capable of misconstruction. "The proposition of the American (ion ernment to concede to us the priving fishing on their coasts as an equivalent for a participation in the coast fisheries or these colonies, is elusive, and so unterl disproportioned in the benefits into ide be conferred on the respective parties, that it ought not, in justice to your Maesty's colornal subjects, so entertaiget With the best fisheries in the world up on our own shores, our fishermen would eldom seek the waters of United States for fish. This specious offer can only deceive the uninformed. and is well known both by the Americans which they derive maritime importance. it did seem reasonable that our Government should take steps to have the other portion of the treaty, from the twentysecond to the twenty-fifth articles, also carried out loyally and in good faith, which articles made provision for compensation, to be ascertained by a Board above the value of the fisheries coded. under the Treaty of Washington, to this mominion. The hop, gentleman cor clud-

od by reading the enquiry as follows : and steps to urge upon the British Govmeasures to enforce articles Number action in the matter? Hon. Mr. SCOTT said his hon. friend

had somewhat enlarged on the privileges allowed hon, members to discuss a very important subject, but he (Mr. Scott) did not propose to make any comments thereupon. In answer to his hon, friend's enquiry, he would state that as soon as the Government were advised that the American Senate declined to act upon the Draft Reciprocity Treaty, immediate action was taken by this Government calling the attention of the Imperial Government to the necessity of giving force to these clauses of the Washington Treaty which entitles this Government to compensation. Hon. Mr. BOTSFORD.—Hear, hear.

Hon. Mr. SCOTT-No time whatever on the Northern Railway of Canada.

