THE DAILY NEWS.

VOLUME XX.—NO. 176.] KINGSTON, (CANADA). SATURDAY EVENING, APRI 1, 1871. [PRICE TWO CENTS.

ETNA INSURANCE COMPANY OF HARTFORD, Connecticut.

PAID UP CAPITAL AND SURPLUS..... $ 5,549,504 97
ASSETS PAID IN FIFTY YEARS..... 26,000,000 07

ASSETS, JANUARY 1ST, 1870.

Cash on hand and in Bank.....	622,582 08
First Mortgage Bonds.....	253,319 14
Mortgage Bonds.....	967,125 00
Bank Stock.....	426,445 00
United States and City Stock and other Public Securities.....	2,220,033 75
	$5,549,504 67

This Company has been doing business in Canada for nearly 50 years, and during that time has won the public confidence by prompt and liberal settlement of every fair claim. It has fully complied with the laws of Canada by the Deposit with the Government of Stocks to the extent of

$50,000,

and is prepared to issue Policies on terms as low as the safety of the Assured will permit.

JAMES SWIFT, Agent,
St. Lawrence Wharf.

Kingston, Feb. 4, 1870.

HENRY CHULL,
Parliamentary and Patent Office Agent,

TRANSACTS business before the Parliament of Canada and the other Departments of the Government; Obtains Letters Patent; Drafts and files Private Bills during the Session; Copy Rights and the Registration of Trade marks and designs throughout the Dominion; Drawings, Specifications and Models necessary to secure Patents of Invention prepared on receipt of the ideas of the inventor.

REFERENCES:
Hon. A. CAMPBELL, Kingston;
RICHARD JUSON, Esq., Kingston;
W. M. WILSON, Sec., Toronto;
Messrs. RICH. LEWIS & SON, Toronto;
Hon. JOHN CARLING, London;
BULL, Esq., Inspector of Agencies, Life Assurance Company.

July 1st, 1867.

The Provincial Hardware Manufacturing Company

ARE now producing all the varieties of American Pattern HINGES, LOCKS, LATCHES, KNOBS, &c., and offer them for sale to the Trade, at prices to do away with importing any but HOME MADE. Orders direct to the Manufactory, Kingston, West; or to the Company's Agents, Messrs Evans & Evins, will be attended to.

EUGENE RIMMEL,
PERFUMER by appointment to the Courts of Spain, the Queen of Holland, the Belgians, and the King of Prussia, H.R.H. the Prince of Wales.

Toilet Soaps.	Toilet Vinegar.
Lavender Water.	Portable Vinegar.
Cold Cream.	Toilet Powder.
Perfumed Vaporizer.	Hair Powder.
Rose Leaf Powder.	Tooth Powder.
Perfumes for the Handkerchief.	Glycerine Soap.
Eau de Cologne.	Musk.

All the above are carefully prepared for exportation, and retain their aroma in any climate.

96 Strand; 128 Regent Street; and 17 Boulevard des Italiens, London.

YARDLEY & CO., Fancy Soap Perfumers, Prize Medal for Purity and Excellence of Quality, and Paris.

BROWN WINDSOR SOAP.
PRIZE MEDAL HONEY SOAP.
PATENT SUNFLOWER SOAP.
GLYCERINE SOAP.

Every variety of Fancy Soap.
Also in Cartons of 3 Tablets.
Pomades, Rose and Violet Perfumes, French Extracts, Lemon, Cherry Tooth Paste, Lime Juice, and every description of perfumery for the Toilet.

Messrs Burgoyne, Burbidges & Co. receive Indents for Yardley & Co's Manufactory, 7 Vine Street, London, and Depot, 5 Rue de la Paix, Paris. Established 1770.

DAILY NEWS
Book, Job, and General
ESTABLISHMENT

THE Undersigned, having a Stock of PLAIN AND FANCY TYPE for BOOK AND JOB PRINTING fitted up

TWO STEAM PRESSES

is enabled to execute in the best style, with greater expedition than any other in the City, all orders for work he may be favored. With REQUISITE STYLE.