WEDNESDAY, March 10. The House met at three o'clock. A number of patitions were present in favour of a Prohibitory Liquor Law. THE MARINE ELECTRIC TELEGRAPH BILL. Hon. Mr. READ, on rising to resume the adjourned debate on the motion for the second reading of this bill, said his hon, friend from Nova Scotia presented, introduced by the leader of the Government. He informed the House on its second reading that it did not interfere | would not deviate to accommodate a few thirty-five miles from the ter Breton), McDougall (Three Rivers), Macwith vested rights, and it was allowed to hundred families in Manitoba, but he minus authorized by Parliament. With millan, McCallum, McQuade, Masson, pass to a committee without discussion. (Mr. Forden) could tell him that thou What took place there is well known to sands of families regretted the line was authority of the best information open to Pinsonneault, Pope, Robitailli, Rouleau mittee a very exhaustive discussion took argued during the debate that the House 122 miles. His hon, friend from South (Pontine).-39. place, and afterwards a vote was taken. So should pass the Pacific Railway item be- Bruce made his calculations on 115 miles. Navs-Appleby, Aylmer, Bain, Bechard, convincing were the arguments that al- cause the Government policy had been The contract stated the distance Bernier, Biggar, Blackburn, Blake, Borden, though the vote was against the amend-ment, the Government in their wisdom The fallacy of this argument was proved it was surely less of an exadvised the bill to be referred to Her by the fact that the policy of the Govern- aggeration to deviate from the statement (Sunbury), Campbell, Carmichael, Cart-Majesty's Government for assent. We ment was not known at that time, beyond of the contract two miles than seven. wright, Casey, Casgrain, Cauchon, Charlton, all know the answer, that it was within what was indicated in the speech of the land at \$2 an acre, but Cheval, Church, Cockburn, Coffin, Coupal, our jurisdiction to legislate upon the hon, the First Minister at Sarnia. It was matter. But the question with me is, all held that for the prosperity of Canada we away. If the land was as valuable for De Veber, Dymond, Ferris, Fiset, Fleming. though we have the power, is it just or must have a railway through our own agricultural purposes as the Premier re- Forbes, Fournier, Frechette, Geoffrion. prudent for us to do so. This bill was territory from the Pacific which should be presented it—and he believed that it was, Gillies, Gillmor, Gordon, Gordon, Gordon, Greenprudent for us to do so. This bill was introduced last session as a private one, the face of the Dominion. It would the same Mr. Crooks, and the process of the Dominion and the same Mr. Crooks, and the same Mr. Crooks, and the year we find the same Mr. Crooks, and the year we find the same Mr. Crooks, and the year we find the same Mr. Crooks, and the year we find the same Mr. Crooks, and the year we find the same Mr. Crooks, and the year we find the same Mr. Crooks, and the year we find the same Mr. Crooks, and the year we find the same Mr. Crooks, and the year we find the same Mr. Crooks, and the year we find the same Mr. Crooks, and the year we find the same Mr. Crooks, and the process of the hon manufacture of the Dominion. It would be the same Mr. Crooks, and the political that is position was sustained by arguments which were unasserted by their solicitor, Mr. Crooks, and the same Mr. Crooks, and the sa this year we find the same Mr. Crooks looking after the Government measure. I will leave others to draw the conclusion in whose interest the bill is. Not to go into the history of the Atlantic Cable enterprise, it is sufficient to say it is one of the greatest of the ace, and it is probated from the portance, had adopted the tone of special portance. So that it was smith (Setkirk), Smith (Setkirk), Smith (Westmortal Portance, had adopted the tone of special portance, had adopted the tone enterprise, it is sufficient to sty it is one of the area and it is probated to see such another unble we will never see such another unble seed of meeting the arguments which it was pleaders, instead of meeting the arguments which it was pleaders, instead of meeting the arguments which it was pleaders, instead of meeting the arguments which it was pleaders, instead of meeting the arguments which it was pleaders, instead of meeting the arguments which it was such another unble to subsidize a railway attention was given to the utterances of the country that the figure of \$10 per acre. So that it was price of \$10 per acre. So that it was price of \$10 per acre. So that it was price of \$10 per acre. So that it was price of \$10 per acre. So that it was price of \$10 per acre. So that it was price of \$10 per acre. So that it was pleaders, instead of meeting the arguments are price of \$10 per acre. So that it was price of \$10 per acre. So that it was price of \$10 per acre. So that it was price of \$10 per acre. So that it was price of \$10 per acre. So that it was price of \$10 per acre. So that it was price of \$10 per acre. So that it was price of \$10 per acre. So that it was price of \$10 per acre. So that it was price of dertaking in our life time. If these endered at the hands of different Governments special privileges, different Governments special privileges, and dealt at great than over what he was justified in stating. Thompson (Haldimand), Tremblay, Trow, Vail, Wallaci (Albert), Wilkes, Wood, twenty five years \$300 per mile, amount. is it to be wondered at, and are we, after those privileges have been granted, to defended the policy of the Government of \$6,327,500 that is to be paid under surance Company, and a bill to amend the take them away by the strong arm of on that ground. So far from opposing the this contract. The hon, member for Act incorporating the Canada Car Manu-Parliament? I, for one, say, not Let us policy of the Government with regard to South Bruce had calculated the amount at facturing Company (from the Senate) were look at the legislation of Nova Scotia, we the Pembina branch, he (Mr. Tupper) had \$4,270,000, and g ving him the benefit of read the first time. find that Government in 1855 passed a distinctly stated that he would offer no the reduction and assuming that he was The House adjourned at six o'clock. law granting exclusive pavileges, which opposition to it, since a portion of the right, he would ask aim if he was prewas not assented to, but was sent back again, and two years after they passed subject for discussion in this House. But millions without accomplishing any object.

another bill giving exchaive privileges for supposing he had opposed the Pembina His (Hon. Dr. Tupper's) argument was first the passed. twenty-five years; that, too, was not assected branch, would the argaments and relatively just as strong in relation to the Mr. Justice Morrison presiding coasts, &c., &c., in common with others, That was never for a mement refused the late Government was 10 construct a own calculations as according to his (Dr. lock, before His Lordship Justice Mortage and the shortest and cheapest that of Mr. W. Tracey, jeweller, Rideau route. It was a great national highway street, while the Baptismal font, in Arnthe company that was bringing a large to get to Lake Superior. No hon, gentlefrom other countries. France, Spain, amount of capital into this country to man opposite had dared to grapple with Germany, Belgium, Holland, Denmark, prevent them from connecting with the this phase of the question. They might on an account, and occupied the attention Russin, Brazil, Portugal, Japan and the American lines. But that policy was secure this communication without an of the court for some time. Judgment United States have all gravited exclusive by the provideges. All this Company ask is to be provideges. The provideges are provideges. The provideges are provideges ask is to be provideges. The provideges are provideges ask is to be provideges. The provideges are provideges ask is t great Stevenson, and Professor Farada .

bring out a great improvement protect firm by way of them by protection for a number of years by patents. Now if a great invention of a labeling protection for a number of years by patents. Now if a great invention of a labeling protection for a number of years by patents. Now if a great invention of a labeling protection for a number of years by patents. Now if a great invention of a labeling protection for a number of years by patents. Now if a great invention of a labeling protection for a labeling protection for a number of years by patents. Now if a great invention of a labeling protection for a labeling

and in good faith by the Imperial Govern- It is asserted that the Canadian 000,000.

terest of the United States, Mexico, Cuba, to say was never so industriously prosecut day to obtain power tion of the Government to take immediate after it was ithought hopeless, but Mr. resigned, left his place vacant and it had come in the matter? many assisted him merely from sympathy

HOUSE OF COMMONS.

SATURDAY, March 13. The Speaker took the chair at 3 p. m. BILL INTRODUCED.

Hon, Mr. MACKENZIE introduced bill respecting the lien of the Government Read the first time.

THE PACIFIC RAILWAY. Mr. WHITE (Hastings), in resuming the Railway, urged the Government to cancel the contract with Mr. Foster, and to x pend the money on the construction or road from Georgian Bay to Winnipeg. Mr. BORDEN said that the question bec, and Manitoban point of view, and i Manitoba, were those who ha I made most complaints. No portion of the Dominion time Provinces. The hon, member for Marghette complained because the line

statements of the hon, member for South Bruce have been in point? The policy of to the hon, member for South Bruce's ment, opened on Saturday morning at ten widely different from that of the present expenditure of one dollar of public money, reserved. The Hon. Mr. Cockburn, Q. C.,

we will not allow this company (which is not say that this was not one of these or and the In this Government, and they are was abundantly evident, that the compe- portion of the Canadian Pacific Railroad, under obligations to him. He had tition had become so keen in the manu- and constructing it as rapidly as is conin Montreal at a certain time, and found | England, Belgium and the continent that from the point fixed by Parliament at or those with whom we have daily transac; money to the country. Two years would from the Atlantic to the Pacific Ocean. tions say? We will be met in England elapse before a rail would be required, A division was taken on the amend sought to be obtained by the people of (as some were last year at the time this except for the purpose mentioned by the ment, which was rejected by the following the United States are acknowledged to be was under discussion) with the reply, First Minister, that of construction, vote:-

that treaty \$15,000,000 had been paid over per cent., so for a saving on recognised any obligation to carry the this small portion of the cable business, line beyond the head of Bute Inlet, Even it it is a saving, we may be called upon to | if they adopted that route, the Governpay a very large amount of morey as ment were not bound to do more than amages done to the Anglo-American reach salt water. No doubt the grades in Cable Company. I think the tax-payers | the valley of the Fraser were the best, and of this country will not like that, and if the rout was the shortest, and if the we go not do that the capitalists of Eng- works of construction were not too seriland will soon underrate our securities ous, that would be the best to take; but and we must suffer either way if this bill he apprehended that the works of conpass in its present form, and all in the in- struction would be exceedingly difficult. Hon. Mr. TUPPER said that if the Gov-West India Islands and other States, with | ernment only carried the line to Buto England, who use these cables. I repeat | inlet they would leave a gap of 160 miles again I see no reason why this company between that point and Bute Inlet. He who bore all the heat and burthen of the | was surprised at the Government day should be placed, not as others are, bemoaning the inheritance left them by ernment the adoption of the requisite but at a great disadvantage, as if to punish the late Administration, which included ted. After much repeated failure and even Hon, Mr BLAKE-The hon, gentleman