BOOKS, CIRCULARS,
LABELS, MAPS,
HANDBILLS, CARDS,
PAMPHLETS, SHOW BILLS,
INVITATIONS, STAGE BILLS,
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POSTING BILLS, PROGRAMMES,
CONCERT BILLS, JOURNALS,
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CHEQUE BOOKS, SERMONS,
BUSINESS CARDS, ETC., ETC.

WITH EVERY OTHER VARIETY OF
PRINTING IN GOLD AND COLORS.

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Six lines and under, $1 for first insertion, and 13 cents for each subsequent insertion.

Ten lines, $1,25 for first insertion, and 17 cents for every subsequent insertion.

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Subsequent insertions, if inserted less than once a week, 4 cents per line.

Notices of Births...50 cents.
Do Marriages...50 cents.
Do Deaths....50 cents.

"BUSINESS NOTICES."—Immediately after this heading, leaded or not leaded, 10 cents per line, measured by a scale of 10 lines to the inch, if over 10 lines, under 10 lines, 7 lines 50.

Other Notices in addition to the regular business of which is to promote the interests of individuals or private interests of Incorporated Companies, such as Reports of Meetings of Companies, Notices to Societies, Amusements, Meetings, Balls, Acknowledgements of Donations, &c., to be considered advertisements and charged the same scale and in the same manner as "Business Notices."

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The square to be 22 lines, $60.
The half square 11 lines, $40.
Price for square, for one insertion per week, $4 with the privilege of changing once a month.
Half square for daily paper, $3 with same privilege.

N.B.—The square to be the ordinary business of one firm. Contracts for such houses it will not include Auction Sales, Advertisements of Removals, Copartnership notices, Advertisements of individuals in Firms, Houses to Let or for Sale.

JAMES SWIFT,
Princess Street.

THE DAILY NEWS

IS published every lawful evening at Dollars per annum, payable in advance. Subscribers who receive their papers at their residences are strongly advised to pay the carrier at the rate of Fire Dollars.

THE CHRONICLE AND NEWS

IS published every Friday morning. It contains the News of the Week, and is a large amount of reading, and is published at Two Dollars per annum, paid in advance.

Address orders to the Publisher, JAMES SWIFT, Princess Street.

Kingston and Cape Vincent Ferry.

UNTIL further notice, the Steamer WATERTOWN, C. Hinckley, Snr., Master, will leave Kingston for Cape Vincent daily, Sundays excepted,

At 8 A.M., to meet the 2 P.M. train for Rome and Oswego.

At 4 P.M., to meet the morning train for Rome and Oswego.

RETURNING,

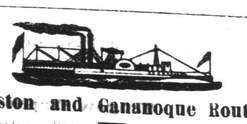
Will leave Cape Vincent on arrival of train from Rome and Oswego.

At 10:15 A.M., meeting the Grand Trunk East and West trains.

At 6:30 P.M., meeting the the Grand Trunk East and West trains.

For freight or passage apply on board, or to
G. M. KINGHORN,
Ferry Wharf, foot of Brock Street.

Kingston, 21st March, 1871.



Kingston and Gananoque Route.

COMMENCING ON TUESDAY, 28th inst, the Steamer GAZELLE, D. Pyke, Master, will leave Kingston for Gananoque, touching at the intermediate places on Howe Island and the Main Shore,

Every TUESDAY, WEDNESDAY, THURSDAY and FRIDAY at 4 P.M.

RETURNING,

Will leave every WEDNESDAY and FRIDAY at 5:30 A.M. and 8 P.M.

For freight or passage apply on board or to
G. M. KINGHORN,
Ferry Wharf,
Foot of Brock Street.

Kingston, March 27, 1871.

FELLOWS'
HYPOPHOSPHITES.

Among the diseases overcome by the use of

FELLOWS' COMPOUND SYRUP OF HYPOPHOSPHITES

ARE

Constipation, Asthma, Consumption, Laryngitis, Nervous Debility, Dyspepsia, Chronic Bronchitis, Chronic Diarrhœa, Melancholy.

Debility resulting from Typhoid and other low fevers, Diphtheritic Prostration, Hysteria, Hypochondria, Amenorrhœa, Chlorosis, Anæmia, Leucorrhœa, Nervous Excitability, Marasmus or Wasting of the Muscles, Aphonia or Loss of Voice, Chorea or St. Vitus's Dance, Sluggishness of the Liver, Interrupted and Feeble Action of the Heart, *Suffocating Feelings* caused by mucous obstructions of the Lungs and Air Passages leading thereto, Debility from various causes, many cases of which appeared hopeless.