> British Columbia which was now an integral part of the Dominion. he quoted from the Pacific Railway Act Nipissing, contending that to subsidize any other route than the one indicated in pressed intention of Parliament. The Minute of Council showed that the Gov-Mr. Foster to build a subsidized line from Benoit Lake to Douglas, and it so happens that Benoit Lake is 35 miles from the eastern terminus. Not only, there'ose, ing a subsidy to the Canada Pacific Rail. the Administration to construct those Mr. Flint rose to respond to Mr. Goudge, had the Government acted without the way under authority of the Act for the portions of the Pacific Railway that were and repudiated all such temporising as a thority of the law, but they had acted construction of the Canada Pacific Railin the teeth of the statute passed last way 37 Vic., cap. 14.
> session. This was no mere legal quibble— WMr. MASSON here moved his amendno irrelevant controversy, for it involved a ment which was declared lost on the folwaste of \$1,400,000. The hon, member | lowing division : for South Bruce hat charged him with Ywas.—Bunster, Cameron (Cardwell), exaggerating figures, but he called the at Caron, Cimon, Costigan, Cuthbert, Desjar tention of the lon gentleman to the fact dins, Domville, Dugas, Farrow, Ferguson, that there was no exaggeration in the Flesher, Fraser, Gausset, Haggart, Hurteau, any memb r in this House - the contracts Ryan, Schultz, Thompson (Cariboo), Tup-Mr. McCALLUM said that it had been themselves. He made his calculations on per, Wallace (Norfolk), White, Wright

allowed, with others, to large their cables and enjoy the same sights help have enjoy the same had set up men of straw to knock them | and a half millions was designed to acdown. His (Mr. Tupper's) posi complish, and they had a right to say, tion was this, that the Govern- not that this deep wrong should be inment, instead of carrying out the creased and made greater, but that the the first electrician of the age, and only policy of their predecessors, and grappling public money should be expended in with this great work with all possible carrying on this great undertaking to some energy, proposed to expend \$10,500,000 neutral point, to be fixed by Parliament, of the public money outside, above, and | which could be reached by private capital beyond anything that was required for the and private enterprise. The hon memconstruction of that great work. That ber for Algoma had, with an amount of Before M. O'Gara, P. M. was the question he addressed to the candour that did him credit, but for House, and the position he occupied. The which the Government would not thank battery that would convey a message from arguments he had adduced to the House | him, let some light upon the matter conduct on the By Ward Market. He were unanswered, not because there were Discussing the question naturally from an was fined \$3 and costs for his predilections would give importance to their arguments.

The Government had acted purely and known until the cable was laid, and hence terial side of the House, but because the of his interesting speech last night, said | Wm. Reardon was up on a charge of I say that they ought to be treated as arguments themselves were unanswerable; that at an early day a road would be assault, and for setting a dog on a boy prise, and he had no doubt the people of R. A. Sims. most countries do their subjects that The hon. First Minister adopted the made to Sault Ste. Marie, to connect with named John Sloane. It would seem that Ontario would be generous and just as T. Dunn. a great improvement course of avoiding the main issue, and an extension of the Northern Pacific from while some boys were playing in the yard usual. Local considerations should have J. Gillie.

THE PACIFIC BAILWAY DEPUTAoffect of this bill) to remain on our casions. But the hon. First Minister had Columbia, to build a railrord without deog's because they have exclusive rights brought forward the question of rail pur lay from Nansimo to Esquimalt, on Newfoundland, we at the same time, chase as one upon which he (Mr. Tupper) Vancouver Island, and to expend not less by this same bill, allow a company char had attacked the Government. What is shau \$2,000,000 per annum in British tered in Canada to have their rights unim- did state was that although rails had been Columbia, on the Canadian Pacific paired by this Act, although they have ex- purchased at an exceedingly low price, Railroad, and to complete the construct citisive rights from Denmark. But this there was no reason why they might not the shore of Lake Superior in fifteen years, young, and his interest must be served now at a much higher price than a few this House is of opinion that no time served.

as he is a special favourite of years ago, that it had been falling in price should be lost in beginning the eastern Pacific Railway scheme of the Govern they then withdrew. the means of telegraphing when facture of Bessemer steel rails between sistent with a due regard to economy, and had an interview of over an hour's means to convey other intelligence not there was nothing to indicate that the near to the south of Lake Nipissing, west | The deputation was introduced by Mr. very creditable to the parties engaged. price would not still further decline. But ward to Lake Nipegon, and thence to Red Moss, M. P. for West Toronto; Mr Wilkes, usual large attendance, was held in the These acts must be forgotten, even if this the interest of the money was alone a River, commencing at Lake Nipegon, and M. P. for Centre Toronto, and other inter. Temperance Hall, Rideau street, on Sun-These acts must be forgotten, even if this life interest at working eastward and westward, and that ested members of Parliament being pre- day afternoon, Mr. Gillivray presiding. not prepared for this class legislation, and 5 per cent. or \$2,500,000 for two years, the Government should employ the available for this class legislation, and 5 per cent. or \$2,500,000 for two years, the Government should employ the available for this class legislation, and 5 per cent. or \$2,500,000 for two years, the Government should employ the available for this class legislation. I hope this House will so amend this bill the result was a sum of \$250,000, which able funds of the Dominion in the first the deputation, and trusted some solution prayer, that present interests may be protected, must be added to the cost of rails, and place for the completion of that great of the apparent difficulties might be and the bill will then have a prospective then it appeared to be very doubtful national work-a continuous railway on arrived at.

of momentous concern to them, forming a nursery for seamen, and a source from on when you have an object to gain." pose to which to put the rails. Caron, Cimon, Colby, Costigan, Currier, What interest have we as Canadians? It Supposing the First Minister carried out Cuthbert, Desiardins, Domville, Dugas, is asserted that by this bill it may cheapen the policy already submitted to the barrow, Ferguson, Flesher, Fraser, Gaudet, House, the terminus of the road might be Greenway, Haggart, Hurteau, Jones no clause to say what the maximum rate fixed at Bute Inlet, at all events the loca- (Leeds,) Kirkpatrick, Little, McDonald fisheries and their right to enjoy them. It would seem to be but just and reasonable is laid, they can arrange prices or sell out, that since a portion of the Treaty of just as they think proper. But fur her, the case, it would involve the construction is laid, they can arrange prices or sell out, the case, it would involve the construction is laid, they can arrange prices or sell out, the case, it would involve the construction in the laid. Monteith, Montplaisir, Palmer, what great interest has this Dominion? of 150 miles of railway at a cost of \$8,- Pmsonneault, Pope, Robitaille, Rouleau, Ryan, Schultz, Thompson (Cariboo,)

> NAYS -Appleby, Archibald, Aylmer, Bain, Bechard, Bernier, Bertram, Biggar, Blackburn, Blake, Borden, Borron, Bourassa, Bowman, Brouse, Brown, Buell, Burk, Burpee (St. John), Burpee (Sunbury) Campbell, Carmichael, Cartwright, Fleming, Flynn, Forbes, Fournier, Frechette Lair I, Lajoie, Landerkin, Langlois, Laurier, Perry, Pottes, Pickard, Pouliot, Power, arise to (Frince Edward), Rymal, Scriver, Sinclair, vince should be lost sight of. Hon, Mr. TUPPER said the late Gov-

the Mata an to ascertain which would be maturing the scheme Ontario had been ments for giving it up without incurring the shortest and more economical of ignored. It was the feeling of the people that the policy of the Government should on to the temperance argument proper, that Benoit Lake is 35 miles from the Hon. Mr. MACKENZIE moved that this point authorized by Parliament as the House do ratify the Order in Council grant-

the First Minister said they were giving it Currier, Dawson, Delorme, De St. Georges

PESERTMENT OF GRAND JURY.

The Grand Jury made the usual The Court then adjourned till 10 of POLICE COURT. the hypothesis that the fine from Lake

Joseph Cox was arraigned for disorderly

The Interview with the Protter Mal- be effected by private enterprise, he did Government Policy to be Carri d out-The Withdrawal of the Deputa-

Mayor Rozon, of Hamilton, thanked the The deputation of western men at pre-Premier, on behalf of the deputation, for sent in the city, relative to the proposed the hearing which they had received, and ment, waited on the Premier in his office on Saturday morning last at ten o'clock, SUNDAY AFTERNOON TEMPERANCE duration on the subject of their mission.

Hon. Mr. FLINT addressed the audience and the bill will then have a prospective and not a retrospective. What will whether the Government had saved any continuous railway on arrived at.

Mayor Roach, of Hamilton, said that in the Government had saved any continuous railway on arrived at.