Sold by Apothecaries.

Price $1 50; six for $7 50.

JAMES I. FELLOWS, Chemist
St. JOHN, N.B.

James S. Cartwright,
BARRISTER-AT-LAW. OFFICE — Over Parker's Drug Store.
June 9.

Removal.

JAMES AGNEW, Barrister, &c., has removed his Law Office from Clarence to King Street, over Mr J. J. Linton's Auction Rooms
March 19

REMOVED to the Office over Linton's Auction Rooms.

John Mudie,
Barrister-at-Law, Solicitor in Chancery, &c.
Money to lend at easy rates on acceptable security.
Kingston, 25th August, 1870.

ROYAL ASSURANCE COMPANY
OF
LIVERPOOL AND LONDON.
MAXWELL W. STRANGE,
Agent for Kingston
Office—Clarence Street, opposite Post Office
Jan., 1817

RETURNED—DR. MACLEAN, at R. WHITE'S Drug Store.

ENGLISH
BOOTS AND SHOES.

THE subscriber has just received direct from England, a very fine assortment of

LADIES AND GENTS'
BOOTS AND SHOES.

ALSO

On hand, a large and varied Stock of Canadian Manufacture, together with Trunks. Valises, &c., &c.

An inspection is respectfully requested.

JAMES HOPE.
Princess Street.

Kingston, June 20, 1870.

STACEY'S NEWS DEPOT

And Music Store
LATE BEYNER'S MUSIC STORE,
82 King-st.

NEW SHEET MUSIC
ORDERED AND RECEIVED
DIRECT FROM
NEW YORK AND LONDON.
TWICE A WEEK.

PIANO FORTES FOR SALE OR HIRE

A Large Stock of Violins,
Concertinas,
Flutes,
Violincello,
Guitars,
Flutinas,
Fifes,
Drums,
Onesie

Musical Requisites
IN GREAT VARIETY
AT E. STACEY'S
MUSIC AND NEWS DEPOT.
82 King Street.

March 29.

DUTCH FLOWER ROOTS.

FINE VARIETIES
OF
DOUBLE AND SINGLE HYACINTHS,
TULIPS,
CROCUS,
SNOWDROPS, &c.,
Just received and for sale by
E. H PARKER,
Market Square.

Oct. 17.

THE LARGEST, CHEAPEST
AND
BEST ASSORTMENT
OF
SPECTACLES,
EYE-GLASSES,
AND OTHER
OPTICAL INSTRUMENTS,

HAS JUST BEEN RECEIVED BY

R. WHITE,
CHEMIST AND DRUGGIST,
PRINCESS STREET.

N.B.—All kinds of Optical Instruments received for Repairs.
Sept. 17.

HIGHER EDUCATION.

HELLMUTH COLLEGE.—Board and Tuition per annum, $226.

HELLMUTH LADIES' COLLEGE,

Inaugurated by H.R.H. Prince Arthur. Board and Tuition per annum, $236.

President—The Very Rev. I. Hellmuth, D.D. Dean of Huron.

☞ For particulars apply to Major Evans, London, Canada West.

July 30.

ARCHITECTURE.

THE undersigned is prepared to furnish Plans and Specifications of Public and Private Buildings, and also to superintend the erection of the same.

R. GAGE.

OFFICE Marble Block, Princess Street.
Kingston, Dec. 1, 1870.

A RARE CHANCE.

HOTEL, RESTAURANT,
AND BAR,
FOR SALE OR TO LET
FOR A TERM OF YEARS,
"THE COSMOPOLITAN,"
IN MONTREAL,
FURNISHED OR UNFURISHED.

The lowest rent in the city. This establishment is too well known to require any comments upon its merits. Upwards of 200 merchants and others dine daily in the Restaurant. The proprietor is only relinquishing it on account of assuming the superintendence of his brother's manufactory in the United States.

Address
GUISEPPE & GIANELLI.

N.B.—The Bar can be readily let for $200 per month.

March 1.

J. A. KARCH

HAVING retired from the Grocery and Liquor Trade, begs to thank his numerous customers for their liberal patronage in the past, and intimates for the future he will strictly confine himself to the

Coffee and Spice business,

All order promptly attended to.

J. A. KARCH.

OFFICE AND RESIDENCE—Earl Street, between Bagot and Wellington Streets.

Kingston, Jan, 10, 1870.

George Thompson & Co's,
King Street.

Agents for W. Dow & Co., Montreal; R. Labatt, Prescott; James Fisher Portsmouth; R. Molson & Bros., Montreal.

Whiskeys.

FAMILY PROOF, undoubtedly the oldest in Kingston, as it has been in stock for the las four (4) years.

PROOF and OLD RYE, the best and the cheapest in the city.

BRANDIES, RUM, GIN and WINES of all grades, at the

City Bottling Depot,
KING STREET.

Dec. 19.

Glidersleeve & Walkem,
BARRISTERS and ATTORNEYS-at-LAW, Conveyancers, Notaries Public.
Richard T. Walkem,
SOLICITOR IN CHANCERY.
Office—Clarence Street, Kingston, C.W.
J. P. GLIDERSLEEVE, L.L.B. | RICH. T. WALKEM.

Joseph Bawden,
ATTORNEY AT-LAW, Solicitor in Chancery, Notary Public, &c., 38 King street, Kingston.

HENDERSON'S
BOOK, MUSIC
AND
FANCY GOODS STORE.

NEW BOOK—THE SILENT PARTNER, By Miss Phelps. Authoress of Gates Ajar, &c.

NEW MUSIC.

Pieces not on hand, can be got at Short Notice.

ROOM PAPER

And WINDOW SHADES, a large variety and Very Cheap.

FANCY GOODS.

CIRCULATING LIBRARY—$3 00 a year New Books, Magazines, and Reviews constantly added.

Complete — Twain's NEW PILGRIM and INNOCENTS. Only 50 cents.

The Cottage Library—Nearly 400 Books. Only 25 cents each, on almost every subject.

John Henderson,
Princess Street.

March 31.

Special Notices.

Batchelor's Hair Dye.

This splendid Hair Dye is the best in the world; the only true and perfect Dye. Harmless—reliable—instantaneous—no disappointment—no ridiculous tints—"does not contain lead or any vitalic poison to injure the hair or system." Invigorates the hair and leaves it soft and beautiful; black or brown. Sold by all druggists and dealers. Applied at the Factory, 16 Bond Street, New York.

Thirty Years' Experience of an old Nurse.

Mrs Winslow's Soothing Syrup is the prescription of one of the best Female Physicians and Nurses in the United States, and has been used for thirty years with never-failing safety and success by millions of mothers and children, from the feeble infant of one week old to the adult. It corrects acidity of the stomach, relieves wind colic, regulates the bowels, and gives rest, health and comfort to mother and child. We believe if the best and surest remedy in the world in all cases of Dysentery and Diarrhœa in children, whether it arises from teething or from any other cause. Full directions for using will accompany each bottle. None genuine unless the fac-simile of Curtis & Perkins is on the outside wrapper.

Sold by all dealers in medicines at 25 cents a bottle.

Office, 215 Fulton street, New York, and 493 Oxford street, London.

Be sure and call for

MRS WINSLOW'S SOOTHING SYRUP,

Having the *fac-simile* of "Curtis & Perkins" on the outside wrapper. All others are base imitations.

Sore Throat, Cough, Cold,

and similar troubles, if suffered to progress, result in serious Pulmonary, Bronchial and Asthmatic affections, oftentimes incurable.

BROWN'S BRONCHIAL TROCHES

are compounded so as to reach directly the seat of the disease, and give almost instant relief.

The Troches are offered with the fullest confidence in their efficacy; they have been thoroughly tested and maintain the good reputation they have justly acquired. For Public Speakers, Singers, Military Officers, and those who overtax the voice, they are useful in relieving an Irritated Throat, and will render articulation easy. Being an article of true merit, and having proved their efficacy by a test of many years, each year finds them in new localities in various parts of the world, and the Troches are universally pronounced better than other articles.