Mayor Roach, of Hamilton, said that in the Government had saved any continuous railway on the Atlantic to the Pacific Ocean. view of the great call upon the time of the account of the loss of revenue it would Premier, the deputation had deemed it entail, but they could send an ambassador advisable to appoint two of its members, to Washington, without the consent of Ald, Turner, of Toronto, and Mr. Dumble, Parliament or the country to propose of Cobourg, to represent their views on conditions for a new Reciprocity Treaty, the proposed Pacific Railway scheme to which would involve larger expenditures

than the revenues which would be re-Alderman Tunner said they did not linquished by the adoption of a law for intend to dispute the action of the Gov- bidding the importation, manufacture and ernment, nor yet to dictate to them what sale of liquor. But he insisted it was their they should do. The deputations repreduty not only to aid in the passage of sented important interests of Ontario, but such a law but to take the respons they did not come to Ottawa to make of it themselves. The traffic in intexicatrepresentations from a sectional or Proling beverages was increasing and the vincial stand point. The construction of effects were most disastrous, but it was and in good faith by the Imperial Govern. The provisions of cable business is not over three Hon. Mr. MACKENZIE said he mever Tupper, Wallace (Norfolk,) White, Wright the Pacific Railway, however, was a great deemed impossible to bring the Governs national enterprise, and the Government ment to a proper sense of their duty in the policy in reference thereto should be one matter. The speaker then produced the which would benefit all the Provinces resolution of which Mr. Ross had given equally. He still hoped that the original notice, and treated them as beneath conscheme was not abandoned, but simply tempt. Public opinion forsooth! Why deferred.

TIONS.

It had been understood from the Pre- such tones as to leave no doubt that it mier's speech at Sarnia, that the section | would abundantly sustain the measure Geoffrion, Gillies, Gillmor, Gordon, Goudge, Hall. Horton, Huntington, Irving, Jones, (Halifax), Kerr, Killam, Kirk, period, and that the subsidizing of he contended that with or without the branches running south to Ontario and consent of Government the author of the Macdonald (Glengarry), Macdougall eastward to Quebec, would form part of resolution ought to have prepared and the Pacific Railway scheme, connecting submitted a bill. It would probably have (Cape Breton), McKay (Colchester), Mac the Ontario railway system with the been rejected, but nevertheless a great kenzie (Lambton) Mackenzie (Montreal), Pacific Railway; this would bring point would have been gained for the Micleman, McCraney, McGregor, McInthe trade of the West through needed work would have actually comtyre, Metcalfe, Mills, Moffat, Moss, Murthe Province to the St. Lawrence and to menced. The people would have to take but at a great disadvantage, as if to punish the late Administration, which included the Pacific Railway scheme, because the Perry, Pettes, Pickard, Popliot, Power, arise to the Dominion generally by Perry, Pettes, Pickard, Popliot, Power, arise to the Dominion generally by Perry, Pettes, Pickard, Popliot, Power, arise to the Dominion generally by Perry, Pettes, Pickard, Popliot, Power, arise to the Dominion generally by Perry, Pettes, Pickard, Popliot, Power, arise to the Dominion generally by Perry, Pettes, Pickard, Popliot, Power, arise to the Dominion generally by Perry, Pettes, Pickard, Popliot, Power, arise to the Dominion generally by Perry, Pettes, Pickard, Popliot, Power, arise to the Dominion generally by Perry, Pettes, Pickard, Popliot, Power, and if they did so in a percentage and the Perry, Pettes, Pickard, Power, and the Perry, Pettes, Pickard, Power, and the Petropower, and the Ross (Durham), Ross (Middlesex), Ross (Middlesex), Ross (Durham), Ross (Middlesex), Ross (Durham), Ross (Middlesex), Ross (thought that the interests of no one Pro-

Smith (Peel), Smith (Selkirk). Smith Mr. Dumare then addressed the Pre- taken by that gentleman. He was a (Westmoreland), Snider, Stirton St. Jean, mier, and after some preliminary remarks thorough teetotalier, and desired as much and not from any hope of its accomplishing; the Government of Great Britain
being against them.

Tascherese, Thousage, Industry Trow, Vail, Wallace
(Albert), Wilkes, Wood, Wright (Ottawa),
being against them.

Tascherese, Thousage, Industry Trow, Vail, Wallace
(Albert), Wilkes, Wood, Wright (Ottawa),
being against them.