Obtain only Brown's Bronchial Troches, and do not take any of the worthless imitations that may be offered.

"Troches," so called, sold by the ounce, are a poor imitation, and nothing like Brown's Bronchial Troches, which are sold only in boxes with fac-simile of the proprietor,

JOHN I. BROWN & SON,

on outside wrapper of box, and private government stamp attached to each box.

This care in putting up the Troches is important as a security to the purchaser, in order to be sure of obtaining the genuine Browns Bronchial Troches.

The Daily News,

SATURDAY EVENING, APRIL 1.

☞ SEE LAST PAGE.

PARLIAMENT OF CANADA.

Thursday, March 30.—In the Senate, on motion of Hon. Mr Campbell, the indemnity for the Fenian invasion expenses bill was read a second time and referred to committee of the whole.

Hon. Mr Hazen inquired if the Canadian losses by the Fenian invasion were to be paid by the United States.

Hon. Mr Campbell replied that the claims of Canada had been submitted to the High Commission at Washington, and if they were not entertained the Government would urge it upon the attention of the Imperial Government.

Hon. Mr Read moved the second reading of the Trenton h[illegible] lines bill.

A questi[illegible] diction being raised,

Hon. M[illegible] said he believed the power to deal [illegible] s of subjects belonged to the Dom[illegible] ture.

Hon [illegible] ght it would not be right to gi[illegible] icipality power to levy tolls upon timber passing down the river Trent.

Hon. Mr Sanborn believed the act sought to interfere with local legislation and the Senate would go beyond its powers to pass it.

Hon. Bills Flint deemed it his duty to oppose the act, as the powers granted were too great. He referred to Belleville and the unjust working of a similar act. He hoped it would be amended in committee, as it was calculated to hamper the lumber trade.

A long debate ensued, after which the motion was carried and the bill referred to the committee on private bills.

In the House of Commons, in reply to Mr Lapum,

Sir Geo. Cartier said it was not the intention of the Government to let any municipalities suffer through the frauds of Reiffenstein.

Mr Godin's act amending the Insolvent Act of 1869 was passed through the committee, read a third time and passad.

The following bills were read a second and third time and passed:—

An Act to incorporate the Isolated Risk Fire Insurance Company—Mr Harrison.

An Act to incorporate the Kingston and Pembroke Railway Company—Mr Kirkpatrick.

The debate on the resolutions respecting the admission of British Columbia into the Confederation was resumed by

Mr Jones (Halifax) who moved in amendment that after the word "purpose" in the amendment be struck out and the following words be inserted—"That the proposed engagement respecting the Pacific railway would, in the opinion of this House, press too heavily on the resources of Canada." In moving the amendment he said the obligations into which Canada proposed to enter, were too great for the resources of the country. He said it would more than double our already large debt and deter Prince Edward's Island and Newfoundland from entering the union. It had been always urged as the strongest argument against annexation to the United States that we would burthen ourselves with debt by entering into the union with them, but the proposed resolutions, if carried, would place us in an immeasurably inferior position to that of the States. The republic was now reducing the national debt and taxation at the same time. By adopting the proposed scheme the whole benefit of the argument against annexation would be swept away, and, the people would be left to look across the line for relief from the burthen of taxation. He did not believe the government were honest in their professions to construct the Pacific railway in ten years, and if not they had no right to mislead the people of British Columbia by such a promise. Our country had been unusually prosperous, hitherto nothing had occurred to interrupt the smooth running of the government machinery, but, as in private business, governments met with reverses at times, and we know not how soon a depression in trade and financial embarrassments might arise from which if burthened with such a proposed enormous debt we would never recover.

Mr Bodwell seconded the amendment.

Mr Morris said when he reviewed the progress of Canada for the last six years he felt that we were capable of accomplishing even greater results in the future. It was admitted by the leader of the Opposition that the construction of a Canadian Pacific Railway was an urgent political necessity, but he had said he would only have it built from the head of Lake Superior to the Pacific. He would ask the hon. gentleman what good would such a railway be to Canada in winter when navigation was frozen up. The hon. member for Lambton had said the government would lock up the lands of the fertile belt by giving them into the hands of a company but he (Mr Morris) maintained that there was no surer way of locking them up than by refusing to construct a railway into them. If a road were once constructed immigration would immediately flow in that direction and the country would be settled. As to the quality of the land in British Columbia he had been informed by Mr Trutch, who was thoroughly acquainted with that country that there were 22,000 miles or one hundred and forty millions of acres of fertile lands on the western slope of the Rocky Mountains. He was amused at the manner in which the Opposition tried to create a bugbear of the ministry placing a burthen of a hundred millions of dollars of new debt on the country. He referred to the manner in which the Americans constructed their immense railways by means of land grants and with that example before them he thought it was preposterous for the Opposition to argue that Canada, with better lands and more of them, could not construct such a work as the proposed Pacific Railway without a great increase of taxation. The terms before the House were simply these:—Shall we or shall we not have our brethren on the Pacific slope join their fortunes with ours? If they joined with us this Dominion was prepared in good faith to follow out their pledge for the construction of a great inter-oceanic railway. (Cheers.)

Sir A. T. Galt said the government wished the people of the country to lose sight of their best interests by rushing hastily into an agreement, the immense character of which they had no conception. With respect to the road proposed by British Columbia, it would have to be constructed before a railway could be undertaken or supplies for building a railway could not be transported to where they would be required without it. He did not believe that the people of British Columbia were over so unreasonable as to ask this Dominion to pledge that a railway should be constructed in ten years as proposed by the government. He said it was utterly useless to point to the United States as an example of railways being built by land grants. From the gloomy advertisements in every newspaper of the Union it was evident that the Northern Pacific had no small difficulty in selling their lands and obtaining money. The fact was sufficient to cause doubts as to whether a company could be found to construct the Canadian Pacific railway on land grants. This country was willing to recognize the importance of building an Intercolonial railway, and if the people of British Columbia were willing to accept the assurance of this House that the road would be constructed as soon as our finances were in a condition to proceed with the work he felt no objection would be made to the admission of that colony into the Confederation.

Mr Oliver said he was opposed to granting large tracts of the country in the North West to railway companies, as it might interfere with the free grant system and check the settlement of the country. He would support the amendment.

Mr Magill followed to the same effect.

Mr Colby defended the government policy.

Mr Anglin, in a speech extending nearly two hours, characterised the measure as utopian, and just such a one as might be expected from such visionaries as formed the present government.

In reply to Mr Anglin,

Mr Morris said that he had stated that the House was not to be led away by a wrong impression, but to remember that any scheme for carrying out the work of constructing the railway would have to be submitted to this Parliament, and they would have the full control of the expenditure, land grants and the whole scheme.