Tascherese, Thousage, Industry Industr Taschereau, Thobaudasu, Thompson (Hal-said the opinion of the deputation was as any man could the passage of a proconfidence that the Opposition would all the Government to accomplish the great that this resolution be not now concurred work undertaken by their predenational work undertaken by their predecessors; and deprecated any factious opinion of this House no contract shall be criticisms regarding the paition of antique true resolved that in the course he had taken. Public opinion was far from being as well eduentered into with any company for the construction of the Georgian Bay Branch of the Canadian Pacific Railway, nor any subsidy granted for the construction of the railway from the eastern terminus of the railway would be dealt with in a similar manner through the law and give it a fair trial. Indeed, if the law were passed it would probably not said Bacific Bailway to Donglas or near the Quebec system affor led all advantages come into operation for two or three years, Douglas until a thorough and complete that could be desired to the Lower Property as it would be necessary to give time to instrumental survey shall have been made of the route proposed, and the route by for complaint, but it really seemed that in The amendment was withdrawn and the be one either of strict neutrality, or else of and related an affecting case of utter equal favour to all the Provinces. wreck by reason of drink, that of a fine Hon. Mr. MACKENZIE then replied. young man in his part of the country who had been burnt to death while in a state ing into office it became the policy

and should be viewed as such. He then

Superior to Lake Nipissing was to be

might produce changes, but at present he saw no prospect of building the line that

built at an early day. Fresh information

essentially necessary, and by utilizing the the resolutions of Mr. Ross sugge water stretches, to establish as early as possible a summer route to the Pacific; Mr. Goungs replied that he had mis then to fill in the gaps afterwards. That Hon. Mr. VIDAL spoke last, and regret was the policy which was submitted to ted that the subject should have been the country at the general elections, and presented in such a form (by Hon. Mr. which met with almost unanimous ap Flint) on the Lord's day. Such discusproval. The argument of the gentleman sions, in his opinion, were much more that there was no exaggeration in the Flesher, Fraser, Causiet, Haggart, Hurteau, statement that Bet oit River was Jones (Leeds), Little, McDonald (Cape Nipissing was to be built at an early day, labour with the highest motives. It was and if such were the case, Alderman very praiseworthy to urge the principles of temperance from patriotism and philanweight, but even then it would, he feared, throphy, but perfect success could only be be a bad policy to subsidize provincial looked for when the work was done from lines running southward. The Pacific a desire to honour God and to serve the Railway was a national enterprise, meant souls of men. He believed in a prohibito accommodate trade between the to.y liquor law, and would help it all he Pacific and Atlantic Oceans. He had could, but he was satisfied it never would recently given audience to a very eradicate the vice of intemperance, unrespectable deputation from Manitoba, less it were worked upon the highest alter the route of the road so as to who heard him would lay this to; heart, strike the Red River at Winnipeg. a and reduce it to practice in their lives. change which would have entailed un-The meeting then closed with the warrantable expense and necessitated doxology, as usual. an unjustifiable deviation. There were

two objective points, viz., Georgian Bay and the most convenient point of reachnext (to-morrow), Mr. LeSueur would

that would carry the trade of the country the preacher. Bishop Cheney was more through the State of New York. The in- than ordinarily eloquent. He spoke at tention of the Government was to make some length on the necessity of the haste slowly, and proceed with the connection in an intelligent manner. Even benefit of the poor, that none should be if the line were built on the old original survey, there was a portion of the road that could not be kept open during the penser of Justice, Faith, and Mercy.

Within the last ten years the progress of discovery the progress o fore have winter connection with the free church. Every one was free to enter Pacific sea board. They would go on and free to go away. It was God's House, building the essential portions of the road and open to all. and make the necessary surveys in the It may be mentioned

vince could feel aggrieved if the line were of Mr. Maegagy, the Communion Service,

thereof, but did not think that his wor is It might seem strange to the gentlemen of the new bell, took place yesterday, to know the particulars. Great battles have deputation from Quebec complaining that and the Pacific Railway policy was altogether platfor. The banediction of the church of the day, but which ought and suthernlie history. anything more to the interests of the people of Ontario than having the line of the day. His Lordship next resources for carrying it on to a successful ter pass through their back yards. Ontario could not well complain; there were several millions in the roads from Toronto to Collingwood, and from Toronto to Sar. to Collingwood, and from Toronto to Sarnia. The argument of Messrs. Turner
and Dumble had no weight, except on

5,000 lbs. and was manufactured by cessor, but with a far greater pecuniary expenditure, and with such improvements in its composition as have been suggested by tought experionee and enlarged knowledge. entlemen, who were also sponsers, have scome responsible. The first nine names

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mence early in the spring.

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