Sir F. Hincks had intended to take some part in the debate, but was anxious to hear the views of the hon. gentleman on the other side, and he had therefore taken his own time to make observations that were expected. There could be but one opinion that the tone of the speech of the hon. gentleman who had just taken his seat was directly opposed to the admission of British Columbia in the confederation and the construction of the Interoceanic railway on any terms. He knew that a coalition had taken place on the other side of the House between the hon. gentleman who had thoroughly advocated confederation and those who had been enemies to Confederation, and who were now following the course which they had always pursued to defeat to the best of their power the confederation of the provinces. He would appeal to the hon. gentlemen on both sides of the House to consider the position of the government on this question. He would assume that the people of this Dominion and the men who represented them were favourable to confederation and the members in this House who opposed it formed only a small part of it. The negociations that had taken place on the subject of the admission of British Columbia were of the nature of a treaty between the parties who had come to an understanding with each other as to the best means of coming to terms on the subject on which they had to agree. The hon. member for Gloucester, by his speech, showed that he was opposed to the admission of British Columbia into the confederation on any terms. The hon. members of the Opposition who had spoken were not opposed to confederation only on the terms offered. They had said there were only 10,000 of a white population in British Columbia, but there were a great number of others paying largely to the revenue of the country as consumers. There was a large number of Chinese, and from the experience of the people of the United States there were no more valuable or industrious people as settlers, and they consumed a great quantity of imported goods. The 60,000 of the British Columbia population, whites, Chinese and Indians, paid in duties double the amount per head that the people of the other provinces pay. The hon. gentleman opposite in the course of the debate had been drawn down to the single objectionable question of the Pacific Railway. The propositions made by the delegates from British Columbia were that it was absolutely necessary that a Pacific Railway should be constructed at the earliest practicable date, and the surveys commenced at once. In the course of the negotiations that ensued, in which members of the government were most anxious to obtain most advantageous terms for the Dominion, it was found to be impossible to concede to the extravagant demands of the people of British Columbia. They demanded that the railway should be commenced at once, and be constructed at the earliest possible date. The government offered to commence the road within two and finish it in ten years if it was practically within the means of this province. It was not necessary that he should enter into minute calculations as to the amount of land that should be given as a subsidy. They had given a rough statement made by engineers and experienced men as to the total cost of the road, namely, one hundred millions of dollars, and from that statement the Opposition had made out charges that the government was about to place a debt of a hundred millions of dollars on the country. The hon. member for Lambton had admitted that the interoceanic road was a political necessity, but the tone of the hon. member for Gloucester was entirely different. He (Sir F. Hincks) was surprised to hear hon. gentlemen who professed to be in favour of confederation so much opposed to the scheme. The government was not prepared to undertake the expenditure there of one million dollars a year as demanded by the delegates, but the Pacific Railway was a measure which the Dominion considered to be desirable without even taking into consideration the interests of British Columbia. When that colony asked admission into the confederation, one of the conditions was an intercolonial railway, and could the government say to them, "We cannot give you any promise on the subject." The statement that the government had made was, that the road would require a grant of one million and a quarter of dollars per annum, and if there was such a proposition made that the government should undertake to raise one hundred million dollars, they would say it was totally impracticable. It was perfectly understood by the terms of the agreement that we had undertaken an obligation to do all in our power to build the road, but not to go on at all hazards to the ruin of the Dominion. If the terms were agreed to British Columbia itself would become part of the confederation, and would be loath to urge the Dominion to undertake anything that would be ruinous to the interests of the country. It was necessary to satisfy British Columbia that we were in earnest and would do everything in our power to carry out this scheme. Had this government proposed to complete the road in twenty, thirty or fifty years, the people would have considered the promise a farce, and that Canada had no intention of ever doing what they offered. Supposing British Columbia had kept out of confederation, and we had told the delegates we were not prepared to accept their terms, he wished to know if we could long do without railway communication with the North West. At the present time we had a debt of $20 per head of the population. The United States debt was $60 per head, and notwithstanding that debt the people of that country were able to undertake and complete one Pacific railway, and were about to construct two others. He thought Canada need not be afraid to undertake the railway proposed in the resolutions. With regard to the bugbear of a hundred millions of dollars, he had already said there was no intention on the part of the government to undertake such a debt. Parliament having endorsed what the government had agreed to do, they would be obliged to carry out that obligation, but it was monstrous to say that if by any accident or financial crisis the government, having undertaken in good faith to carry out the scheme and complete it in ten years, and failed to do so, the people of British Columbia would take it as a breach of faith. (Cheers.)

Mr Workman and Mr Macdougall followed, and opposed strongly the policy of the government.

A vote was then taken on the amendment of Mr Jones of Halifax, and lost on a division of 63 to 98.

Mr Dorion then proposed the following amendment:—"That the Speaker do not now leave the chair, but that it be resolved—That in view of the engagements already entered into since Confederation, and the large expenditure urgently required for canal and railway purposes within the Dominion, this House would not be justified in imposing on the people of this Dominion the enormous burden required to build within ten years a railway to the Pacific as proposed by the resolutions submitted to this House."

Mr Ross (Dundas) moved in amendment to the amendment—"That in the opinion of this House the further consideration of the question should be postponed for the present session, in order that a more careful consideration may be given to a question of such magnitude to the people of the Dominion."

The House divided upon this amendment, which was lost upon the following vote:—Yeas, 75; nays 85.

Mr Mackenzie's amendment was then put and lost.

Hon. Mr Dorion moved an amendment that in view of the engagements already entered into since Confederation, and the large expenditure required for railways and canals. This House would not be justified in imposing on the people of this country the enormous burdens required to build a railway in ten years as proposed by this resolution.

Put and lost: Yeas 70; nays 91.

Yeas—Anglin, Bechard, Blake, Bodwell, Bol[illegible]